

**RESOLUTION NO. 1723
CITY OF SUMNER, WASHINGTON**

**A RESOLUTION OF THE CITY COUNCIL ADOPTING THE “CITY OF SUMNER
VEHICLE MILES TRAVELED AND GREENHOUSE GAS REDUCTION PLAN 2025”
IN COMPLIANCE WITH THE STATE GROWTH MANGEMENT ACT (GMA).**

WHEREAS, the state Growth Management Act (GMA) (RCW 36.70A.070(9)) requires a Climate Change and Resiliency Element and a Greenhouse Gas (GHG) Emissions Reduction subelement that must identify actions that the City will take to reduce overall GHG emissions generated by transportation and land use and result in reductions in per capita vehicle miles traveled (VMT); and

WHEREAS, the City Council adopted the 2024 Comprehensive Plan Periodic Update that includes a Climate Change and Resiliency Element and a Greenhouse Gas (GHG) Emissions Reduction subelement; and

WHEREAS, Greenhouse Gas Emissions reduction centers around walkable, transit oriented land use planning and design in combination with alternatives modes of transportation including transit and active transportation options and infrastructure; and

WHEREAS, the City of Sumner, working with consultants, completed a GHG analysis and VMT analysis consistent with state law; and

WHEREAS, the City of Sumner targets are to reduce per capita vehicles mile traveled by 10% by 2035 and by 13% by 2045 as compared to baseline 2023 levels (excluding heavy vehicles); and

WHEREAS, the VMT reduction targets are consistent and obtainable through implementation of the policies in the 2024 Comprehensive Plan and 2024 Transportation Management Plan; and

WHEREAS, the City Council reviewed the VMT and GHG Reduction Plan at a study session on May 12, 2025; and

WHEREAS, the City Council finds that it is consistent with the Comprehensive Plan and in the public interest to adopt the *Vehicle Miles Traveled and Greenhouse Gas Reduction Plan, 2025*.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY
OF SUMNER, WASHINGTON**

Section 1. The City Council hereby adopts the *City of Sumner Vehicle Miles Traveled and Greenhouse Gas Reduction Plan, 2025*, as shown in Exhibit A, attached hereto and incorporated herein by reference.

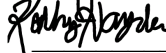
Section 2. Corrections by City Clerk or Code Reviser. Upon approval of the city attorney, the city clerk and the code reviser are authorized to make necessary corrections to this resolution, including but not limited to the correction of clerical errors; or references to other local, state, or federal laws, codes, rules, or regulations.

Section 3. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation

Section 4. Effective Date. This resolution shall take effect and be in force immediately upon passage by City Council.

ADOPTED AND APPROVED this 16th day of June 2025.

Signed by:



Mayor Kathy Hayden

Attest:

Approved as to form:

DocuSigned by:



City Clerk Michelle Converse

DocuSigned by:



City Attorney Andrea Marquez

City of Sumner VMT and GHG Reduction Plan

Prepared for
City of Sumner



CITY OF
SUMNER
WASHINGTON

May 2025

City of Sumner VMT and GHG Reduction Plan

Prepared for

City of Sumner

Prepared by

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May 2025 | 553-1527-089

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by Parametrix, Seattle, Washington.
May 2025.

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1. City of Sumner VMT and GHG Reduction Plan

1.1 Background and Introduction

The City of Sumner, Washington, is located in the heart of the Puyallup Valley. As part of the larger Puget Sound region, Sumner is experiencing increased development, population growth, and expanding commuter activity. While these trends bring economic and social opportunities, they also pose environmental challenges.

Transportation is the largest source of greenhouse gas (GHG) emissions in Washington State, accounting for nearly 45% of total emissions. In Sumner, this issue is especially pressing due to the city's role as a transportation hub, home to major freight corridors and regional rail connections. With a growing number of residents commuting by car to employment centers in Tacoma, Seattle, and beyond, vehicle miles traveled (VMT) continue to rise. Additionally, Sumner has a population of 10,800 residents, but this population more than doubles during working hours with over 18,000 jobs. The large influx of people into the city during the day has an impact on the transportation system and the VMT within Sumner. This increase not only contributes to air pollution and climate change, but also exacerbates traffic congestion, road maintenance costs, and public health concerns.

Key sources of greenhouse gas emissions in Sumner include electricity, heating, and cooling; transportation; solid waste and wastewater processing; natural gas and propane transport and use; industrial processes; land use; and tree loss. The Comprehensive Plan includes goals and policies intended to reduce these emissions that contribute to climate change.

Historically, VMT and GHG emissions were strongly correlated: almost all vehicles burned fossil fuels such as gasoline and diesel, primary drivers of statewide GHG emissions and as people drove more, emissions rose. Reducing VMT was therefore seen as a direct strategy to reduce transportation emissions. However, recent trends show that GHG emissions and VMT are beginning to diverge, due to significant increases in electric vehicles (currently about 1% of Pierce County registered vehicles) and low carbon fuel technology. Therefore, this memo discusses both strategies for reductions in VMT and reductions in GHG beyond those related to VMT.

To address these challenges, the City of Sumner is developing a VMT and GHG Reduction Plan. This strategic initiative supports the City's broader commitment to sustainability, livability, and long-term resilience. The plan outlines a comprehensive approach to reducing VMT and associated GHG emissions through coordinated land use planning, investments in alternative transportation infrastructure, policy development, and community engagement.

By setting measurable targets and identifying actionable strategies, Sumner aims to create a more balanced transportation system—one that reduces environmental impact while enhancing mobility, equity, and quality of life for all residents as aligns with state-level goals under the Washington State Clean Energy Transformation Act (CETA) and the Climate Commitment Act, as well as regional planning efforts led by the Puget Sound Regional Council.

1.1.1 Purpose

The purpose of the VMT and GHG Reduction Plan is to provide a framework for Sumner to reduce VMT and associated emissions as well as GHG emissions while supporting economic vitality, equitable access, and community livability.

This plan aims to:

- Establish clear, measurable goals for VMT and GHG reduction
- Promote compact, mixed-use, and transit-oriented development patterns
- Expand infrastructure for walking, biking, and transit
- Support the shift to electric and low-emission vehicles
- Encourage behavior change through education, incentives, and engagement
- Align local efforts with state and regional climate goals

1.1.2 Policy

This plan is shaped by and contributes to a broader framework of climate and transportation policy at the state and regional levels:

- **Washington State Climate Commitment Act (2021)** establishes binding targets to reduce GHG emissions 95% below 1990 levels by 2050.
- **Clean Energy Transformation Act (CETA)** requires 100% clean electricity by 2045, increasing pressure to decarbonize other sectors, especially transportation.
- **PSRC's VISION 2050** regional growth strategy calls for reduced VMT per capita and more compact development.
- **Move Ahead Washington (2022)** provides historic funding for multimodal transportation, including transit, pedestrian, and bicycle infrastructure.
- **House Bill 1181 (2023)** adds climate change and resilience as key elements in comprehensive planning under the Growth Management Act.

At the local level, this plan supports the City of Sumner's Comprehensive Plan goals related to sustainability, transportation choice, environmental stewardship, and climate resilience.

