Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

RESOLUTION NO. 1717
CITY OF SUMNER, WASHINGTON

A RESOLUTION OF THE CITY COUNCIL ADOPTING THE "CITY OF SUMNER COMMUTE TRIP REDUCTION FOUR-YEAR PLAN, 2025-2029" PURSUANT TO RCW 70A.15.4000 THROUGH 4080.

WHEREAS, the Commute Trip Reduction Act (RCW 70A.15.4000-4080) requires the City of Sumner to adopt a Commute Trip Reduction (CTR) Plan; and

WHEREAS, the City Council adopted the previous Commute Trip Reduction Plan in 1992; and

WHEREAS, in collaboration with Pierce County, CTR-affected employers and community members discussed the benefits of employer based CTR programs, identified barriers to decreasing drive alone commute trips and identified possible solutions needed to shift mode split at employer workshops, and feedback gathered through community interviews, community events, public surveys and an open house; and

WHEREAS, the City of Sumner worked in collaboration with Pierce County to complete the update to the CTR Plan and the document has been reviewed and approved by the Washington State department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC); and

WHEREAS, the City Council finds that it is in the public interest to adopt the City of Sumner CTR Four-Year Plan set forth;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON DOES RESOLVE AS FOLLOWS:

Section 1. The City Council herby adopts the City of Sumner Four-Year Commute Trip Reduction Plan, 2025-2029, as shown in Exhibit A, attached hereto and incorporated herein by reference.

Section 2. **Effective Date.** The effective date for the Pierce County Four-Year Commute Trip Reduction Plan 2025-2029, shall be July 1, 2025-June 30, 2029.

Section 3. Corrections by City Clerk or Code Reviser. Upon approval of the city attorney, the city clerk and the code reviser are authorized to make necessary corrections to this resolution, including but not limited to the correction of clerical errors; or references to other local, state, or federal laws, codes, rules, or regulations.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Section 4. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation

ADOPTED this 21st day of April 2025.

Signed by:
Kathy Hayden
3[illegible]

Mayor Kathy Hayden

Attest:

DocuSigned by:
Michelle Converse
9BA2[illegible]

City Clerk Michelle Converse

Approved as to form:

DocuSigned by:
Andrea Marquez
2[illegible]

City Attorney Andrea Marquez

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Resolution No. 1717
EXHIBIT A

City of Sumner Commute Trip Reduction Four-Year Plan Update:

2025–2029

April 10, 2025

CITY OF
SUMNER
WASHINGTON

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Contents

Abbreviations v
Benefits of CTR 1
1. Local Land Use and Transportation Context and Objectives 1
2. How the CTR Program Will Help Achieve City of Sumner's Land Use and Transportation Objectives 7
3. How the CTR Program Will Help Achieve the City of Sumner's Environmental Objectives 7
4. How the CTR Program Will Help Achieve Regional and State Objectives 8
Performance Targets 11
5. CTR Performance Targets 11
6. Base Values for Each Performance Target 11
7. Method Used to Determine the Base Value for Each Target 11
8. How City of Sumner Will Measure Progress Toward Each Target 11
9. CTR-Affected Worksites in City of Sumner 11
10. Performance Targets for Each CTR-Affected Worksite 11
11. List the Base Value for Each Site 12
Services and Strategies 13
12. Services and Strategies City of Sumner Will Use to Achieve CTR Targets 13
13. How the City of Sumner's Services and Strategies Will Support CTR-Affected Employers 14
14. Barriers the City of Sumner Must Address to Achieve CTR Targets 14
15. The Transportation Demand Management Technologies the City of Sumner Plans to Use to Deliver CTR Services and Strategies 15
16. City of Sumner's Local CTR Ordinance 15
17. Commute Trip Reduction Regional Financial Plan 16
18. The City of Sumner's Implementation Structure 16
19. The City of Sumner's Implementation Schedule 17
20. The CTR Plan for the City of Sumner Employees 18
21. How the CTR Plan for City of Sumner Employees Contributes to the Success of the Overall Plan 18
Alignment with Plans 19
22. Transit Agencies That Provide Service in City of Sumner 19
23. Transit Plans Reviewed While Developing this Plan 19

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

24. How This CTR Plan Supports the Transit Plan(s) 19
25. Comprehensive Plan Updates Needed and When They Will Be Made 19
Engagement 20
26. City of Sumner's & Pierce County CTR Stakeholder Engagement 20
27. Vulnerable Populations Considered 31
28. Engagement Focused on Vulnerable Populations 32
29. Employers' Suggestions to Make CTR More Effective 33
30. Results of Engagement Focused on Vulnerable Populations that Will Be Provided for Use in Comprehensive Plan and Transit Plan Updates 34
Regional Transportation Planning Organization CTR Plan Review 355
References 388

Figures

1 Town Center Plan Area
2 Sounder Bus Connection to Sumner Station

Tables

1 2025–2029 CTR Financial Plan for Pierce County and the Cities of DuPont, Fife, Gig Harbor, Lakewood, Puyallup, Sumner, and University Place
2 Likely Revenue Sources for Funding CTR Plan
3 Anticipated CTR Projects and Actions

Appendixes

Appendix A
City of Sumner Zoning Map
Appendix B
CTR-Sumner Survey Response

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Abbreviations

ACS	American Community Survey
BNSF	Burlington Northern Santa Fe
Census	U.S. Census Bureau
City	City of Sumner
Comprehensive Plan	City of Sumner 2024 Comprehensive Plan
County	Pierce County
CTR	commute trip reduction
ESUV	East Sumner Urban Village
ETC	Employee Transportation Coordinator
MIC	Manufacturing/Industrial Center
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
RTPO	regional transportation planning organizations
State	State of Washington
SR	State Route
TCP	Town Center Plan
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Benefits of CTR

1. Local Land Use and Transportation Context and Objectives

The purpose of this section is to outline the existing and planned land use and transportation infrastructure that impacts the City of Sumner's ability to reduce drive-alone trips.

a. Setting In the City of Sumner as It Is Today or Will Be in the Near Future

The City of Sumner is a small town located in Pierce County with an estimated population of 10,800. What makes Sumner unique is its natural topography where two rivers converge in a valley. The city contains two state freeways (SR167 and SR410), two railroads (Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) and two rivers (Puyallup and White) that contribute to the character and landscape of the community. The City of Sumner is about 7.2 square miles and resides mostly within the valley floor with some growth and connections to the west and east hills. The largest areas of land in Sumner fall under the Manufacturing/Industrial Center (MIC) districts, primarily located in the north portion of the city, see Zoning Map below.

There is a consistent population growth of between 1-3% and a substantial employment growth over the last 20 years as the Sumner-Pacific Regional Manufacturing/Industrial Center (MIC) has built out with warehouses, manufacturing, and other industrial operations. Current employment is about 22,000 within the city limits. Pierce County has adopted housing, employment, and population growth targets for Sumner for 2020-2044 as follows: 1,985 housing units; 5,313 jobs; 4,904 residents. The Sumner-Pacific MIC also must plan for 20,000 jobs total in order to maintain its status as a Manufacturing Industrial Center, per PSRC requirements. Sumner's Comprehensive plan includes two planned action areas, one area that preserves downtown as the Town Center Plan (TCP) and the East Sumner Urban Village (ESUV) located in East Sumner. The City is planning for the development of 800 multifamily housing units in the next 3-5 years within these planned action areas that will jump the population by at least 25% and increase demands for city services and transit.



Image of White River in the MIC District, Sumner, WA

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

A map of the Town Center below demonstrates the land uses in relationship to transportation options in the city. The TCP area is primarily centered around transit access, with a subarea named Station District. The TCP was adopted in 2018 to encourage development that provides housing near transit options and to enhance walkability in Sumner's Downtown.

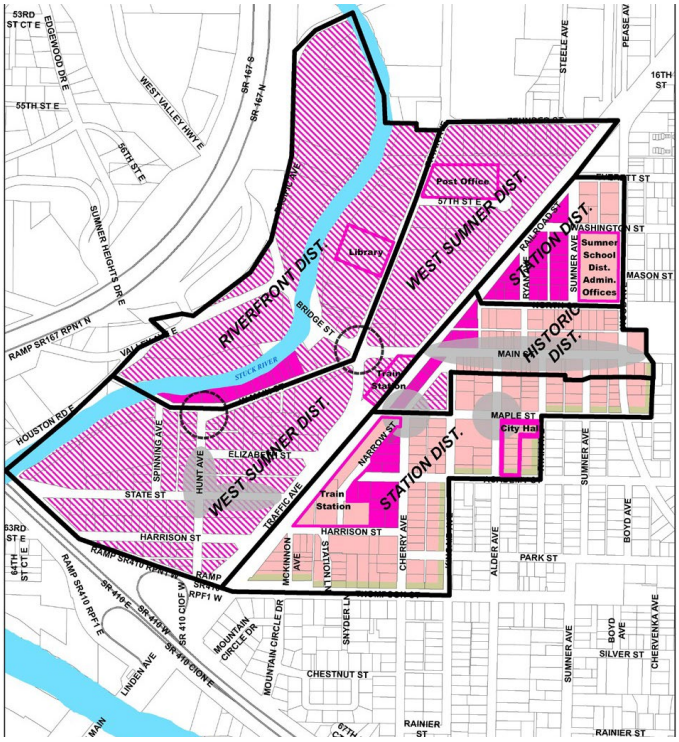


Figure 1. Town Center Plan Area

b. Features of Land Use and Transportation Facilities and Services that Affect Commuters

Land Use Features that Affect Commuters

Land use features that have the greatest impact on commuters include the location of north/south railroads with limited crossing areas, and undercapacity state highway systems including SR167, SR410 and SR162 (Orting Hwy). East/west connections are limited and impacted by the railroads and the White River. In addition, the steep hills on the east and west sides of the city contribute to limited access from the plateau to the east and hills to the west. Finally, planned residential growth east and south of Sumner (e.g. Tehaleh and Orting) have contributed to cut-through traffic and ridership demand at the Sumner Sounder Station.

The MIC district located primarily in the north end of the city, contains at least one large employer that impact commuting times. With a designated truck route through Traffic Ave, commuters are often impacted with transport traffic and the varying trains that cross through the City.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Transportation Facilities and Services that Affect Commuters

Transportation facilities and services that affect commuters in Sumner include the Sumner Sounder commuter rail station /transit facility that estimates 1,000 boardings per day by 2030 and is the biggest contributor to parking and traffic congestion in Sumner's downtown during the afternoon peak hour commute. Access to the Sumner Station is currently via park and ride and drop off while Sound Transit is under contract to construct a new 4 ½ story parking garage by 2026, adding a net increase of 500 stalls.

Bus facilities that currently serve the City of Sumner include Sound Transit's bus route #596, see route below. It provides commuters with 8 trips in the morning and 10 trips in the afternoon/evening to and from Sumner Station to the Bonney Lake Park and ride facility. There is not regular local bus transit service (e.g. Pierce Transit) that serves the Cities of Sumner and Bonney Lake for regional connection, contributing to inequities and costs associated with the commute.

596 - Sumner – Bonney Lake

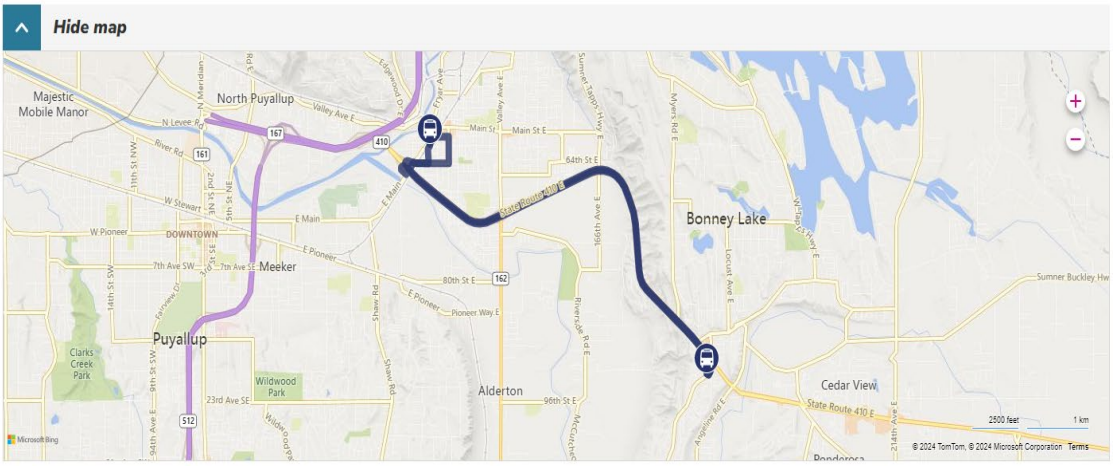


Figure 2: Sounder Bus Connection to Sumner Station

State highways that have inadequate capacity cause commuters to seek other options including using the West Valley Hwy and East Valley Hwy and other cut-through options. This cut-through traffic significantly impacts businesses and residents of Sumner by creating back-ups on minor arterials and collector streets as well as speeding in neighborhoods. As described above, the limited east-west connections also make it difficult on commuters. SR162 stretching south to Orting from Sumner is also below the necessary capacity and creates morning and evening peak hour back-ups.

c. Whether and How Commuting Patterns Have Changed in the Past Few Years

The COVID 19 pandemic created the opportunity to work from home (WFH) and has significantly changed commute patterns in Sumner. Pre-covid ridership at the Sounder Station was about 1,200 riders per day. This high demand and ridership came from Bonney Lake, south Sumner, Puyallup, and Orting and created parking challenges at the Sounder station. Since 2020 ridership has been below pre-covid numbers and the demand for parking has decreased with high demand being mid-week (Tuesday-Thursday). However, commuters are still utilizing the freeways and City surface streets to cut-through town heading north in the morning and south in the afternoon. This has

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

rebounded to be similar to pre-covid commute patterns. The City has sponsored a pilot project, last-mile shuttle service from the Sounder Station to the MIC. This has resulted in about 20 riders per day using the service.

d. The Most Important Land Use and Transportation Objectives from Plans that Commute Trip Reduction Most Directly Affects

CTR directly affects land use, climate and transportation objectives adopted in Sumner's 2024 Comprehensive Plan. Sumner retains its small-town atmosphere and walkability by taking appropriate steps to improve the street system and to reduce commuter traffic through town. Strategies and polices implemented as part of this CTR Plan help support the Comprehensive Plan objectives by encouraging development of complete streets and collaborating with public agencies to increase access and circulation in the city by transit, vanpool, pedestrians, bicyclists and other alternative transportation modes. The most prominent examples of these polices include the following:

Economic Development

Policy 2.4 Plan for adequate residential and commercial land to support a substantial work force and reduce worker commute times and maintain a good jobs-to-housing balance.

Community Character

Policy 2.1. Urban Villages. Establish and support Urban Villages in key areas that allow a mix of residential and commercial uses that support each other and help reduce automobile trips. Area plans shall be prepared to indicate in more detail allowable uses, design themes, buffering, public spaces, etc.

Policy 3.2. In cooperation with Pierce Transit and Sound Transit, establish the Town Center area as the intra-community transit hub

Policy 7.4. Work with Sound Transit, Pierce Transit and other providers to explore ways to reduce through-traffic in Sumner, such as additional park and ride sites outside of Sumner and shuttle services.

Commuter Rail/Regional Transit Sub-Element

Policy 7.2 Continue working with transit providers to expand and enhance bus transit service and a regional park-and-ride system that serves regional destinations and growing neighborhoods and employment areas of Sumner.

Policy 7.3 Prioritize agency coordination and funding for commuter connections to Sumner's primary employment center, the Sumner-Pacific Manufacturing Industrial Center (MIC).

Policy 7.7 Support a shuttle or autonomous transit that would connect the Historic Downtown area with eastern areas of the city.

Sumner's 2024 Comprehensive Plan https://connects.sumnerwa.gov/planning-sumners-future

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Commute Trip Reduction and Transportation Demand Management

Policy 8.3 Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs for telecommuting or at an alternate work site closer to home.

Policy 8.4 Encourage employers to provide TDM measures in the workplace through such programs as preferential parking for HOVs, transit pass subsidies, improved access for transit vehicles, and employee incentives for using HOVs.

Policy 8.5 Implement the provisions of the State Commute Trip Reduction Act.

Equity in Transportation-Related Decisions

Policy 9.1 Prioritize improvements that will improve multimodal transportation in underserved neighborhoods.

Policy 9.3 Ensure mobility for all residents within the UGA providing an accessible and affordable transportation system and encouraging public and private transportation operators to meet the needs of such persons. The City shall ensure that its transportation system meets the requirements in the Americans with Disabilities Act (ADA), apply design standards responding to the diverse community needs and improve existing City transportation facilities to meet these needs.

Transportation Element

Overall Goal: Provide an efficient and safe multimodal transportation system to improve mobility for residents, employees, and visitors of Sumner while maintaining the small-town quality of life within the City and supporting the economic vitality of the City.

Policy 1.1 Provide a multimodal transportation system that is compatible with State and regional growth plans, plans of adjacent jurisdictions, and with public transit providers

Policy 1.3 In managing transportation improvements that might increase regional traffic through the community, balance the desire to maintain the city character with future growth and diverse needs of the community.

Policy 3.5 Establish truck routes based on functional classification, connectivity, and land uses

Policy 3.6 Provide a highly interconnected network of streets, sidewalks, bicycle lanes, and trails for ease and variety of travel.

Policy 5.8 Promote programs that reduce the demands on the transportation system through the following <transportation> strategies

---

Sumner's 2024 Comprehensive Plan https://connects.sumnerwa.gov/planning-sumners-future

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

The *City of Sumner 2024-2044 Transportation Management Plan* contains the following goals and objectives directly related to Commute Trip Reduction:

Goal 8. Promote programs that reduce the demand on the transportation system.

Policy 8.1. Encourage the use of high occupancy vehicles (HOV) programs – buses, carpools, and vanpools – through both private programs and under the direction of Pierce Transit and Sound Transit.

Policy 8.2. Promote the use of transit, carpools, or vanpools.

Policy 8.3. Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs for telecommuting or at an alternate work site closer to home.

Policy 8.4. Encourage employers to provide TDM measures in the workplace through such programs as preferential parking for HOVs, transit pass subsidies, improved access for transit vehicles, and employee incentives for using HOVs.

Policy 8.5. Implement the provisions of the State Commute Trip Reduction Act.

Policy 8.6. Consider pricing programs as an option for reducing reliance on single-occupancy vehicle (SOV) travel.

Policy 8.7. Incentivize transit oriented and higher density land uses that encourage walking or biking near transit stations.

e. Critical Aspects of Land Use and Transportation that Should Be Sustained and Key Changes that Should Be Considered to Improve Commute Trip Reduction's Contribution to the Land Use and Transportation Objectives Referenced

Critical Aspects of Land Use and Transportation that Should Be Sustained

Sound Transit currently operates two bus routes, connecting transit riders to park and ride locations in Puyallup and Bonney Lake. Maintaining these connections aids in the success of the CTR program for Sumner.

The City of Sumner 2024 Comprehensive Plan identifies neighborhood planned areas and the MIC with anticipated levels of growth and adopts policies that support increased transportation improvements.

- Town Center: To include Sumner Station, Downtown Main Street and Puyallup Riverfront along Fryar/Traffic Ave
- East Sumner Urban Village- which encompasses East Sumner neighborhood, up to Sumner Tapps Highway.
- MIC: Stretching for the edge of Town Center up to Stewart Road, and the areas between East and West Valley Hwy.

Sumner's Transportation Management Plan/FEIS 2024 https://connects.sumnerwa.gov/planning-sumners-future

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

These centers, except for the MIC, will see increased housing and prioritized development that support the efforts of the CTR program. The Town Center, in particular, is a Transit Oriented Design (TOD) that will allow for high density housing within ¼ mile walk of the downtown and the Sounder station.

Key Changes that Should Be Considered

Continuing to make investments into infrastructure for active transportation and considering an additional public transit system will help to increase livability, maintain sustainability, and support transportation goals for Sumner commuters and residents. Other considerations include prioritizing disabled persons and increasing their access for walking and transit connection.

The City also continues to advocate for increased capacity on local State freeways and highways to reduce the impacts of cut-through traffic during commute times.

2. How the CTR Program Will Help Achieve City of Sumner's Land Use and Transportation Objectives

a. How and to What Extent the CTR Program Will Help the City of Sumner Achieve the Land Use and Transportation Objectives Referenced in Question 1

The relevant goals listed from the 2024 Comprehensive Plan are aligned with the goals and programmatic elements of the CTR Program. The City's focus on encouraging and increasing access for alternative modes of transit and, establishing employment center-specific targets, are in some cases directly met through the CTR program.

In turn, emphasizing transportation investments to decrease drive-alone rates will offer more opportunities for employees to take advantage of the CTR program benefits and incentives that their employers provide. CTR incentives and benefits include bicycle infrastructure such as showers and parking, carpool parking and rideshare systems, and teleworking policies.