1.2 Community Snapshot & Transportation Context

- **Population:** ~10,800 (2023 estimate)
- **Daily VMT per capita:** Estimated at 6.51 (2023)
- **Commute Mode Share:** ~74% drive alone, 9% carpool, 2% transit, 5% bike/walk, 11% work from home
- **Industrial Land Use:** 1,900+ acres of industrial zoning, supporting regional freight movement and jobs
- **Transit Access:** Sounder commuter rail station and Sound Transit Express Routes

Sumner's high reliance on vehicles presents an opportunity to reduce VMT by encouraging a shift to non-auto modes of transportation. With employment in the city more than twice the size of the residential population, a significant share of travel on city streets comes from commuters—both employees coming into Sumner and residents traveling within or beyond the city for work. These dynamics underscore both the challenges and opportunities in lowering transportation-related emissions in Sumner and highlight the importance of targeted strategies that address both regional commuting and local mobility needs to effectively reduce transportation emissions.

1.3 VMT and GHG Emissions Analysis

1.3.1 Baseline and Forecasted VMT

Figure 1 illustrates the total annual VMT for the City of Sumner inclusive of cars and trucks. The data shows that approximately 30% of the VMT on city streets is associated with trips that are considered cut-through and not originating or traveling to a destination in Sumner.

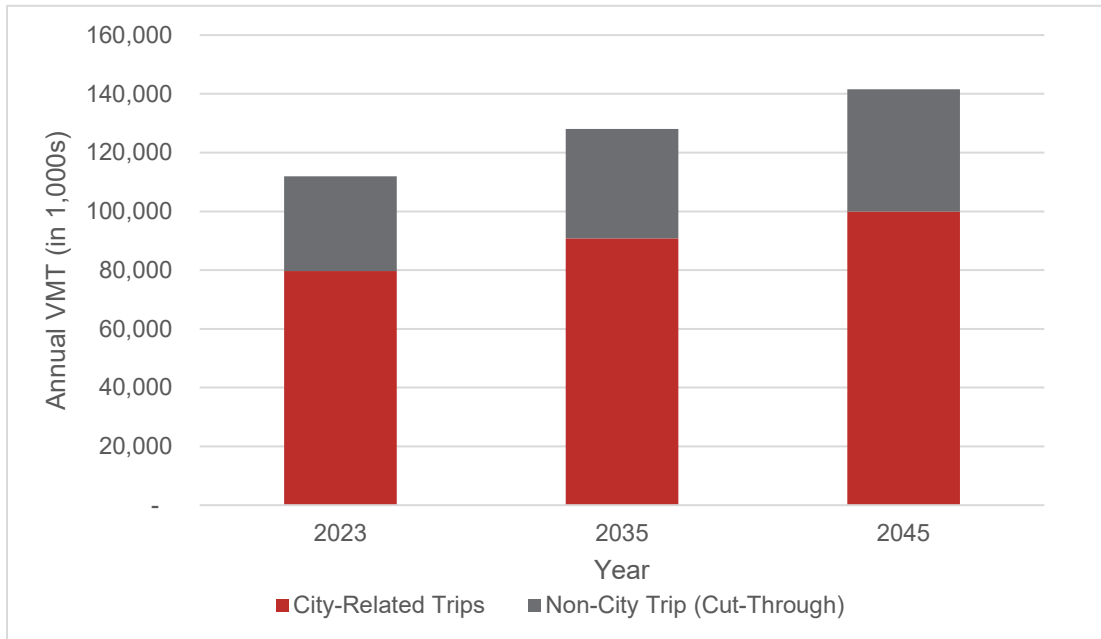


Figure 1. Sumner Annual VMT City vs Non-City Trips

Table 1 summarizes the annual VMT for Sumner city trips (cars and trucks). The summary table does not include non-city trips, which would be “cut-through” and do not have an origin and destination in the city. The annual per capita VMT for cars is also shown in Table 1. House Bill (HB) 1181 requires jurisdictions to target reductions in per capita VMT for cars. The future 2035 and 2045 results represent implementation of the City of Sumner land use plan as outlined in the 2024 Comprehensive Plan.

Table 1. City of Sumner Annual VMT (in 1,000s)¹

Location	Year 2023		Year 2035		Year 2045	
	Car	Truck	Car	Truck	Car	Truck
Industrial Area	32,655	6,601	36,777	7,443	40,212	8,145
Non-Industrial Area	37,611	2,861	43,861	2,676	49,070	2,522
Total	70,267	9,462	80,639	10,119	89,282	10,667
per Capita VMT²	6.51		5.89		5.75	

Notes: VMT = vehicle miles traveled

- VMT based on City of Sumner 2024 Comprehensive Plan travel demand model and represents city related trips (i.e., trips that begin and/or end in Sumner). Cut-through trips are not included in the VMT presented.
- VMT per capita (in 1,000s) represents the VMT for cars divided by the residential population.

Table 1 shows that total VMT is anticipated to increase as the city grows; however, VMT per capita decreases due to increases in density in housing and jobs with the proposed land use plan. Truck VMT decreases in the non-industrial areas as Sumner grows due to deliveries becoming more efficient with increased density as well as trucks finding alternative routes avoiding congestion related to additional car travel in these areas. A per capita VMT reduction of 10% in 2035 compared to the baseline 2023 and 13% by 2045 compared to the baseline is shown. The reduction in VMT is related to the implementation of the proposed land use plan as part of the 2024 Comprehensive Plan, which would increase housing and jobs density.

1.3.2 GHG Emissions Inventory

Sumner’s total emissions come to roughly 86,000 MT CO₂e in 2022¹. The majority of emissions (50%) came from building energy, while 40% came from transportation sources. The remaining 10% was from refrigerant usage and solid waste (Figure 2). To address the majority of Sumners emissions, it is necessary to address emissions in existing buildings.

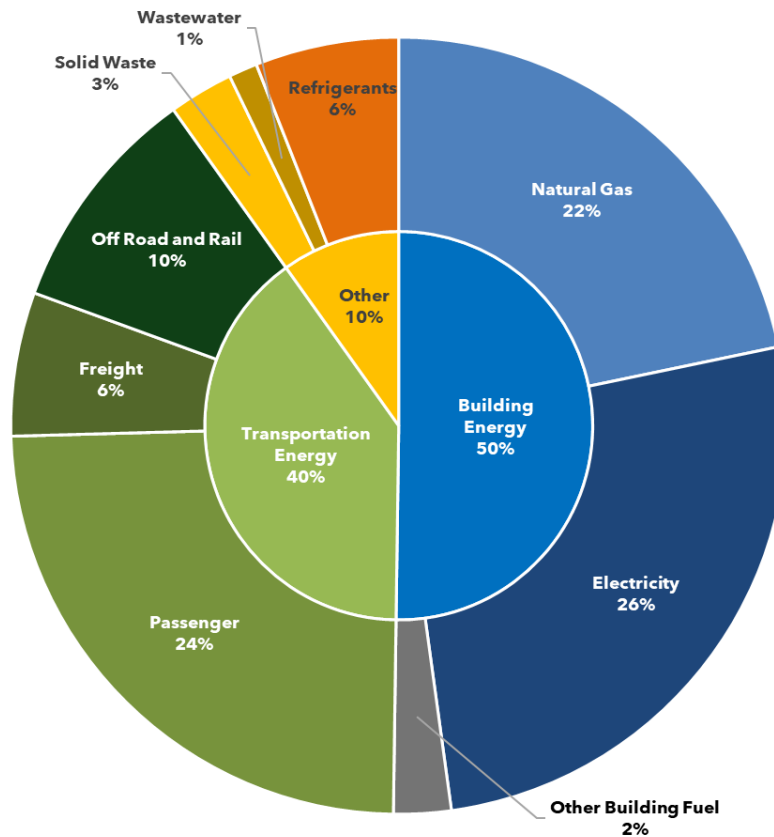


Figure 2. 2022 Local Emissions Sources

¹ Emissions data downscaled from Pierce County Emissions Inventory by population. Non-energy industrial emissions (such as specialty industrial gases) are excluded because there were no entities required to report within the city limits, and agriculture, forestry, and land use emissions were excluded because there is no large-scale agriculture or forestry within the city limits and no recent large scale land use change.