3. How the CTR Program Will Help Achieve the City of Sumner's Environmental Objectives

a. How the CTR Program Will Support City of Sumner's Greenhouse Gas Emission Reduction Efforts

The City of Sumner is aligning with the County's Sustainability 2030 plan by aiming to reduce countywide and municipal greenhouse gas emissions by 45 percent by 2030 from a 2015 baseline. The actions outlined in the Sustainability 2030 Plan are designed to address this goal through targets relating to transportation, energy and built environment, waste reduction, nature-based climate solutions, outreach and education, and growing community capacity. Transportation-related goals are some of the most impactful, as 31 percent of countywide greenhouse gas emissions come from on-road vehicles, aviation, and other marine and off-road transportation equipment.[19] Under Sumner's Comprehensive Plan the transportation section includes relevant goals:

Sumner's CTR ordinance https://www.codepublishing.com/WA/Sumner/#!/html/Sumner16/Sumner1606.html

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

The CTR program supports greenhouse gas reduction goals by promoting other modes of transportation through employer education and engagement, as well as incentives. As more people shift to alternative modes of transportation, the reduction in SOV trips can help reduce greenhouse gas emissions. The CTR program also supports many of the transportation goals outlined in the Greenhouse Gas Reduction Plan outright, as well as the CTR goals.

b. How the CTR Program Will Support City of Sumner's Environmental Objectives in addition to Greenhouse Gas Emission Reductions

The CTR program supports both the environmental objectives and greenhouse gas emissions reduction goal by prioritizing alternative modes of transportation, coordinating between agencies and employers, and recognizing the impact that drive-alone rates have on air quality.

4. How the CTR Program Will Help Achieve Regional and State Objectives

a. The Local, Regional, and State Benefits that Would Be Gained If the City of Sumner Achieves the CTR Targets

By addressing key objectives outlined in regional and state transportation plans, the potential advantages of successful CTR implementation are significant. From reducing greenhouse gas emissions in highway-adjacent communities to promoting nonmotorized transportation and improving transit service quality, CTR induced benefits contribute to broader goals of sustainability, accessibility, and mobility. Furthermore, aligning with the overarching aim of increasing multimodal travel across communities, the CTR program can be a strategic tool to meet diverse transportation needs while fostering a more resilient and connected transportation network.

Local, Regional and State Benefits

- Decrease in greenhouse gas emissions, especially for highway-adjacent communities: the County, region, and State have goals to decrease GHG emissions. Every reduction in SOV trips contributes to a decrease in emissions.
- Increase in nonmotorized transportation: the Regional Transportation Plan and 2024 Comprehensive Plan both emphasize increases in nonmotorized transportation via walking, biking, or rolling. CTR incentives and infrastructure can help to improve this.
- Increased service: both the County and region have objectives that are centered around increasing service. Implementation of the CTR Plan can help to further this goal by providing additional demand for transit services, increasing coordination between employers and transit agencies, and adding outreach and education.
- The WTP emphasizes efforts to increase multimodal travel; implementing CTR is an inherent effort to increase multimodal travel across communities. The implementation of the program would provide a benefit in meeting this objective.
- By incorporating environmental justice goals and requirements set forth in the Healthy Environment for All Act (HEAL Act) and Pierce County's Equity Note policies, CTR and corresponding decreases in GHG emissions, Nitrogen Oxides emissions, and particulate matter, can help improve air quality in overburdened communities for vulnerable populations.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

b. Adjacent CTR-Affected Cities and Counties.

In relation to City of Sumner, the following are adjacent CTR affected cities and counties:

Cities: Bonney Lake, Auburn, Pacific, Fife, Puyallup, Milton, Edgewood

Counties: King County and Un-incorporated Pierce County lands

c. The Top Few Cross-Border and Regional Transportation Issues that Affect the City of Sumner.

Highway Congestion

SR167/SR410 congestion and cut-through traffic. Remains the top cross-border issue that affects commuters in Sumner. On ramps to SR410 at Traffic Ave and Sumner-Tapps Highway experiences back ups at traffic lights have an impact on commuters. In the MIC district, traffic congestion impacts SR167 for commuters seeking to head north or south out of Sumner.

Drive alone contributes to regional transportation issues that cause congestion to the highway systems.

Transit Access

Convenience and access to transit creates a barrier to commuters who desire to seek this option. The City of Sumner maintains a Town Center within one-quarter mile of the Sumner Sounder Station, yet safe and direct access by bicycle and walking remains the top issue. Pierce County: Vision 2050 forecasts that transit boardings will more than triple by 2050. Investing in transit-oriented communities aligns with the 2050 Regional Transportation plan.

Bicycle Infrastructure

The Sumner Link trail provides an integral missing link between the Interurban Trail, connecting Peirce County to Seattle, and the Foothills Trail, which leads to Mt. Rainier from city of Puyallup. This regional trial system supports bicyclist movement and sections of the Sumner link trail located between Auburn/Algona Pacific will likely be developed, with plans for future connections to be developed south towards the Foothills Trail. The regional transportation plan has also identified bicycle facilities where there are opportunities to fill gaps and create an accessible and connected bicycle/pedestrain network.

d. The Strategies the City of Sumner, Adjacent Cities and Counties, and the Region Have Agreed to Address the Top Issues Described in Section 4c

Congestion

Pierce County has secured grant funding to implement neighborhood and corridor CTR projects. These projects will provide residents, commuters, students, schools and employers in the targeted area with tailored CTR programs. These tailored programs will aim to meet the concerns identified by the community in the targeted area. Pierce County will continue applying for grants to support CTR neighborhood and corridor projects.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Transit Connectivity and Access

Even though the County is not a transit service provider, the County looks for opportunities to support the growth of transit options. The County helps residents and commuters access transit by providing information on transit route planning, supporting a ride buddy program and ride classes, making available free ORCA cards loaded with transit fares, providing safety gear, educating on ways to combine bicycling and transit, asking employers to provide their employees with transit subsidy programs, promoting a rideshare month campaign with prizes, and coordinating with transit agencies to promote their services and products.

The County plans to develop a multi-family housing sustainable transportation toolkit. This toolkit will show developers and property managers of multi-family developments how to incorporate transit fare programs into their resident package along with providing bike racks and spaces for teleworkers.

Through this CTR Plan, Comprehensive Plan, and other planning efforts with the departments of Parks and Recreation and Human Services, the County will coordinate with the transit agencies on land use development, community needs and transit service.

Active Transportation Infrastructure

The County will look for opportunities to support the growth of bicycling in Pierce County. Pierce County will assist residents and commuters to try adding or increasing their bicycle trips by:

- lending organizations a cycling skills course kit to teach confident riding,
- promoting bicycle courses and rides,
- providing free safety gear, educating on ways to combine bicycling and transit,
- asking employers to provide their employees with bicycle parking, bicycle fix-it stations with tools, showers and clothes lockers and incentives,
- supporting a retail discount program for bicyclist,
- and promoting a bike month campaign with prizes.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Performance Targets

5. CTR Performance Targets

a. Performance Targets That Reflect Only CTR-Affected Worksites

Weighted average drive-alone rate of 60 percent or less for CTR-Affected worksites at the jurisdictional level.

b. Additional Performance Targets

No additional performance targets are designated for this CTR Plan.

6. Base Values for Each Performance Target

a. The Baseline Number

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026-,2028 and 2030 survey results.

7. Method Used to Determine the Base Value for Each Target

a. The Source for Each Base Value Listed

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026, 2028 and 2030 survey results.

8. How City of Sumner Will Measure Progress Toward Each Target

a. The Method Used to Measure Progress for Each Target

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026, 2028 and 2030 survey results.

9. CTR-Affected Worksites in City of Sumner

List of CTR-Affected Work sites:

Amazon Warehouses

City of Sumner

10. Performance Targets for Each CTR-Affected Worksite

a. Performance Targets Established during the 2023–2025 Survey Cycle

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026, 2028 and 2030 survey results.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

11. List the Base Value for Each Site

a. Base Values Established during the 2023–2025 Survey Cycle

A base value will be established during the 2023-2025 survey cycle.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Services and Strategies

12. Services and Strategies City of Sumner Will Use to Achieve CTR Targets

Ride Together Pierce provides services that help businesses in Pierce County implement commuter programs and make alternative transportation options easy for riders to access.

Services for Employers

- Program development and analysis assistance
- Employee Transportation Coordinator training
- Employer network opportunities
- ORCA product assistance
- Survey assistance
- Staffing at worksite transportation fairs
- Vanpool formation assistance
- Marketing materials such as posters and brochures
- Online library of materials
- RideshareOnline.com online ridematching
- Countywide and statewide campaigns, see eligibility criteria for each campaign
- HOV parking signs and hang tags
- Emergency Ride Home
- Quarterly and Annual Employer recognition

Services for Residents

- Vanpool formation assistance
- RideshareOnline.com online ridematching
- Your Work, Your Way Campaign, promoting telework and compressed work weeks
- Bike Everywhere Challenge, promoting biking as a mode of transportation
- Walk Everywhere Challenge, promoting walking as a mode of transportation
- Rideshare Campaign, promoting rideshare as a mode of transportation
- First Time User Guides,
- Resources to help plan and save on commuting
- Travel modes information

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

13. How the City of Sumner's Services and Strategies Will Support CTR-Affected Employers

Ride Together Services and Strategies

The City assists employers with developing effective strategies and programs that support CTR and help their employees choose sustainable transportation practices. Pierce County's CTR services and strategies are available and provided free of cost to the employer, not requiring them to budget for these services. These services support CTR- affected employers in the following ways:

- CTR programs help businesses meet their sustainability goals and climate action visions and missions.
- CTR survey results can be used to identify the commute plans that best suit employees' needs and to help employers develop their own CTR plans.
- Funding rideshare events and campaigns will provide a community of awareness that will support the CTR actions of individual employers.
- Customized support and tools can be piloted by the employer, allowing for program modifications and final implementation of successful programs with no financial risk to the employer.
- The County fulfills requests for free translated materials to help employers provide information to non- English or limited English speakers at no additional cost to the employer.
- Employers can take advantage of other employee events such as a benefit fair to share commute options and information.
- The County supports ETCs with ongoing training and seeks feedback from ETCs for improving transportation plans and CTR strategies and services.
- Providing employees with commute option benefits such as transit subsidies and HOV parking, may reduce the costs associated with providing parking spaces or increase client parking.
- Employer commute options programs, which help to reduce the rate of solo driving, thereby benefitting the economy, environment, and businesses by reducing traffic congestion, air pollution, and fuel consumption.