Figure 3 illustrates the projected GHG emissions in the City of Sumner through 2050, taking into account both state-level policies and city-level actions. The forecast demonstrates a significant reduction in emissions driven by a combination of regulatory measures and local initiatives.

State-level actions, represented in the top shaded layers, contribute the majority of emissions reductions. These include policies such as the Clean Fuels Act, Zero-Emission Vehicles Standard, and the Climate Commitment Act. These measures establish a strong foundation for reducing emissions across key sectors, particularly in transportation and building energy use.

City-level actions—highlighted in the striped green and blue areas—further contribute to emissions reductions. These include:

- VMT Reduction Measures, which aim to decrease vehicle miles traveled by promoting alternative transportation options.
- Residential Fuel Switching, which supports a transition from fossil fuel-based systems to clean energy sources in homes.

Despite these actions, a portion of emissions is projected to remain by 2050. This forecast underscores the importance of integrating state-level climate policies with focused local actions to achieve meaningful GHG and VMT reductions. While state initiatives drive significant progress—particularly through transportation and energy sector regulations—local strategies adopted by the City of Sumner are essential to meeting community-specific goals.

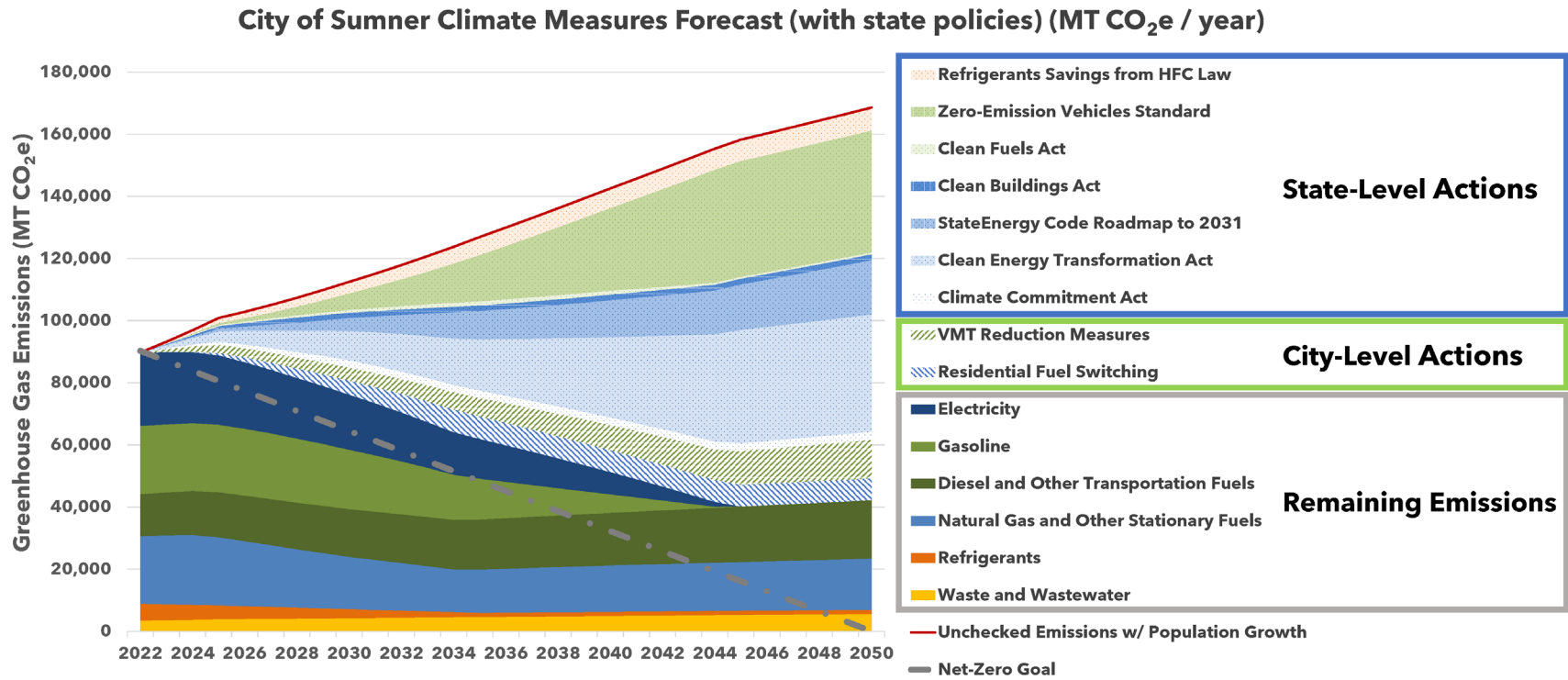


Figure 3. City of Sumner Climate Measures Forecast

Name of reduction measure	Explanation
HFC Law	Requires the phase out Hydrofluorocarbons, potent greenhouses gasses often used as refrigerants. The state estimates that this phase out will decrease HFC emissions by 70%.
Zero Emissions Vehicle Standard	New vehicles sold must be zero emissions by 2035.
Clean Fuels Act	Requires the reduction in emissions from fuels, can be met by fuel switching. Assumed to include at 10% reduction in the carbon intensity of fuels.
Clean Buildings Act	Applies to the largest buildings. 15% reduction in energy usage by 2028.
State Energy Code	New construction will consume 70% less energy than the 2006 baseline by 2031.
Clean Energy Transformation Act	Utilities must provide zero emissions electricity by 2045.
Climate Commitment Act	Cap and trade system to decrease overall emissions. Assumed to decrease natural gas emissions by 10%. Also applies to other fuels, but does not act as quickly as the Clean Fuels Act.
VMT Reduction Measures	Based on the difference between VMT growth and population growth.
Residential Fuel Switching	All residential buildings switch from natural gas or other fuels to electric heat pump technology for HVAC and water heating. Phased in over 10 years.
Unchecked Emissions with Population Growth	What the emissions would be without all the reduction measures.
Net-Zero Goal	Paris Climate Agreement goal to prevent the most dire of climate futures.
Also modeled but not included: City Fleet Conversion (benefit of 290 MT CO ₂ e/year), Employee Commute Reduction (benefit of 11 MT CO ₂ e/ year) and Increased Recycling (no net benefit due to the longevity of paper products in landfills, and the benefit of decreased virgin manufacture going to the recycled goods manufacturer).	

Figure 3. City of Sumner Climate Measures Forecast (continued)

1.3.3 Consumption Inventory Results and Discussion

In addition to emissions that are generated by activities within the City limits, another, equally large share of emissions is associated with food and goods that are purchased by residents and produced on their behalf. These emissions, referred to as consumption, imported, or Scope 3 emissions are more difficult to estimate with precision, but they are roughly equivalent in scale to those emissions produced locally. In Sumner’s case, imported consumption emissions account for roughly 49% of their total emissions Figure 4. This consumption total also includes all the emissions generated to produce the fuel used in vehicles and buildings in the City as well as an estimate of air travel by residents. Emissions associated with goods purchased make up the largest portion (Figure 5), followed by food purchases, upstream emissions associated with fuel use, and air travel.

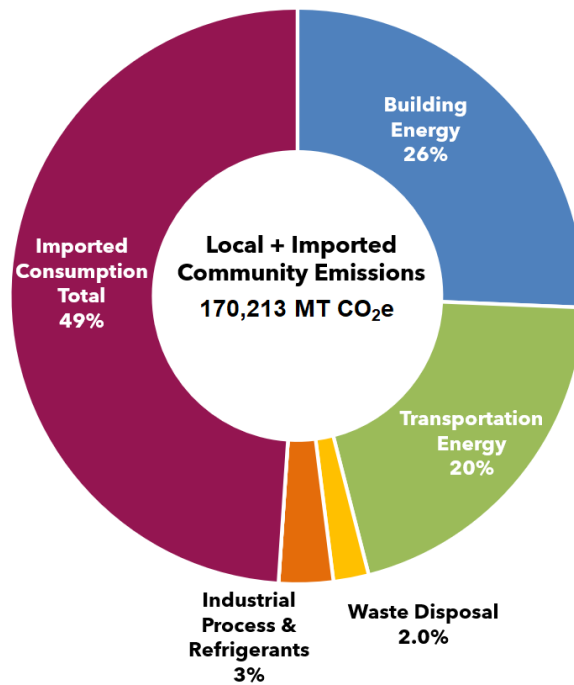


Figure 4. 2022 Local and Imported Emissions

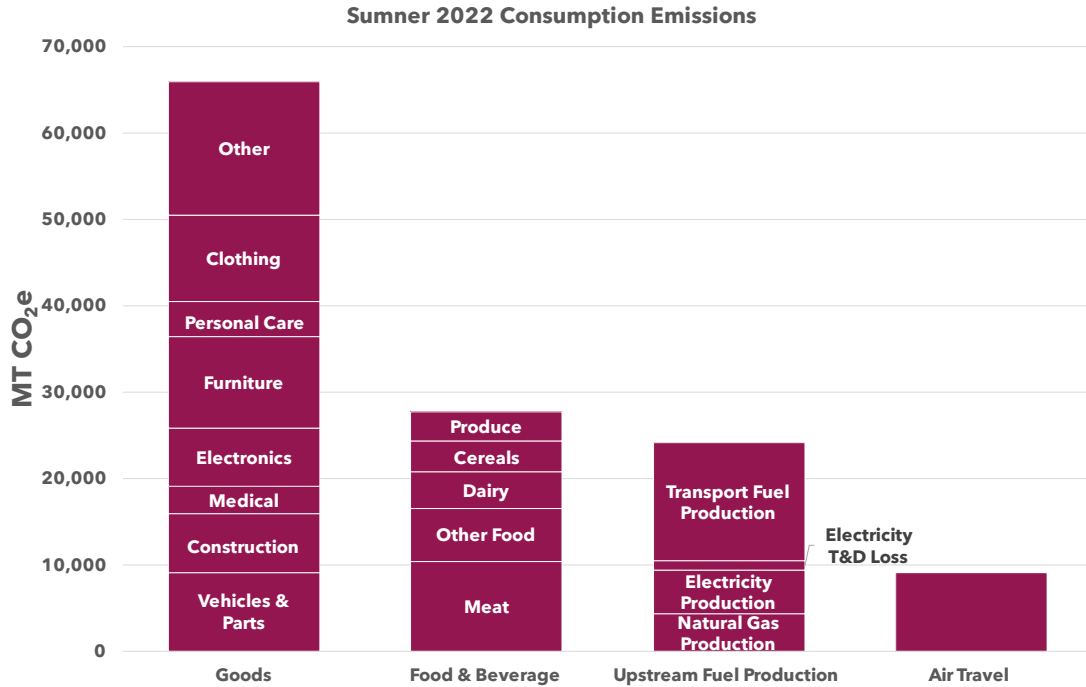


Figure 5. Distribution of Consumption Emissions

Consumption emissions estimates are approximate and most useful to give a sense of scale. Many of the state-wide actions are designed to reduce energy and transportation emissions, and they are very important in bringing down local emissions, but it is important not to forget that the goods and food that we choose to consume are a large source of emissions in any community. Legislation to address these emissions is often aimed at construction emissions and food waste, both large sources, but the emissions involved in our everyday “stuff” should not be ignored.

Imported emissions in one community represent local emissions in another. Depending on the community and its economic profile, these emissions may include some amount of double counting. For example, if a community were primarily agricultural and consumed a lot of its own produce, the food and beverage estimate would be an overestimate.

The estimates of food, goods, and air travel emissions came from the Berkely Cool Climate Calculator, combined with Sumner’s 2022 household income distribution adjusted for inflation back to 2015 dollars.

Estimates for upstream fuel production are based on fuel and electricity usage from the Pierce County emissions inventory combined with regional fuel production averages. Fuel production is all of the emission associated with drilling, mining, refining, but not burning the fuel that is used for electricity, natural gas, and transportation.

1.4 VMT Reduction Targets

The VMT per capita is projected to decrease in the future due to increases in density in housing and jobs with the proposed land use plan. The VMT analysis shows within implementation of the adopted land use plan as part of the 2024 Comprehensive Plan, a per capita VMT reduction of 10% in 2035 compared to the baseline 2023 conditions and 13% by 2045 compared to the baseline 2023 conditions (see Table 1).

WSDOT’s VMT Targets Final Report June 2023 recommends local per capita VMT targets be set at the regional scale by Regional Transportation Planning Organizations (RTPOs) based on what is feasible and likely to occur over the timeframe of long-range plans. Considering the reduction goals of the region and the potential for non-auto travel based on Sumner goals and policies, the following per capita VMT target is proposed for the City of Sumner:

- Reduce per capita VMT by 10% by 2035 compared to baseline 2023 (excluding heavy vehicles)
- Reduce per capita VMT by 13% by 2045 compared to baseline 2023 (excluding heavy vehicles)

1.5 VMT Reduction Strategies and Implementation Plan

Reduction strategies are intended to reduce per capita VMT and are identified specifically for Sumner based on the travel market assessment and the intent of meeting the VMT target. The 2024 Comprehensive Plan already contains adopted goals and policies related to the city’s commitment to reduce VMT and overall GHG emissions (where VMT contributes to GHG).

The VMT reduction strategies identified for Sumner have been divided into two categories:

1. **Initial Strategies (Tier 1)** are recommended for implementation as part of climate planning for Sumner to meet VMT targets.
2. **Additional Reduction Strategies (Tier 2)** are potential programs, goals and policies that Sumner could consider in the future if VMT targets are not being met.

Chapter 4 of Appendix A describes in more detail the reduction strategies, potential effectiveness, timeframe for benefit, metric or measure for tracking progress, and goals and policies outlined in the 2024 Comprehensive Plan associated with the reduction strategy. Table 2 provides a summary of the strategies and shows the responsible party, action(s) to implement, timeframe of benefit and metric for measuring progress.