14. Barriers the City of Sumner Must Address to Achieve CTR Targets

a. How City of Sumner Will Address the Barriers

One the greatest barriers to achieving CTR targets is the availability of local transit options. The City will continue to be involved in long-range transit planning with Pierce Transit with the goal of reestablishing a local transit service in Sumner. The City will support Sound Transit on expansion of commuter rail service (e.g. frequency) in Sumner.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

15. The Transportation Demand Management Technologies the City of Sumner Plans to Use to Deliver CTR Services and Strategies

In partnership with Pierce County, the following transportation demand management technologies to deliver CTR services and strategies are provided:

- A website that offers CTR information for residents, commuters, and employers. There will be first-time guides for sustainable transportation modes, and links to services such as ride-share matching and transit route planning.
- The website will host an employer portal for turnkey materials to promote commute options services to their employees, campaign mode materials, and training videos for ETCs.
- The website will house a comprehensive Telework Tool for businesses, managers, and teleworkers. The toolkit will provide the resources needed to establish a policy, training for how to manage employees in a telework setting, and answer frequently asked questions about teleworking.
- The website will have a Contact Us form that will be monitored by the Ride Together Pierce team.
- Host a trip-tracking calendar that will allow people to record their trips, watch their environmental and cost savings, earn achievement badges, join team challenges, and view team results live as trips are logged.
- The trip calendar will track campaign statistics and will include a prize entry form.
- Management of the Emergency Ride Home program to allow sustainable commute users to request an e- voucher for a taxi, Lyft or Uber ride home from their worksite. Users who pay the taxi, Lyft, or Uber provider directly, can submit a reimbursement claim for the trip expense.
- Provide trip planning through the Ride Together Pierce ride management tool. The user can input their origin and destination and the tool will provide trip suggestions for carpooling, vanpooling, transit, bicycling and walking.
- Promote transit trip planning tools that will suggest routes, times, and fares for the Pierce, King, Kitsap, and Snohomish regions.
- Provide matching services for ride-sharing through the Ride Together Pierce ride management tool for joining or forming carpools and vanpools. Users can enter their home origin and work destination, hours, and days worked to request potential matches.
- Communicate programs and services through the Ride Together Pierce community newsletter email distribution list.
- Promote programs and services by posting on Ride Together Pierce social media accounts.

16. City of Sumner's Local CTR Ordinance

Sumner's CTR Ordinance can be found in Sumner Municipal Code (SMC) Chapter 16.06
https://www.codepublishing.com/WA/Sumner/#!/html/Sumner16/Sumner1606.html

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

17. Commute Trip Reduction Regional Financial Plan

a. The Estimated Average Annual Costs

The 2025–2029 CTR Financial Plan for the region is provided as Table 1. Explanatory notes for each activity follow.

Table 1—2025–2029 CTR Financial Plan for Pierce County and the Cities of DuPont, Fife, Gig Harbor, Lakewood, Puyallup, Sumner, and University Place

Activity	Estimated Average Annual Cost
Employer Engagement	$410,000
Performance Reporting	$12,000
Administration and Agency Coordination	$26,000
Commute Trip Reduction Plan Development	$21,000
Pierce County Employee Commute Options Program	92,000
Estimated Annual Total	**$561,000**

b. The Likely Funding Sources, Public and Private, to Implement the Plan

Table 2—Likely Revenue Sources for Funding CTR Plan

Activity	Estimated Average Annual Revenue
Pierce County	$149,000
Washington State Department of Transportation CTR Formula Funds	$75,000
Congestion Mitigation and Air Quality Federal Competitive Grant Funds	$337,000
Total	**$561,000**

18. The City of Sumner's Implementation Structure

a. Who Will Conduct the Activities Listed in the Plan

The CTR-affected Cities of DuPont, Fife, Gig Harbor, Lakewood, Puyallup, Sumner, and University Place contract with Pierce County for CTR program administration. It is expected that the cities will continue contracting during the 2025–2029 plan years. Within the City of Sumner, the Community Development, Public Works Department, and Administration Department will be responsible for plan implementation.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Who Will Monitor Progress on the Plan:

Job Title	Name	Department
CTR Coordinator	The Pierce County Planning and Public Works Department, with staff from the CTR-affected cities, will monitor the progress of the CTR Plan.	
City Clerk	Michelle Converse	Legal – City of Sumner

19. The City of Sumner's Implementation Schedule

a. Table 3-Timeline for Anticipated Projects and Actions

1st Biennium July 2025–June 2027	2nd Biennium July 2027–June 2029
• Provide commute planning and other employee transportation services to Pierce County employees. • Provide employer support services such as networking opportunities, mode campaigns with incentives, marketing materials, ride-share matching assistance, transportation fair and event support, transit trip planning, Emergency Ride Home program, quarterly recognition, and Best Commuter Business leadership program. • Identify CTR-affected and voluntary worksites. • Train and provide technical assistance to ETCs. Provide opportunities for their continued learning of best practices. • Provide access to quarterly and annual CTR program reporting tools and training on how to complete the reporting process. • Review employer quarterly and annual CTR program reports • Provide access to the survey tool and training on how to • complete the survey process. Review survey results. • Conduct financial and administrative program management of the CTR Plan. • Engage in local, regional and state CTR planning and collaborate CTR efforts with local agencies.	• Provide commute planning and other employee transportation services to Pierce County employees. • Provide employer support services such as networking opportunities, mode campaigns with incentives, marketing materials, Emergency Ride Home program, quarterly recognition, and Best Commuter Business leadership program. • Identify CTR-affected and voluntary worksites. • Train and provide technical assistance to ETCs. Provide opportunities for their continued learning of best practices. • Provide access to quarterly and annual CTR program reporting tools and training on how to complete the reporting process. • Review employer quarterly and annual CTR program reports. • Provide access to the survey tool and training on how to complete the survey process. Review survey results. • Conduct financial and administrative program management of the CTR Plan. • Engage in local, regional, and state CTR planning and collaborate CTR efforts with local agencies. • Undertake development activities for 2029–2033 four- year CTR plan.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

20. The CTR Plan for the City of Sumner Employees

a. Services, Programs, Information, and Other Actions City of Sumner Put in Place to Help Employees Reduce Their Drive Alone Commute Trips

- The City of Sumner communicates programs and services provided by Pierce County including emails from the Ride Together Pierce program and events.

21. How the CTR Plan for City of Sumner Employees Contributes to the Success of the Overall Plan

a. How the Plan for City of Sumner Employees Reinforces the Success of the Jurisdiction Plan

The actions included in the City's commute options employee program indicate the City's commitment to the goals of the CTR Plan. The City's employee program is similar to the worksite programs of other CTR- affected employers. Thus, they create a mutually reinforcing community focused on CTR efforts. Employers know that the city is involved and committed to CTR along with them. The regular forums for ETCs foster relationships through sharing experiences and best practices and provide a place for mutual problem-solving and support. This strengthens the program at all affected sites in the City of Sumner.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Alignment with Plans

22. Transit Agencies That Provide Service in City of Sumner

Transit Agencies:

- Pierce Transit
- Sound Transit

23. Transit Plans Reviewed While Developing this Plan

Information Sources:

- Pierce Transit Development Plan 2023-2028
- Sound Transit Development Plan 2023-2028

24. How This CTR Plan Supports the Transit Plan(s)

CTR plans play a crucial role in supporting transit initiatives by encouraging employees to choose public transit options for their daily commutes. By providing incentives, subsidies, and informational campaigns, CTR programs promote transit usage among commuters. Specifically:

- **ORCA Product Assistance:** Increases use of transit service through the ORCA Business Passport program that offers pretax and subsidized transit passes.
- **Engagement in the Planning Process:** Efforts to gather public feedback through an online open house and engaging stakeholders in interviews regarding the CTR plan increases stakeholder awareness of and support for transit and other travel modes. Facilitating workshops on developing CTR plans for jurisdictions helps staff learn how others are promoting and supporting transit use.
- **Instituting Parking Maximums**: Reducing the supply of parking by instituting parking maximums for new development will help encourage people in those developments to look to non-drive-alone modes of travel, foremost transit.

25. Comprehensive Plan Updates Needed and When They Will Be Made

The desire for bikeways, trails and pedestrian crossings in the Sumner Rivergrove Community and through the MIC district will be considered in the next Comprehensive Plan update. LOS for sidewalk connection, safety and ADA accessible will be scored upon the next effort for update.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Engagement

26. City of Sumner's & Pierce County CTR Stakeholder Engagement

Pierce County developed a series of outreach activities designed to engage members of the community, vulnerable populations, employers, and community-based organizations on behalf of CTR-affected jurisdictions located in Pierce County. City of Sumner partnered with Pierce County in the delivery and promotion of these outreach activities and encouraged residents and employees in City of Sumner to participate. Pierce County offered the following outreach activities:

- Community survey
- Online open house
- Workshops with employers
- Community-based organization interviews
- In addition, Pierce County collected public feedback related to CTR at a variety of in-person community events in 2022-2023.

a. Who we Talked To

The open house survey targeted all 24 jurisdictions with Pierce County and received responses from 152 participants. Of all the survey responses, 2 responses indicated they live in City of Sumner (see Appendix B) and 5 work in the City of Sumner.

Sumner feels that the overall results are an indication of the transportation needs of our residents and commuters. Like other suburban cities in Pierce County, Sumner is situated along existing rail lines and is currently served by Sound Transit train service. Outside of the train service, commuters are dependent on finding carpool options.

We talked to the following employers and community-based organizations that work with communities:

ForeverGreen Trails

- Remote work is a key CTR strategy that increased significantly during the COVID-19 pandemic. It preserves transportation capacity for those who need to commute while eliminating environmental impacts from trips not taken.
- Densification reduces transportation barriers and impacts. Managing land use to avoid low-density, single use development is necessary for people to be able to get around without a car.
- Improving transit corridors requires collaboration between local and state jurisdictions and transit authorities—infrastructure and service improvements rely on multiple agencies working together.
- It's important to reduce collision risk and make sustainable modes safer. Making them enjoyable is also key.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Tacoma-Pierce Health Department

- Exposure to low air quality is higher in communities divided by highways and other heavily traveled roads.
- Speeding on multilane roadways is a major safety issue and can be difficult to manage on a local level.
- Pierce County is under-resourced for public transit. Expanding service, investing in more complete streets and first/last mile programs, and constructing and improving sidewalks—particularly near libraries, schools, and other similar facilities—is important to make transit a more accessible choice.
  - This is especially important for people using mobility devices who may rely on public transit. Most municipalities have a budget for sidewalk improvement requests from people using mobility devices, but often the budgets aren't fully utilized.
- Weather, distance, and geographic features such as hills can be barriers to choosing active mobility options.
- There are not enough protected or connected bike lanes. Glass and debris on major roadways can further deter people from choosing to ride their bicycles.
- Accessing childcare is a widespread barrier to choosing non-drive-alone modes.
- There is a lot of free parking in Pierce County which makes driving seem like an economical and easy choice.

Pierce County arranged interviews for the following community-based organizations which serve populations in City of Sumner:

YMCA of Pierce and Kitsap Counties

- Accessing childcare is a big issue, particularly in unincorporated Pierce County. Transportation can be a barrier to access to basic services for families.
- Families who need to make multiple stops during their commute are less likely to choose non-drive-alone options.
- Areas on the Kitsap Peninsula and in Bethel and unincorporated Pierce County are not served by transit. This includes the city of Sumner.
- Ride Together Pierce's programming and incentives can help communities to embrace heathier practices such as active mobility and reducing emissions from driving alone. This can help with developing *Blue Zone*s, a project that encourages changes in the local community that leads to healthier options for community participants.