Table 2. VMT Reduction Strategies and Implementation

Strategy	Responsible Department	Action for Implementation	Timeframe of Benefit ¹	Metric ²
Tier 1: Initial Reduction Strategies				
Increase Residential Density	Development Services	Work to permit projects that meet the land use goals and policies of the adopted Comprehensive Plan.	Long-Term	Number of new residential/mixed-use projects
Increase Job Density	Development Services	Work to permit projects that meet the land use goals and policies of the adopted Comprehensive Plan.	Long-Term	Number of new commercial/industrial/employment projects
Provide Transit-Oriented Development	Community Development	Work to incentivize/encourage development near the Sounder Station and implement the goals and policies of the Comprehensive Plan and Subarea Plans.	Long-Term	Number of projects including TOD principles and/or percent of total new projects utilizing TOD principles

Table 2. VMT Reduction Strategies and Implementation (continued)

Strategy	Responsible Department	Action for Implementation	Timeframe of Benefit ¹	Metric ²
Tier 1: Initial Reduction Strategies (continued)				
Integrate Affordable and Below Market Rate Housing	Community Development	Work with developers to prioritize integrating affordable and BMR housing with project proposals.	Long-Term	Number of new affordable housing projects
Implement Commute Trip Reduction and Demand Management Programs	Community Development	Ensure businesses are meeting CTR requirements and encourage those that do not have requirements to consider implementing CRT strategies.	Short-Term	Number of employers with CTR programs within the city and number of employers that allow flex schedules or telecommuting
Limit Residential Parking Supply	Community Development	Work with developers to reduce parking supply with residential projects and consider management strategies for on-street parking.	Long-Term	Number of residential developments with reduced parking ratios
Improve Street Connectivity	Public Works	Ensure street improvements are consistent with the adopted Transportation Improvement Program.	Long-Term	Developer required improvements consistent with Sumner’s gridded street network and tracking achievement of the Transportation Improvement Program (TIP)
Provide Pedestrian Network Improvements	Public Works & Parks	Require frontage and multimodal connectivity improvements consistent with the adopted non-motorized plan.	Long-Term	Achievement of adopted multimodal level of service (LOS) and tracking implementation of the non-motorized plan/adopted TIP
Expand Bike Network	Public Works & Parks	Implement the adopted non-motorized and Park plans.	Long-Term	Achievement of adopted multimodal level of service (LOS) and implementation of the non-motorized plan/adopted TIP
Dedicate Land for Bike Trails	Public Works & Parks	Implement the adopted non-motorized and Park plans. Require frontage and multimodal connectivity improvements consistent with the adopted non-motorized plan.	Long-Term	Achievement of adopted multimodal level of service (LOS) and implementation of the non-motorized plan/adopted TIP
Extend Transit Network Coverage or Hours	City and Transit Agency Partnership	Engage with Pierce Transit on long-range transit plan and steps to become part of transit district. Explore other small-scale transit programs. Develop an action plan for the city to become part of the transit district or implement other transit options.	Long-Term	Transit service provided in the city

Table 2. VMT Reduction Strategies and Implementation (continued)

Strategy	Responsible Department	Action for Implementation	Timeframe of Benefit ¹	Metric ²
Tier 1: Initial Reduction Strategies (continued)				
Improve Transit Access, Safety, and Comfort	Public Works	Consider transit needs and improvements as part of implementing the Transportation Improvement Program and non-motorized plan.	Long-Term	Transit service provided with the city and bus stops are accessible and designed with safety in comfort in mind.
Implement Transit-Supportive Roadway Treatments	Public Works	Consider transit needs and improvements as part of implement the Transportation Improvement Program. Work with transit agency on potential route locations.	Long-Term	Transit service provided in the city
Locate Project in Area with High Destination Accessibility	Planning and Public Works	Work to permit projects that meet the land use goals and policies of the adopted Comprehensive Plan. Ensure ADA accessible design is considered in permitted projects.	Long-Term	Progress towards implementing the Town Center and East Sumner Neighborhood Plans
Improve Destination Accessibility in Underserved Areas	Planning	Work to permit projects that meet the land use goals and policies of the adopted Comprehensive Plan.	Long-Term	Number of projects within urban and neighborhood centers and/or basic need type projects like grocery, health care, etc.
Provide Traffic Calming Measures	Public Works	Consider requiring traffic calming measures where appropriate as part of project development.	Long-Term	Monitor implementation of traffic calming measures
Install Park-and-Ride Lots	City and Transit Agency Partnership	Work to identify potential park and ride locations. Coordinate with transit agency on potential locations. When implementing park and ride projects ensure vehicle charging infrastructure is provided.	Long-Term	Number of park-and-ride lots in Sumner
Tier 2: Additional Reduction Strategies				
Implement Market Price Public Parking (On-Street)	Planning and Public Works	Conduct a parking study to evaluate pricing strategy and management needs.	Long-Term, because current program.	Parking availability where pricing is implemented.

1. The timeframe for benefit is identified as short-term (1-4 years) or long-term (5 or more years). Short-term benefits typically depend on personal choice, have lower investment, and can be implemented in a quicker timeframe. Long-term benefits typically include considerable investment and may be implemented over many years.
2. Metrics are identified to help measure progress towards implementing strategy

1.6 GHG Reduction Strategies and Implementation Plan

The majority of emissions remaining after state-level policies are enacted are natural gas and diesel, with a smaller proportion due to solid waste, wastewater, and refrigerants. To maximize the effectiveness of its climate actions, Sumner should focus on actions that address its main remaining sources of emissions while supporting the States's emissions actions.

Many of the strategies outlined in the VMT reduction plan will also lead to GHG reductions, especially those that decrease passenger vehicle miles in the next 15 years (while a sizeable proportion of passenger vehicles are still gasoline powered) and those that decrease diesel traffic (which is harder to electrify).

Furthermore, strategies that increase the density of housing generally decrease the average size of each unit, thereby decreasing energy consumption per household.

Several of the strategies call for the City providing “incentives” for various energy saving or GHG reducing actions. For most cities, the main route of providing incentives is through reduction of building permitting fees. For example, the city could include a list of energy saving measures (like switching to a heat pump, installing additional insulation, or installing solar panels) and offer a fee reduction if an applicant completes one or more of the measures. This has the advantage of reaching homeowners when they are already in the process of making home upgrades and not requiring any additional funding stream.

Other actions call for the City to establish a plan to install equipment, convert equipment, or provide education around a topic. Facilities, fleet, and other asset managing departments likely already have long-term plans around how they will manage their buildings or fleets. These actions call on those managers to include energy efficiency and fuel conversion in their asset management plans so that they can replace equipment with more efficient models as warranted. For example, a fleet conversion plan would require that vehicles be replaced with battery electric versions where appropriate replacements exist and where they are expected to be cost effective over the lifetime of the vehicle. AFLEET has a lifetime cost calculator to help make those decisions. For educational actions, the City can incorporate additional information into existing outreach programming, or can develop programs specifically targeted at energy or waste actions.