Pierce County Planning and Public Works Data https://www.ridetogetherpierce.com/

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

b. When did we talk to Them

The online community survey was open from February- April 2024

The Commute Trip Reduction Plan online open house was held from April- May 2024.

Pierce County collected public feedback on CTR at the following events:

- Tree Giveaway, held in South Hill on 3/21/2022
- South Sound Sustainability Expo, held in Tacoma on 4/16/2022
- Spring Garden Fest, held in Tacoma on 5/21/2022
- Parkland National Night Out, held in Parkland on 8/2/2022
- Trails Conference, held in University Place on 9/29/2022
- Sumner Brain Health Event, held in Sumner on 10/8/2022
- Thriftapalooza, held in Puyallup on 11/5/2022
- South Hill Library: Teen Corner Climate Impacts Display, held in South Hill on 12/12/2022
- Tree Giveaway, held in Parkland on 3/25/2023
- South Sound Sustainability Expo, held in Tacoma on 4/22/2023
- Safe Streets: Washington High School Youth Leading Change, held in Parkland on 4/25/2023
- Safe Streets: Red Barn Youth Center, held in Key Peninsula on 5/1/2023
- Orting Library Climate Change Display, held in Orting on 5/2/2023
- Safe Streets: Pacific Islander Health Board of WA, held in Fife on 5/17/2023
- Pipeline Trail Party, held in Tacoma on 5/20/2023
- Safe Streets: Bethel Community Services, held in Bethel/Spanaway on 6/9/2023
- Kids Kraze, held in University Place on 6/10/2023
- Safe Streets: Peace, Understanding, Love, Loyalty Coalition, held in Tacoma on 6/17/2023
- Lakewood Summer Fest, held in Lakewood on 7/15/2023
- Safe Streets: Puget Sound Educational School District Latinx Family Advocacy Group, held in Prairie Ridge on 7/25/2023

c. What did Stakeholders have to say?

Tabling Events

Pierce County-area residents and workers provided feedback on the county transportation system and CTR at outreach tables hosted by Pierce County Sustainable 2030 Plan staff. The following summary of comments received at tabling events, grouped by the event location, were reviewed for the CTR Plan.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

- **Bethel/Spanaway**
  - Provide electric buses and dedicated bus lanes.
  - Provide a more walkable environment.
  - Encourage carpooling.
- **Fife**
  - Create public transportation routes that serve working-class and poor communities.
  - Improve safety on transit systems.
  - Offer vouchers for low-income, disabled, homeless, vulnerable community members.
  - Provide carpooling incentives.
- **Key Peninsula**
  - Add more transit routes and make them more accessible to communities.
  - Bring electric buses to Key Peninsula.
  - Improve walking conditions in Key Peninsula.
- **Lakewood**
  - Provide shuttles to Clover Park Technical College.
  - Improve ADA transit options for Clover Park Technical College and throughout Pierce County.
  - Improve transit service to outlying areas of Pierce County.
  - Separate sidewalks from the road for walking and biking in Ruston.
  - Install moving sidewalks.
- **Orting**
  - Install more streetlights.
  - Add more bike lanes and sidewalks.
- **Parkland**
  - Improve accessibility for riders with disabilities.
  - Make neighborhoods more walkable.
  - Provide low-cost transit passes for low-income residents.
- **Bonney Lake**
  - Bring public transportation to Bonney Lake.
  - Encourage residents to walk and bike to destinations in Bonney Lake and improve walking and biking infrastructure.
  - Encourage carpooling to work from Bonney Lake.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

  - Encourage residents to run multiple errands in one trip to reduce overall trips.
- Puyallup
  - Provide new transportation modes such as high-speed rail and water taxis.
  - Extend light rail and Sounder service.
- South Hill
  - Provide a public transportation system that is easy to use and accessible to all by 2030.
  - Provide more infrastructure and community green space to support walking.
- Sumner
  - Provide more outreach classes and information in Spanish.
- Tacoma and Unincorporated Pierce County
  - Add bike lanes to Pearl Street.
  - Provide high-speed rail.
  - Improve accessibility for ADA transit riders.
  - Add more transit stops and increase the transit service area.
  - Provide electric bikes for low-income residents.
  - Provide more sidewalks and bike lanes.
  - Provide more transportation options for elderly residents.
- University Place
  - Improve biking and walking conditions in rural areas.
  - Add more bike paths and space for biking.

Pierce County Comprehensive Plan Scoping Survey

- When asked "Which alternatives to a car would you consider using at least once a week if comfortable, convenient, and safe?," 46.2 percent of respondents reported that they would walk, followed by 36.3 to 39.2 percent said that they would ride the bus or rail.
- When asked "In safe and comfortable walking conditions, how far are you willing to walk to a destination such as your work, a transit stop, or a place to do errands?," 26.7 percent of respondents reported that they would walk .5 to 1 mile, 29.6 percent reported that they would walk .25 to .5 miles and 31 percent reported that they would walk less than 1/4 mile.

Community Member Survey

Pierce County, in collaboration with the Ride Together Pierce program, conducted an online survey to collect information about commuter habits and gather feedback on potential sustainable and affordable commuting options. This survey was distributed to Ride Together Pierce newsletter

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

subscribers, promoted on Ride Together Pierce's social media sites, and available on the Ride Together Pierce website. The survey received 74 responses from residents across Pierce County. Key themes include the following:

Public Transportation: Many respondents indicated that more direct and frequent transit service, transit stops located closer to home, and amenities such as bus shelters would encourage them to ride transit.

Bicycle Infrastructure and Education: Respondents indicated that providing improved bicycle infrastructure, such as dedicated bike lanes, and improving roadway safety would encourage commuting by bicycle. A few respondents expressed interest in programs focused on bicycle safety education and safe route planning.

Incentives: Several respondents identified financial incentives such as cash, gifts, or point-based reward programs as a motivation to try alternatives to drive-alone trips.

Vanpools/Carpools: Although respondents expressed a willingness to try carpooling and vanpooling, they identified difficulty forming vanpool/carpool groups and a need for flexible vanpool/carpool timing as deterrents.

Telecommuting: Several respondents noted they would choose to work from home if their office policy allowed.

Land Use: Some respondents noted a desire to live closer to their workplace if there were affordable housing available and that living closer to work would improve the likelihood that they would try alternatives to drive- alone trips.

Safety: Safety was identified as a major deterrent for choosing sustainable commute options. In addition to feeling unsafe while biking, some respondents mentioned concerns about the safety of public transportation. Additionally, one respondent noted that they avoid carpooling due to their distrust of the driving abilities of other people.

Commute Trip Reduction Online Open House

Following the online community member survey, Pierce County hosted an online open house that described what could be included in each section of the 2025–2029 CTR Plan and asked respondents to provide comments and additional input on commuting preferences and barriers. There were 238 respondents to the survey embedded in the online open house. Key themes of the feedback provided are summarized below:

Changes in Commuting Patterns: Most respondents shared that, despite an increase in working from home, they have observed significant increases in congestion and travel time during their commutes, and several shared that there are more cars driving on side streets and through neighborhoods. Multiple respondents shared observations that driving behavior has become more dangerous and they do not feel safe on the road when driving, biking, or walking. Many respondents noted that several bus routes have been eliminated or reduced and remaining routes are more challenging to access.

Public Transportation: Several respondents expressed interest in expanded public transportation options, such as more frequent Sound Transit Sounder commuter trains or access to Sound Transit Link light rail. Multiple respondents emphasized the importance of expanded service locations,

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

routes, and times, as well as faster and more reliable service. They also noted a desire for more local service rather than a focus on regional travel.

Additionally, respondents appreciated on-demand runner systems, transit cars that can be hailed by a smart phone app in areas where bus service is not available and would like to see these services improved and expanded. Respondents also expressed a desire for infrastructure, such as benches or shelters, at bus stops.

Active Mobility: Multiple respondents cited the lack of safe bicycle and pedestrian infrastructure as a deterrent to choosing these modes, noting they would like to see dedicated, protected bicycle lanes and more sidewalks.

Safety: In addition to safety improvements for pedestrians and bicyclists, respondents expressed safety concerns for transit riders, noting the presence of crime and drug use on buses. Others emphasized the need for an overall shift toward prioritizing people over cars, advocating for policies and infrastructure to support pedestrians, cyclists, and public transportation riders.

Performance Metrics: Asked to share their thoughts on selecting CTR performance metrics, respondents expressed a preference for jurisdictions to consider their local transportation needs and set realistic, impactful goals. This could include considering environmental factors and integrating low-carbon targets.

Employer Network Event

Keep doing:

- Providing promotional materials, templates, and campaigns.
- Training and ongoing coordination and support for ETCs.

Start doing:

- Employer and employee spotlight.
- Providing vanpool vans and assisting with ride-share matching and formation.
- Adding earlier or later transit routes and improving the Emergency Ride Home program[27] for those working early or late shifts.
- Subsidies for items such as bike racks, helmets, walking shoes, and ORCA cards.

Stop doing:

- Opt-out option to not receive printed campaign posters (employers will print the posters in-house).

Partner Visioning Meeting

What should the CTR program keep doing?

- Provide ETCs with toolkits, materials, and training to promote CTR programs.
- Support CTR survey planning and recognize ETCs for their efforts.
- Maintain the Ride Together Pierce webpage and resources, as well as programs and campaigns such as Bike Swap, Emergency Ride Home, handing out ORCA cards, and other incentives.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

What is one bold new idea the CTR program should consider doing?

- Promote a free transit month for all commuters and analyze ridership data.
- Provide grants for high-quality, secure bike parking.
- Promote safety, particularly with regard to public transportation (i.e., accessible, well-lit bus stops).

Employer and Tribal Relations Interviews

MultiCare Health System

- Subsidized ORCA cards are a popular benefit.
- Spanish is the most common language spoken other than English, followed by Tagalog.
- Employees want easier transit and ride-sharing options.
- Information about the environmental benefits of CTR would encourage more people to participate.
- On-site promotions would reach more employees than email.

Virginia Mason Franciscan Hospital

- Carpooling and teleworking are the most popular non-drive-alone modes.
- Spanish is the most common language spoken other than English, followed by Vietnamese and Russian.
- Employees want easier transit and ride-sharing options.
- Safety tips for riding transit, carpooling, or riding bicycles would encourage people to participate.
- Parking is always limited; often employees have to park in the patient lot and end up running late.

DSHS Child Study and Treatment Center

- The bicycle map is the most popular pamphlet. Adding secure on-site bike parking would make this mode more accessible.
- Working early or late shifts can be a barrier to participating in ride-sharing or taking the bus.
- Employees commute from all over, so finding ride-sharing partners can be challenging.

Toray Composite Materials America

- Getting information out to employees can be challenging. Not all have access to a computer, so using QR codes in printed materials (such as posters and break room signs) could more effectively reach people.
- Emphasizing sustainability could be a good way to garner additional leadership support.