Appendix B describes in more detail the GHG reduction strategies and Table 3 provides a summary of the strategies and shows the responsible party, action(s) to implement, timeframe of benefit and metric for measuring progress

Table 3. GHG Reduction Strategies and Implementation

Strategy	Responsible Party	Action for Implementation	Timeframe of Benefit ¹	Example Policies	Metric ²
Building Emissions Reduction Strategies					
Promote residential electric heat pumps for air and water heating	City in partnership with PSE	Provide incentives for purchasing new heat pumps, provide educational materials about the benefits of heat pumps.	immediate-20 years. replace heaters at the end of useful life.	Provide reduction in mechanical, electrical, or building permitting fees if applicant shows that they have installed a heat pump.	Number of new heat pumps installed
Promote local solar and other renewables along with battery storage	City in partnership with PSE	Provide incentives and education about solar installation	Immediate-20 years.	Provide reduction in mechanical, electrical, or building permitting fees if applicant shows that they have installed solar panels and/or batteries.	MW of solar installed
Promote commercial heat pumps for air and water heating	City in partnership with PSE	Provide incentives for purchasing new heat pumps, provide educational materials about the benefits of heat pumps.	immediate-20 years. replace heaters at the end of useful life.	Provide reduction in mechanical, electrical, or building permitting fees if applicant shows that they have installed a heat pump.	Number of new heat pumps installed
Partner with PSE on installation of community-scale battery storage.	City in partnership with PSE	Work with PSE to develop distributed energy resources to promote resiliency and balance supply and demand times for renewable electricity generation	5-20 years	City policy to identify and develop battery storage site.	Plans for facility development
Electrify air and water heat in City of Sumner buildings	Facilities	Establish plan to convert facilities to heat pumps as the existing air and water heating systems require replacement.	immediate-20 years.	Facilities includes plans to convert facilities in their building maintenance plans wherever feasible.	Decrease in the City's natural gas consumption
Install solar on City owned roofs.	Facilities	Establish plan to install solar on any additional roofs where appropriate and cost effective	Immediate-10 years	Facilities develops plans and prioritization list to install solar on all appropriate city rooftops.	MW of Solar installed on city rooftops
Transportation Emissions Reduction Strategies					
Use of renewable diesel (R99) for city's fleet when economically feasible and appropriate	Fleet	Work with fuel suppliers to request R99 supply.	1-5 years	Policy that prioritizes the purchase of R99 diesel for city use when it is available and cost-comparable (within X% of fossil price).	Gallons of R99 consumed by the city fleet. Gallons of R99 sold within the city.

Table 3. GHG Reduction Strategies and Implementation (continued)

Strategy	Responsible Party	Action for Implementation	Timeframe of Benefit ¹	Example Policies	Metric ²
Transportation Emissions Reduction Strategies (continued)					
Install EV charging in destinations, public buildings, and multifamily housing	Public Works	Identify locations for new chargers. Establish plan to install chargers in chosen sites	2-10 years	Fleet or facilities department identifies appropriate sites and develops prioritization list and timeline for installing new chargers.	Number of chargers installed.
Electrify city's fleet	Fleet	Establish plan to convert city's fleet	1-10 years	Fleet manager develops prioritized plan to convert vehicles in the fleet as their time of replacement comes up, utilizing a lifecycle-based cost assessment.	Number of electric vehicles in the city fleet
Food and Goods Emissions Reduction Strategies					
Decrease Food Waste	City	Set a goal to match the State of Washington's and establish an educational campaign	Near-term	Community and Economic Development develops programming to educate community about food waste prevention.	Program to educate residents about food waste.
Increase Recycling	Solid Waste	Establish program to increase recycling in the city.	Near-term	Community and Economic Development develops programming to educate community about recycling, especially how to recycle glass.	Tons of waste sent to the landfill.

1.7 Monitoring and Evaluation

Effective monitoring and evaluation are critical to ensuring that the City of Sumner's efforts to reduce VMT and GHG emissions are progressing toward established targets. By tracking key metrics over time and adapting strategies as needed, Sumner can make informed, data-driven decisions to support a more sustainable, equitable, and connected community.

1.7.1 Key Metrics to Track

To assess the success of VMT and GHG reduction strategies, the City will track the following indicators on a regular basis (5-year increments is likely sufficient):

- **Per Capita VMT (cars and light trucks only):** Calculated using local travel demand model outputs and city population estimates. This is the primary metric required by Washington State's HB 1181.
- **Total and Per Capita GHG Emissions from Transportation:** Estimated using emissions factors aligned with state and regional guidance and Sumner's land use and transportation profiles.
- **Total Energy Usage and Emissions:** Puget Sound Energy provides electricity and natural gas to Sumner buildings. Contact PSE and ask how many kilowatt hours of electricity and how many therms of natural gas were sold to customers in Sumner to get energy usage. PSE will also be able to provide you with a yearly annual electricity emissions factor to calculate overall electricity emissions and a percentage of renewable natural gas for use when calculating natural gas emissions.
- **EV Fleet percentage:** The proportion of registered EVs in Sumner. This data is collected by the DMV.
- **Solid Waste Generation:** Short wet tons per capita is available through your garbage haulers.
- **Transit Ridership and Accessibility:** Including the number of residents within walking distance of the Sounder station or future transit routes; transit service coverage, frequency, and ridership growth.
- **Non-Motorized Travel Metrics:** Miles of new pedestrian and bicycle infrastructure completed; multimodal level of service (LOS) performance.
- **Housing and Jobs Proximity:** The share of housing units and jobs located within 1/2 mile of transit or in designated mixed-use centers like the Town Center. The number of people that both live and work in Sumner.
- **Mode Split:** Commuting mode share data, particularly the percentage of residents commuting via transit, carpooling, walking, or biking (from U.S. Census ACS and future surveys).
- **Land Use Metrics:** New residential and commercial development occurring in high-density or mixed-use zones consistent with VMT reduction strategies.
- **Equity Indicators:** Accessibility of sustainable transportation modes to low-income, elderly, and other vulnerable populations.

1.7.2 Reporting Schedule

The City will formally evaluate progress toward VMT and GHG reduction targets on a five-year cycle, aligning with comprehensive plan updates and state reporting requirements. This periodic review will include:

- Updated VMT and GHG metrics
- Summary of completed or in-progress strategies
- Analysis of development patterns and transportation system changes
- Community feedback and engagement outcomes
- Evaluation of effectiveness and equity of implemented actions

Annual internal reviews may also be conducted to inform capital planning and budget cycles.

1.7.3 Adaptive Management Approach

If monitoring shows that VMT reduction targets are not being met—or that trends are moving in the wrong direction—the City will apply an adaptive management framework:

- **Diagnose the Gap:** Analyze data to identify underperforming strategies, emerging challenges, or unexpected growth patterns (e.g., higher-than-anticipated cut-through traffic).
- **Engage Stakeholders:** Convene interdepartmental staff, community groups, and regional partners (e.g., PSRC, Sound Transit) to discuss barriers and opportunities.
- **Refine or Add Strategies:** Prioritize additional or modified measures, such as expanding community-based travel programs, adjusting parking policies, or seeking new partnerships for transit service.
- **Update the Plan:** Amend the VMT and GHG Reduction Plan or Comprehensive Plan as needed to reflect new strategies and maintain alignment with regional and state targets.

This approach allows Sumner to remain flexible and responsive in the face of changing conditions and community needs.

Appendix A

VMT Study

Sumner Climate Planning

VMT STUDY AND REDUCTION PLAN

Prepared for:
City of Sumner

May 2025

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Executive Summary

The Washington State law HB 1181¹, adopted in 2023, requires cities to use their comprehensive plan to build community resilience and reduce greenhouse gas emissions. Transportation is a key sector where reducing the average vehicle miles traveled (VMT) per capita contributes to reducing emissions. This study provides a VMT travel market assessment, analysis, and reduction strategies for the City of Sumner to meet VMT targets.

Travel Market Assessment

The travel assessment key findings related to VMT reduction for the City of Sumner are:

- **High Drive Alone with Short Travel.** The Sumner travel demand model shows a 92% vehicle mode split and an 8% walk, bike, and other mode split. For commuting trips, almost 75% resident trips are drive alone and over 50% drive less than 25 minutes. Given these short commutes, there is an opportunity to provide transit service and improve non-motorized conditions within the city to reduce VMT.
- **Longer Commute Trips.** Over 20% of residents commute 45 minutes or more to work. Strategies that result in more job opportunities within the city will help reduce VMT.
- **Lack of Transit Service.** There is increased density anticipated near the Sounder Station where transit service is provided; however, there are many areas outside of walking distance from this station that will have growth. There is limited transit service to and from the Sounder Station and there is no service serving the city. There is an opportunity to reduce VMT for the city with transit service to key destinations within the city as well as to adjacent areas.
- **Non-Motorized Connections.** The existing non-motorized network has some gaps especially in the north portion of the city. It will be important to complete the planned non-motorized network adopted in the 2024 Comprehensive Plan to shift auto trips related to commuting as well as shopping and other types of trips to walking and/or biking.

VMT Analysis and Target

VMT is a transportation metric that calculates the total travel distance of all vehicles in a specific geographic area over a given period. The VMT metric can be used to understand changes over time. HB 1181 requires a measurement of annual per capita VMT for cars. Table E-1 summarizes the per capital VMT for Sumner.

Table E-1. City of Sumner Per Capital VMT¹

2023	2035	2045
6.51	5.89	5.75

Notes: VMT = vehicle miles traveled

1. VMT per capita (in 1,000s) represents the total annual VMT for cars divided by the residential population. VMT is determined based on Sumner travel demand model and only includes city related trips that begin or end in Sumner. Cut-through trips are excluded from the VMT.

¹ Engrossed Second Substitute House Bill (E2SHB or HB) 1181 effective July 23, 2023, and is an act related to improving the state's climate response. <https://lawfilesexternal.wa.gov/biennium/2023-24/Pdf/Bills/Session%20Laws/House/1181-S2.SL.pdf?q=20231025165918> accessed March 7, 2024

The VMT per capita is projected to decrease in the future due to increases in density in housing and jobs with the proposed land use plan. A per capita VMT reduction of 10% in 2035 compared to the baseline 2023 and 13% by 2045 compared to the baseline is shown. The reduction in VMT is related to the implementation of the proposed land use plan as part of the 2024 Comprehensive Plan, which would increase housing and jobs density.

WSDOT’s Vehicle Miles Traveled (VMT) Targets Final Report June 2023 recommends local per capita VMT targets be set at the regional scale by Regional Transportation Planning Organizations (RTPOs) based on what is feasible and likely to occur over the timeframe of long-range plans. Considering the reduction goals of the region and the potential for non-auto travel based on Sumner goals and policies, the following per capita VMT target is proposed for the City of Sumner:

- Reduce per capita VMT by 10% by 2035 compared to baseline 2023 (excluding heavy vehicles)
- Reduce per capita VMT by 13% by 2045 compared to baseline 2023 (excluding heavy vehicles)

Reduction Strategies

The reduction strategies are intended to reduce per capita VMT and are identified specifically for Sumner based on the travel market assessment and the intent of meeting the VMT target. The 2024 Comprehensive Plan already contains adopted goals and policies related to the city’s commitment to reduce VMT and overall greenhouse gas (GHG) emissions (where VMT contributes to GHG).

The VMT reduction strategies identified for Sumner have been divided into two categories:

1. **Initial Strategies (Tier 1)** are recommended for implementation as part of climate planning for Sumner to meet VMT targets.
2. **Additional Reduction Strategies (Tier 2)** are potential programs, goals and policies that Sumner could consider in the future if VMT targets are not being met.

Chapter 4 describes the reduction strategies, potential effectiveness, timeframe for benefit, metric or measure for tracking progress, and goals and policies outlined in the 2024 Comprehensive Plan associated with the reduction strategy. Table E-2 provides a summary of the strategies and shows the responsible party, action(s) to implement, timeframe of benefit and metric for measuring progress.

Table E-2. Summary of Reduction Strategies

Strategy	Responsible Department	Action for Implementation	Timeframe of Benefit ¹	Metric ²
Tier 1: Initial Reduction Strategies				
Increase Residential Density	Development Services	Work to permit projects that meet the land use goals and policies of the adopted Comprehensive Plan.	Long-Term	Number of new residential/mixed-use projects
Increase Job Density	Development Services	Work to permit projects that meet the land use goals and policies of the adopted Comprehensive Plan.	Long-Term	Number of new commercial/industrial/employment projects

Strategy	Responsible Department	Action for Implementation	Timeframe of Benefit ¹	Metric ²
Provide Transit-Oriented Development	Community Development	Work to incentivize /encourage development near the Sounder Station and implement the goals and policies of the Comprehensive Plan and Subarea Plans.	Long-Term	Number of projects including TOD principles and/or percent of total new projects utilizing TOD principles
Integrate Affordable and Below Market Rate Housing	Community Development	Work with developers to prioritize integrating affordable and BMR housing with project proposals.	Long-Term	Number of new affordable housing projects
Implement Commute Trip Reduction and Demand Management Programs	Community Development	Ensure businesses are meeting CTR requirements and encourage those that do not have requirements to consider implementing CRT strategies.	Short-Term	Number of employers with CTR programs within the city and number of employers that allow flex schedules or telecommuting
Limit Residential Parking Supply	Community Development	Work with developers to reduce parking supply with residential projects and consider management strategies for on-street parking.	Long-Term	Number of residential developments with reduced parking ratios
Improve Street Connectivity	Public Works	Ensure street improvements are consistent with the adopted Transportation Improvement Program.	Long-Term	Developer required improvements consistent with Sumner's gridded street network and tracking achievement of the Transportation Improvement Program (TIP)
Provide Pedestrian Network Improvements	Public Works & Parks	Require frontage and multimodal connectivity improvements consistent with the adopted non-motorized plan.	Long-Term	Achievement of adopted multimodal level of service (LOS) and tracking implementation of the non-motorized plan/adopted TIP
Expand Bike Network	Public Works & Parks	Implement the adopted non-motorized and Park plans.	Long-Term	Achievement of adopted multimodal level of service (LOS) and implementation of the non-motorized plan/adopted TIP
Dedicate Land for Bike Trails	Public Works & Parks	Implement the adopted non-motorized and Park plans. Require frontage and multimodal connectivity improvements consistent with the adopted non-motorized plan.	Long-Term	Achievement of adopted multimodal level of service (LOS) and implementation of the non-motorized plan/adopted TIP
Extend Transit Network Coverage or Hours	City and Transit Agency Partnership	Engage with Pierce Transit on long-range transit plan and steps to become part of transit district. Explore other small-scale transit programs. Develop an action plan for the city to become part of the transit district or implement other transit options.	Long-Term	Transit service provided in the city

Strategy	Responsible Department	Action for Implementation	Timeframe of Benefit ¹	Metric ²
Implement Transit-Supportive Roadway Treatments	Public Works	Consider transit needs and improvements as part of implement the Transportation Improvement Program. Work with transit agency on potential route locations.	Long-Term	Transit service provided in the city
Locate Project in Area with High Destination Accessibility	Community Development	Work to permit projects that meet the land use goals and policies of the adopted Comprehensive Plan. Ensure ADA accessible design is considered in permitted projects.	Long-Term	Progress towards implementing the Town Center and East Sumner Neighborhood Plans
Improve Destination Accessibility in Underserved Areas	Development Services	Work to permit projects that meet the land use goals and policies of the adopted Comprehensive Plan.	Long-Term	Number of projects within urban and neighborhood centers and/or basic need type projects like grocery, health care, etc.
Provide Traffic Calming Measures	Development Services	Consider requiring traffic calming measures where appropriate as part of project development.	Long-Term	Monitor implementation of traffic calming measures
Install Park-and-Ride Lots	City and Transit Agency Partnership	Work to identify potential park and ride locations. Coordinate with transit agency on potential locations. When implementing park and ride projects ensure vehicle charging infrastructure is provided.	Long-Term	Number of park-and-ride lots in Sumner
Tier 2: Additional Reduction Strategies				
Implement Market Price Public Parking (On-Street)	Planning and Public Works	Conduct a parking study to evaluate pricing strategy and management needs.	Long-Term, because no current program.	Parking availability where pricing is implemented.