Pierce County Senior Counsel for Tribal Relations

- Elder and veteran transportation needs are not being met. This may include mobility and access issues and first/last mile route planning.
- Would like transit agencies to do a better job reaching out to tribes. Does not support rail going through tribal land.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

- Support for opening relationships to have conversations around transportation needs.
- Would like agencies and government to support tribal treaty rights.
- No responses were received from the informational and engagement request emails sent to the Puyallup, Muckleshoot, Nisqually, and Squaxin Tribes.

Transit Agency Outreach/Interviews

Pierce Transit shared that its next upcoming System Restoration goal is to restore 15-minute frequencies on Routes 2 and 3. The agency noted that peaks in ridership have expanded throughout the day and on weekends, and that more students are riding transit with the Youth Ride Free program.

Intercity Transit shared that the agency primarily serves riders commuting between counties, as well as the large military population commuting to JBLM. Upcoming changes may include more effectively connecting military residents with the base, as well as increasing the span and frequency of existing express routes to provide better connections with Pierce Transit and Sound Transit routes. Staff noted that the rise of remote work, particularly among government workers based in Olympia, has drastically impacted reduced ridership.

Sound Transit shared that working with employers is a key strategy to develop successful CTR strategies. For instance, negotiating reasonable transit pricing with the ORCA Passport Program can be very impactful, as it can incentivize people to shift to transit without a massive added cost to employers who provide ORCA Passport Programs to their employees. Building these connections relies on enhanced marketing and partnering with jurisdictions and organizations, such as Downtown On the Go, to better reach employers. Staff also provided the following details on ridership:

- With the rise in remote work, commuting peaks are lower on Monday and Friday and higher Tuesday through Thursday. Peaks overall are broader throughout the day and on the weekend, particularly for large events.
- Ridership was least impacted during the pandemic on the 574 (Lakewood, Tacoma, Airport) route, indicating a high proportion of essential workers along that route.

Pierce County Transportation Advisory Commission CTR Plan Presentation

What would make commuting easier? What should the CTR program consider doing?

- Create transportation hubs in low-income or historically disadvantaged communities with free options such as bike-sharing and scooters and focus on connecting people to public transportation.
- Work to connect nearby (CTR-affected and non-CTR-affected) employers using carpool/vanpool.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

- Improve bike infrastructure; focus on routes with lower traffic speeds.
- Increase public transit, provide more direct routes, and offer door-to-door van service to bridge gaps.
- Pay for vanpool and provide vehicles for employee use in case of emergency.
- Improve minimum requirements for CTR-affected employers (e.g., subsidized ORCA cards, staggered work schedules, and telework).
- Analyze traffic data near major employers and synchronize intersections to reduce congestion.
- Add schools to the CTR program.

d. How Stakeholders' Comments Influenced the Plan

• Pierce County collected comments at several community events during 2022 and 2023. At these events, people said that Pierce County should offer [transit] vouchers for low-income, disabled, homeless, and vulnerable community members; provide carpooling incentives; encourage residents to walk, bike and carpool to destinations; and provide outreach classes and information in Spanish. To support these interests, the County will:

- Make ORCA cards loaded with transit fares available at community events and for CTR-affected employers to hand out to employees.
- Encourage the use of sustainable modes of transportation by providing information on their website including first-time rider guides; marketing sustainable alternative transportation campaigns with incentives; offering training opportunities such as bicycle classes, bicycle skills courses, and transit field trips; promoting a bicycle buddy matching program; and work with employers to provide translated materials.

• Respondents to the Spring 2024 Community Survey shared interest in programs focused on bike safety education and safe route planning, financial incentives, gifts or reward programs, help forming carpool groups, options to work from home. To support these interests:

• Pierce County will look for funding opportunities for additional incentives to those offered with mode campaigns and providing free ORCA cards loaded with transit fare.

- Pierce County will promote partner incentive programs such as occasional vanpool formation incentives offered by transit agencies.
- Pierce County will promote its online telework toolkit to businesses and school career centers.

• The preferred sustainable transportation modes as reported in the Spring 2024 Open House Survey were to ride the city or regional bus, ride a bicycle, walk or use a mobility device that rolls or a scooter or skateboard, and work from home. To help support these modes Pierce County will provide:

- Transit ridership: transit fare and ORCA cards, transit training, classes, or field trips.
- Bicycling: bicycle classes, skills course training, bike rides, bicycle buddy ride-share matching, support or safety gear such as reflective gear or tire repair kits, transit fare to combine bicycling and transit for longer trips.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

- Walk or use a mobility device that rolls or a scooter or skateboard: provide opportunities to receive support or safety gear such as reflective gear and umbrellas or transit fare to combine walking and transit for longer trips.
- Work from home: online telework toolkit for businesses, managers, and teleworkers.

• The top barriers to sustainable transportation modes as reported in the Spring 2024 Open House Survey were the lack of transit availability, that transit takes too long, and concerns about safety while riding transit. The secondary barriers reported included that riding a bicycle feels unsafe and that people feel their commute is too long for riding a bicycle. To address these barriers, Pierce County will:

- Share with transit agencies the valuable comments received from the CTR Plan outreach and engagement process and collaborate with transit agencies
- Provide transit riding classes and field trips to help grow rider confidence.
- Address rider safety concerns by providing transit agency safety information to commuters.
- Goal T-12.2 of the 2024 Comprehensive Plan endorses the concept of complete streets, which promotes roadways that are safe and convenient for all users and new Goal T-12.7 prioritizes developing a safe, connected network of active transportation facilities that allows for access to centers and community destinations.13
- Goal T-16.8 of the 2024 Comprehensive Plan encourages placement of transit shelters that are well lit and clearly visible.14

• During the Employer Network and Employer Interviews, Employee Transportation Coordinators discussed what was working and areas where their CTR programs could use additional support from the County and cities. Ideas that were mentioned included an employer and employee spotlight, assisting with ridematching, improving the Emergency Ride Home program, offering subsidies for commuter and safety gear, on-site promotions, and more printed materials for employees who do not computer-based jobs. To address these concerns, Pierce County will:

- Spotlight individual employer efforts when promoting Best Commuter Business honorees and continue listing quarterly Employee Transportation Coordinator kudo recipients on the Ride Together Pierce webpage.
- Support employer efforts to conduct personalized ridematching efforts or events to help form carpools and vanpools.
- Improve access to the Emergency Ride Home program by adding an e-voucher payment option to the already provided reimbursement process.
- Provide employers access to free bicycle helmets and ORCA cards loaded with transit fare to offer to their employees. We will investigate grant opportunities to fund other safety gear, incentives, and bike racks.
- In addition to the posters, rack cards and flyers provided to employers to post around their worksite, Pierce County will add QR codes to printed materials, and also develop tabletop tents that can be displayed in employee break rooms and other locations.

• The Transportation Advisory Commission raised many points that will aid the success of future CTR work. Pierce County will continue seeking grant opportunities to address some the raised points:

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

- Work to connect CTR-affected employers with non-CTR-affected employers to help widen the pool for forming carpools and vanpools.
- Improve services at transportation hubs.
- Work with high schools and colleges and universities to develop CTR program for staff, faculty and students.

27. Vulnerable Populations Considered

Staff identified vulnerable populations by using the Washington Environmental Health Disparities map and Pierce County's Equity Index . The highest environmental health disparity15 scores and lowest equity index scores16 are most prevalent along the I-5 corridor.

The feedback provided by community-based organization interviews that serve families, youth and vulnerable populations was considered in development of this CTR Plan. The demographics of some area populations served by community-based organizations are as follows:

Native Hawaiian and other Pacific Islander residents make up two percent of Pierce County's population.

Hispanic and Latino ethnicities represent twelve percent of Pierce County's population.

Cost-burdened households spend more than 30 percent of their income on rent and utilities. In Pierce County, 22 percent of property owners are cost-burdened, and 49 percent of renters are cost-burdened.

The Bethel Community is a rural area in Pierce County located in the 98387 ZIP Code and centered around the Bethel School District, which serves 20,000 students. Approximately 47 percent of the students qualify for free and reduced lunch. According to the Tacoma-Pierce County Health Department, the Bethel Community has a high number of youth and families with adverse childhood experiences and substance use disorders.

Washington Environmental Health Disparities Map https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map

Pierce County Equity Index https://www.piercecountywa.gov/7938/Equity-In-Decision-Making#equityindex

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

28. Engagement Focused on Vulnerable Populations

a. Who did we engage

As part of the Sustainability 2030 Plan engagement efforts, staff held several focus groups that were led by Safe Streets, a grassroots organization that unites and inspires neighbors, youth, and businesses to build safe, healthy, and thriving communities. The CTR Plan reviewed the transportation comments received at the focus groups to help inform plan strategies. These focus groups were held at:

- Pacific Islander Health Board of Washington.
- Puget Sound Educational School District Latinx Family Advocacy Group.
- DeMark Apartments and the Pierce County Housing Authority.
- Bethel Community Services.

b. When did we Talk to Them

- Pacific Islander Health Board of WA (Safe Streets tabling event in Fife on 5/17/23).
- Puget Sound Educational School District Latinx Family Advocacy Group (Safe Streets tabling event in Prairie Ridge on 7/25/23).
- DeMark Apartments and the Pierce County Housing Authority (Safe Streets tabling event in unincorporated Pierce County on 7/25/23).
- Bethel Community Services (Safe Streets tabling event in Bethel/Spanaway on 6/9/23).

c. What Stakeholders Said

- **Pacific Islander Health Board of WA**
  - Create public transportation routes that focus on working-class and poor communities.
  - Improve safety on transit systems.
  - More bus routes and trains in low-income areas are needed, as well as higher wages for drivers.
  - For poor ones/disabled ones, provide cheap prices, a voucher for gas, etc., as well as for disabled, vulnerable/homeless, etc.
  - Carpooling incentives such as free gas or reduced taxes for those in a given area riding together.
  - Provide better carpooling and public transportation to meet the needs of low-income communities.
- **Puget Sound Educational School District Latinx Family Advocacy Group**
  - Create a public transportation route for the city of Bonney Lake so then we can reduce our car use.
  - We need public transportation in the Bonney Lake community.
  - We need more bikes or to walk to places that are nearby.
- **DeMark Apartments w/Pierce County Housing Authority**
  - Climate change is going to change no matter what. Where it would

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

make a difference is in construction. Transporting workers and waste from construction.
  - Create an electric bike program for low-income riders.
  - Redesign main streets with more bike lanes and sidewalks.
  - Reconfigure community streets with more roundabouts to slow traffic and keep kids safer.
  - We need more public transportation for older people.
- **Bethel Community Services**
  - Provide electric and free buses to reduce traffic.
  - Make areas more walkable.
  - If public transportation were better—such as an electric bus that could go on certain roads not available to the public—it would incentivize people to use it instead of cars.
  - Provide affordable eco-friendly cars and buses.

d. How Stakeholders' Comments Influenced the Plan

Several employers and attendees at tabling events suggested providing outreach classes and information in Spanish. Pierce County provides a downloadable First Time Rider Guide in Spanish, Russian, Vietnamese, Tagalog, Korean, Chinese, and Khmer.

Event attendees suggested vouchers for low-income, disabled, homeless, and vulnerable community members. Pierce County will make ORCA cards loaded with transit fares available at community events and cards will be available for CTR-affected employers to hand out to employees.

29. Employers' Suggestions to Make CTR More Effective

The employees that participated in the Employee Transportation Coordinator Network Event and employer interviews made the following suggestions:

- Keep providing promotional materials, templates, and campaigns.
- Continue offering training opportunities for ETCs.
- Share information on how other employers are supporting CTR.
- Increase the vanpool fleet and provide more assistance for ride-share matching and vanpool formation.
- Add earlier and later transit services.
- Expand the Emergency Ride Home service to better help those working early or late shifts.
- Provide more subsidies for bike racks, helmets, walking shoes, and ORCA cards.
- Provide more information about the environmental benefits of CTR to encourage more people to participate.
- Provide more safety tips for riding transit, carpooling, and riding bicycles.
- Add secure on-site bike parking to the bicycle map.
- Include QR codes on printed materials, especially posters for employee break rooms.
- Reach out to tribes to learn elder and veteran transportation needs and to collaborate on siting new transit and rail routes.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

30. Results of Engagement Focused on Vulnerable Populations that Will Be Provided for Use in Comprehensive Plan and Transit Plan Updates

Land Use: A common theme heard during public engagement is that many workers have a desire to live closer to their workplace and would do so if there were affordable housing available. Many indicated that living closer to work would improve the likelihood that they would try alternatives to drive-alone trips. This identified need can be addressed as part of the 2024 Comprehensive Plan update by prioritizing and focusing housing growth, infrastructure development, and transit investment on the County's designated centers of local importance as well as any other areas with CTR-affected employers.

Safety: Safety was identified as a major deterrent by several public engagement participants for riding bikes and walking to work. Multiple respondents cited the lack of safe bicycle and pedestrian infrastructure as a deterrent to choosing these modes and suggested dedicated, protected bicycle lanes and more sidewalks. The 2024 Comprehensive Plan update should recognize these concerns and prioritize safety improvement projects. The 2024 Comprehensive Plan update includes new Goals T4A-T4A.3, that recognize the importance of safety improvements needed to construct a successful multimodal transportation network. These new goals aim to use Vision Zero plans and strategies to prioritize safety projects.

Public Transit: Several public engagement participants expressed interest in expanded public transportation options, such as more frequent Sounder trains or access to light rail. Multiple participants emphasized the importance of expanded service locations, routes, and times, as well as faster and more reliable service. They also noted a desire for more local service rather than a focus on regional travel. Additionally, participants appreciated transit cars that can be hailed by a smart phone app in areas where bus service is not available, and would like to see these services improved and expanded. Respondents also expressed a desire for infrastructure, such as benches or shelters, at bus stops and expressed feeling unsafe on transit because of the conduct of other riders. Several community-based organizations suggested providing free or low-cost ORCA cards for vulnerable populations. Plans to expand transit service, offer free or lows cost ORCA cards, and investment in transit amenities and rider safety should be prioritized in the comprehensive plan update.

These results of public engagement with vulnerable populations and this CTR Plan have been shared with the transit agencies listed in this plan and with the Comprehensive Plan update team.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Regional Transportation Planning Organization CTR Plan Review

City of Sumner provided the 2025-2029 CTR Plan to Puget Sound Regional Council (PSRC) for review on October 9, 2024

PSRC Comments:

PSRC comments on the City of Sumner draft CTR Plan

GC Gil Cerise <GCerise@psrc.org>
To Ryan Windish
Cc Debbie Germer; Michelle Converse; Transportation Email

Reply | Reply All | Forward
Mon 11/18/2024 4:39 PM

Sumner_PSRC CTR Plan Consistency Review.pdf
28 KB

EXTERNAL EMAIL

Thank you for submitting a draft City of Sumner 2025-2029 CTR Plan for regional consistency review.

As the Regional Transportation Planning Organization for King, Kitsap, Pierce, and Snohomish counties, PSRC is responsible for reviewing the local CTR plans for all CTR-affected jurisdictions in the four-county region for consistency with the regional plan. The Regional Transportation Plan (RTP) (2022-2050) implements the VISION 2050 regional growth strategy, outlines Transportation Demand Management (TDM) and other mobility priorities for the region and serves as PSRC's current regional plan.

PSRC finds your draft CTR plan to be consistent with the RTP based on our review, summarized in the attached document. PSRC will continue to engage with your jurisdiction on this local CTR plan and other TDM efforts as we develop the Regional Transportation Plan (2026-2050), which will serve as the regional CTR plan in addition to meeting other federal and state requirements. We ask that you continue to engage with us in the development of that plan.

Thank you again for providing the draft plan to PSRC for our review. If you have any questions or need additional information, please contact me at gcerise@psrc.org or (206) 971-3053.

Gil Cerise (he/him)
Program Manager
Puget Sound Regional Council

Phone 206-971-3053 | **Cell** 206-330-9091
gcerise@psrc.org
www.psrc.org

1201 Third Avenue, Suite 500, Seattle, WA 98101

NOTICE OF PUBLIC DISCLOSURE: This e-mail account is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

PSRC staff have reviewed the draft plan and noted our findings by section:

Benefits of Commute Trip Reduction

In responding to Question 4, the plan explicitly ties intended CTR outcomes to the Regional Transportation Plan (2022-2050), particularly goals related to non-motorized transportation. The narrative could be strengthened by mentioning how the Sumner CTR plan relates to or supports the TDM priorities in the Regional Transportation Plan (Pages 93-98).

As of the publication of the WSDOT guidance for 2025-2029 CTR plans, Bonney Lake, Pacific, Milton, and Edgewood did not have any active CTR-affected worksites. Unless this has changed, PSRC suggests removing them from the list of adjacent CTR-affected jurisdictions in Section 4b of the plan.

Performance Targets

The plan adopts a local target drive-alone rate of 60 percent or less, consistent with the statewide target, to measure CTR effectiveness. Like many other jurisdictions, this plan indicates Sumner will use 2023-2025 CTR survey data to set the baseline and future survey results (2026, 2028, and 2030) to evaluate progress for CTR worksites. PSRC may reach out in the future for further details to help develop a regional baseline and target for the regional plan.

Services and Strategies

PSRC reviewed the services and strategies described in this section and did not identify anything inconsistent with regional transportation goals.

Alignment with Plans

The draft plan identifies the transit agencies providing service in Sumner as Pierce Transit and Sound Transit and indicates the transit development plans of both agencies were reviewed in the development of this CTR plan. Given there are currently no Pierce Transit routes directly serving Sumner, PSRC suggests removing Pierce Transit from the response to Question 22. However, there could be an opportunity to talk about longer range planning coordination with transit agencies, like Pierce Transit, to add local transit service in the future as a means of reducing drive-alone trips.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

The response to Question 24 addresses the connections between the broad transit goals and the intended outcomes of the CTR plan. This section could be strengthened by tying CTR programming to specific transit investments or services in Sumner, such as Sounder.

Engagement

The RTP identifies a regional need to better address equity in TDM, and understanding the transportation needs of underserved and historically marginalized populations is critical to achieving that goal. The Sumner draft CTR plan detailed extensive outreach conducted by Pierce County, in coordination with Sumner and other cities, to inform local CTR plans, including outreach at community events, employer workshops, and online open houses and surveys.

The primary outreach strategy to understand the needs of vulnerable populations was engaging with community-based organizations that serve and represent Native Hawaiian and other Pacific Islanders, Hispanic and Latino people, and cost-burdened households. Where possible, it might be useful to highlight what the city and county heard specifically from vulnerable populations in Sumner during this outreach (as well as updating Section 26a). PSRC appreciates this through engagement and encourages Sumner and Pierce County to continue engaging with vulnerable populations in future planning processes.

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

References

Sumner's 2024 Comprehensive Plan https://connects.sumnerwa.gov/planning-sumners-future

Sumner's Transportation Management Plan/2024 FEIS https://connects.sumnerwa.gov/planning-sumners-future

Sumner's CTR ordinanace https://www.codepublishing.com/WA/Sumner/#!/html/Sumner16/Sumner1606.html

Pierce County Planning and Public Works Data https://www.ridetogetherpierce.com/

Washington Environmental Health Disparities Map https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map

Pierce County Equity Index https://www.piercecountywa.gov/7938/Equity-In-Decision-Making#equityindex

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

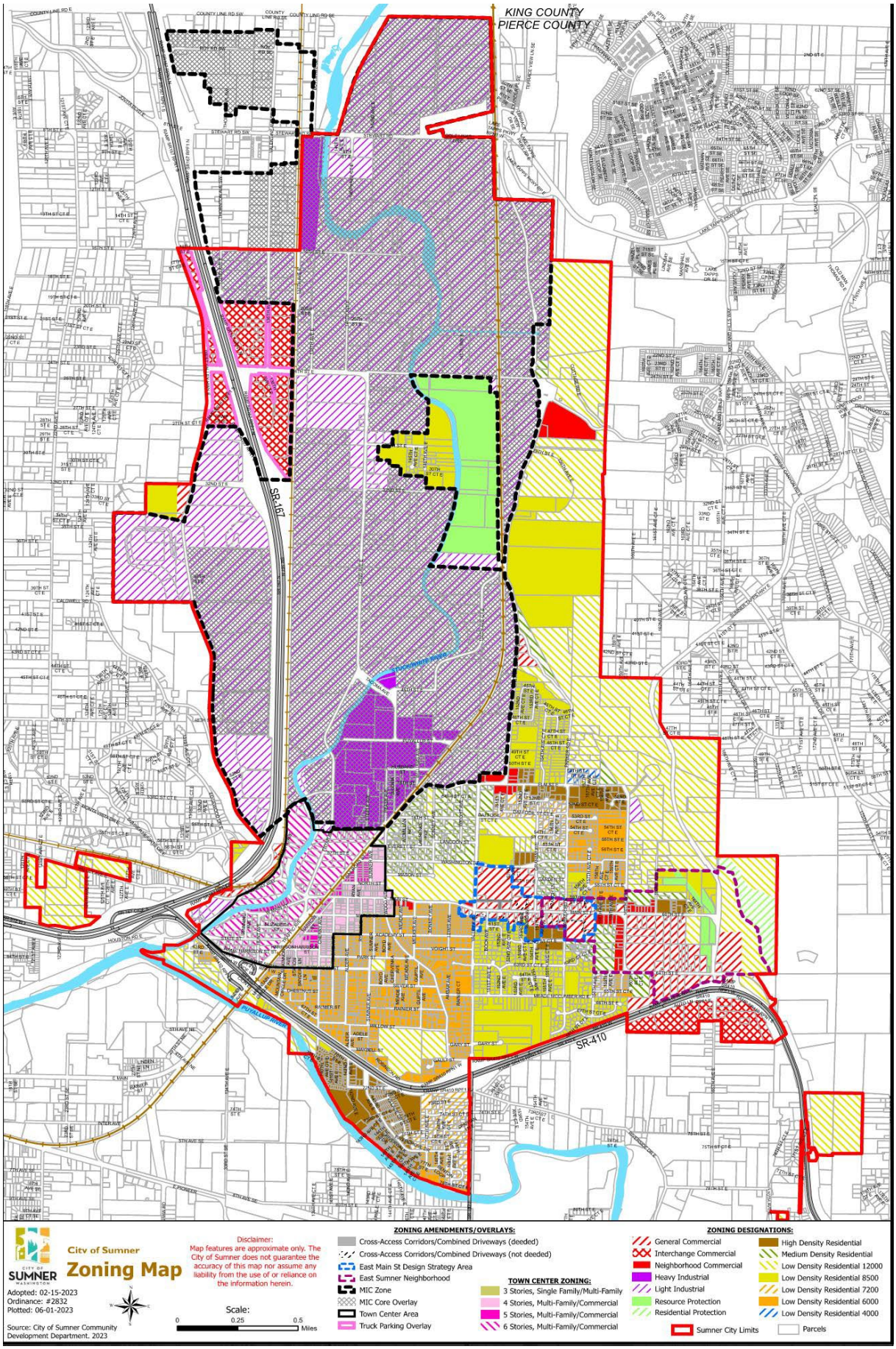
Appendixes

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Appendix A

City of Sumner Zoning Map

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47



Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Appendix B

CTR-Sumner Survey Response

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Commute Trip Reduction

Response ID:253 Data

2. Benefits of Commute Trip Reduction

1. What jurisdiction do you live in?

Sumner

2. What jurisdiction do you work in?

Sumner

3. How easily do you feel you can get around without driving alone?

I find it very easy and regularly choose not to drive alone.

4. What changes in commuting patterns and/or traffic have you observed in the past few years? How has it impacted your life?

The development of intelligent transportation systems has made travel smoother and improved my efficiency.

5. If more people reduce their drive-alone trips, we could experience benefits such as reduced traffic congestion and better air quality. What potential benefits are most important to you?
Select up to 2 choices.

Reduced traffic congestion
Cleaner air

3. Services and Strategies

6. What transportation mode do you usually use to get around?
Select up to 2.

Walk or use a mobility device that rolls, or a scooter or skateboard
Bicycle

7. What alternative transportation mode would you prefer to use?
Select up to 2.

Walk or use a mobility device that rolls, or a scooter or skateboard
Bicycle

8. What is stopping you from using your preferred alternative transportation mode?
Select up to 3 choices.

Available transit routes or stops do not suit my needs.
My commute is too long for riding a bicycle.

9. What are some programs, support services, resources, or changes that would help you choose not to drive alone?
Select up to 3 choices.

Field trips, training classes, bus buddy or bicycle buddy to learn how to ride a bicycle or bus.
Detailed bicycle maps or help planning bicycle routes.
Help with bus, commuter train and light rail route planning.

Please provide the description for your response to the last question:

10. Is there anything else you'd like us to consider in drafting this section?

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Logistics plans should consider staffing and training to support the effective implementation of the CTR.

4. Performance Targets

11. Do you have a preferred Performance Target option? Why do you prefer this option? Is there anything you'd like us to consider in drafting this section?

Prefer comprehensive goals that balance multiple factors such as time, cost and environment.

5. Engagement

12.
Is there anything additional you'd like us to consider when conducting engagement?

Timely and public feedback on processing progress to enhance transparency and trust.

6. Demographic Questions

13. What is your race/ethnicity? Mark all that apply.
We ask this question to ensure we are reaching all Pierce County residents.

Black/African

14. Which age group do you belong to?

26-40

15. Including yourself, how many people are in your household?

3

16. Do you identify as a frontline community member?
Learn more about what it means to be a frontline community member
Frontline communities are those who are or will be, unfairly burdened by climate change, often experiencing the first and worst impacts. Frontline community members may be individuals from one or more of the following backgrounds:
Black, Indigenous, and People of Color (BIPOC)
Speak English as a second language
Living with a low or fixed income
Ages 16-26
Lesbian, Gay, Bisexual, Transgender, Queer, Intersexed, Asexual, including those questioning their gender identity or sexual orientation (LGBTQIA+)
Living with three or more generations in one home
Living with more than one family in one home
Living with a disability
Immigrant or refugee
Experiencing homelessness
Completed formal education less than or up to a high school/GED level
Experiencing pregnancy

Yes

17. What is your annual household income before taxes?

Less than $25,000

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

Commute Trip Reduction

Response ID:196 Data

2. Benefits of Commute Trip Reduction

1. What jurisdiction do you live in?

Sumner

2. What jurisdiction do you work in?

Sumner

3. How easily do you feel you can get around without driving alone?

It requires some effort, but I can use alternative transportation modes and sometimes do.

4. What changes in commuting patterns and/or traffic have you observed in the past few years? How has it impacted your life?

What changes in commuting patterns and/or traffic have you observed in the past few years? How has it impacted your life? - Text Analysis

5. If more people reduce their drive-alone trips, we could experience benefits such as reduced traffic congestion and better air quality. What potential benefits are most important to you?
Select up to 2 choices.

Fewer greenhouse gas emissions/climate impacts

3. Services and Strategies

6. What transportation mode do you usually use to get around?
Select up to 2.

Ride the city or regional bus
Bicycle

7. What alternative transportation mode would you prefer to use?
Select up to 2.

Walk or use a mobility device that rolls, or a scooter or skateboard
Vanpool (3-15 people in a transit agency provided vehicle)

8. What is stopping you from using your preferred alternative transportation mode?
Select up to 3 choices.

Transit takes too long.
I don't know how to ride the bus, commuter train or light rail.
Riding a bicycle feels unsafe.

9. What are some programs, support services, resources, or changes that would help you choose not to drive alone?
Select up to 3 choices.

Starter guides for the different modes.
Help with bus, commuter train and light rail route planning.

Please provide the description for your response to the last question:

Docusign Envelope ID: 022BEED5-D529-4963-A970-8FD43C03DA47

10. Is there anything else you'd like us to consider in drafting this section?

4. Performance Targets

11. Do you have a preferred Performance Target option? Why do you prefer this option? Is there anything you'd like us to consider in drafting this section?

5. Engagement

12.
Is there anything additional you'd like us to consider when conducting engagement?

6. Demographic Questions

13. What is your race/ethnicity? Mark all that apply.
We ask this question to ensure we are reaching all Pierce County residents.

White

14. Which age group do you belong to?

26-40

15. Including yourself, how many people are in your household?

3

16. Do you identify as a frontline community member?
Learn more about what it means to be a frontline community member
Frontline communities are those who are or will be, unfairly burdened by climate change, often experiencing the first and worst impacts. Frontline community members may be individuals from one or more of the following backgrounds:
Black, Indigenous, and People of Color (BIPOC)
Speak English as a second language
Living with a low or fixed income
Ages 16-26
Lesbian, Gay, Bisexual, Transgender, Queer, Intersexed, Asexual, including those questioning their gender identity or sexual orientation (LGBTQIA+)
Living with three or more generations in one home
Living with more than one family in one home
Living with a disability
Immigrant or refugee
Experiencing homelessness
Completed formal education less than or up to a high school/GED level
Experiencing pregnancy

No

17. What is your annual household income before taxes?

$50,000 to $99,999

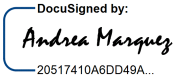
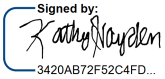
Certificate Of Completion

Envelope Id: 022BEED5-D529-4963-A970-8FD43C03DA47
Status: Completed
Subject: Complete with Docusign: Ordinance No. 2925 - SMC 16.06 - CTR Plan 25-29.docx, Resolution 1719 -...
Source Envelope:
Document Pages: 102
Signatures: 11
Certificate Pages: 5
Initials: 0
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Envelope Originator:
Michelle Converse
1104 Maple St
Sumner, WA 98390
MichelleC@sumnerwa.gov
IP Address: 50.216.105.106

Record Tracking

Status: Original
4/22/2025 11:33:31 AM
Holder: Michelle Converse
MichelleC@sumnerwa.gov
Location: DocuSign

Signer Events	Signature	Timestamp
Andrea Marquez andream@sumnerwa.gov City Attorney City of Sumner Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via Docusign	DocuSigned by:  20517410A6DD49A... Signature Adoption: Pre-selected Style Using IP Address: 104.28.116.129 Signed using mobile	Sent: 4/22/2025 11:40:07 AM Viewed: 4/22/2025 12:10:06 PM Signed: 4/22/2025 12:10:24 PM
Kathy Hayden khayden@sumnerwa.gov Mayor Kathy Hayden City of Sumner Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 4/22/2025 6:39:38 PM ID: bd088b83-3620-432c-9f25-c81b966d4854	Signed by:  3420AB72F52C4FD... Signature Adoption: Drawn on Device Using IP Address: 97.113.218.219 Signed using mobile	Sent: 4/22/2025 12:10:30 PM Viewed: 4/22/2025 6:39:38 PM Signed: 4/22/2025 6:41:12 PM
Michelle Converse michellec@sumnerwa.gov City Clerk City of Sumner Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via Docusign	DocuSigned by:  9BA22DE678404D1... Signature Adoption: Uploaded Signature Image Using IP Address: 174.61.174.84	Sent: 4/22/2025 6:41:18 PM Viewed: 4/23/2025 8:14:56 AM Signed: 4/23/2025 8:15:53 AM

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	4/22/2025 11:40:07 AM
Certified Delivered	Security Checked	4/23/2025 8:14:56 AM
Signing Complete	Security Checked	4/23/2025 8:15:53 AM
Completed	Security Checked	4/23/2025 8:15:53 AM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

From time to time, Zones OBO City of Sumner (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to this Electronic Record and Signature Disclosure (ERSD), please confirm your agreement by selecting the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

Getting paper copies

At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. You will have the ability to download and print documents we send to you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a $0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact Zones OBO City of Sumner:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:
To contact us by email send messages to: noelc@sumnerwa.gov

To advise Zones OBO City of Sumner of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at noelc@sumnerwa.gov and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

To request paper copies from Zones OBO City of Sumner

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to noelc@sumnerwa.gov and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with Zones OBO City of Sumner

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;

ii. send us an email to noelc@sumnerwa.gov and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: https://support.docusign.com/guides/signer-guide-signing-system-requirements.

Acknowledging your access and consent to receive and sign documents electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

By selecting the check-box next to 'I agree to use electronic records and signatures', you confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify Zones OBO City of Sumner as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by Zones OBO City of Sumner during the course of your relationship with Zones OBO City of Sumner.