1. The timeframe for benefit is identified as short-term (1-4 years) or long-term (5 or more years). Short-term benefits typically depend on personal choice, have lower investment, and can be implemented in a quicker timeframe. Long-term benefits typically include considerable investment and may be implemented over many years.

2. Metrics are identified to help measure progress towards implementing strategy.

Chapter 1. Introduction

The Washington State law HB 1181², adopted in 2023, requires cities to use their comprehensive plan to build community resilience and reduce greenhouse gas emissions that contribute to global climate change. Cities are required to adopt a climate change and resiliency goal, and element designed to reduce greenhouse gas emissions, enhance resilience and avoid adverse impacts of climate change.

Transportation is a key sector that generates emissions impacting climate. On-road and off-road (rail, air, water) vehicles all contribute to the city’s greenhouse gas emissions. Reducing transportation emissions in Sumner will be accomplished partly through widespread adoption of cleaner vehicles and by reducing the average vehicle miles traveled (VMT) per capita.

Background

Sumner has a population of 10,800 residents, but this population more than doubles during working hours with over 18,000 jobs³. The large influx of people into the city during the day has an impact on the transportation system and the vehicle miles traveled (VMT) within Sumner. Table 1 summarizes the Sumner existing (2023) residential population and number of jobs and projected 2035 and 2045 population and jobs.

Table 1. Summary of City of Sumner Population and Jobs

	2023	2035	2045 ¹
Resident Population	10,800	13,692	15,519
Jobs	18,106	21,004	23,419
Total Service Population²	28,906	34,696	38,938

Source: City of Sumner 2024 Comprehensive Plan, January 6, 2025

1. The 2045 population is based on the 2044 estimates in the City of Sumner 2024 Comprehensive Plan. This study assumes that 2044 and 2045 populations are the same.

2. Service population is the sum of residential population and jobs.

Study Overview

This study provides a VMT travel market assessment and analysis as well as VMT reduction strategies for the City of Sumner. The travel market assessment identifies higher density residential and employment areas in the city and reviews how these areas are served by non-auto modes to help determine potential strategies that could reduce VMT. The VMT analysis summarizes the baseline or current per capita VMT and future projected per capita VMT for the city. Finally, strategies and associated goals and policies to reduce VMT within the City of Sumner are discussed.

² Engrossed Second Substitute House Bill (E2SHB or HB) 1181 effective July 23, 2023, and is an act related to improving the state’s climate response. <https://lawfilesexternal.wa.gov/biennium/2023-24/Pdf/Bills/Session%20Laws/House/1181-S2.SL.pdf?q=20231025165918> accessed March 7, 2024

³ 2023 population and jobs as presented in the City of Sumner 2024 Comprehensive Plan, January 6, 2025.



Chapter 2. Travel Market Assessment

To determine the most effective strategies to reduce VMT for Sumner, a travel market assessment was conducted. The travel market assessment identifies travel modes for trips in Sumner and how the location of housing and jobs for existing and future conditions relates to the existing and future Sumner transportation system. Understanding the city travel helps to identify which strategies will be most effective in reducing VMT in Sumner.

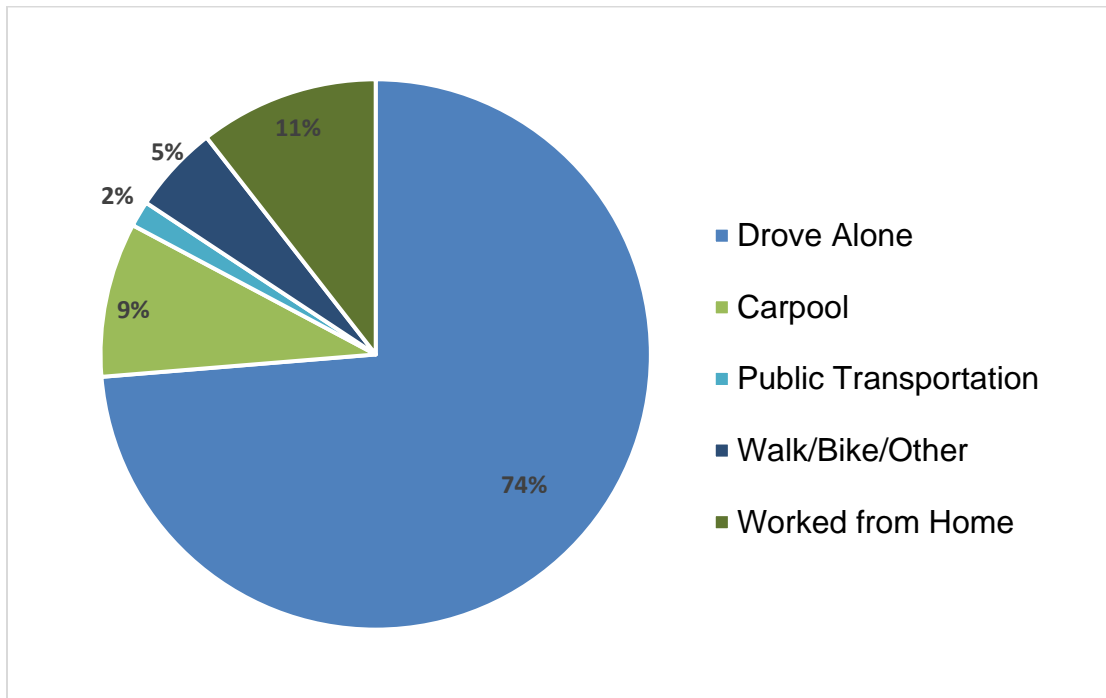
Travel Modes

A review of travel modes based on the Sumner travel demand model for all trip types shows 92% travel via vehicle, which could be drive alone or carpool, and 8% via walk, bike, or other mode. This high vehicle mode split provides an opportunity to reduce VMT by shifting travel to non-auto modes.

Typically, commuting to work accounts for 15 to 25% of all trips made by individuals. As shown in Figure 1, presented in the previous chapter, the employment population in Sumner is more than double the residential population. Therefore, when considering the population of Sumner, employees travelling from outside the city and residents traveling to work either within the city or outside the city account for a large portion of the travel on the city streets. Data was also reviewed to understand how Sumner residents travel to work. A review of modes of travel for residents in communities adjacent to the city, such as Auburn and Edgewood, shows commute patterns are similar to those seen for Sumner residents. This means travel modes by non-residents to and from Sumner are anticipated to be similar to residents.

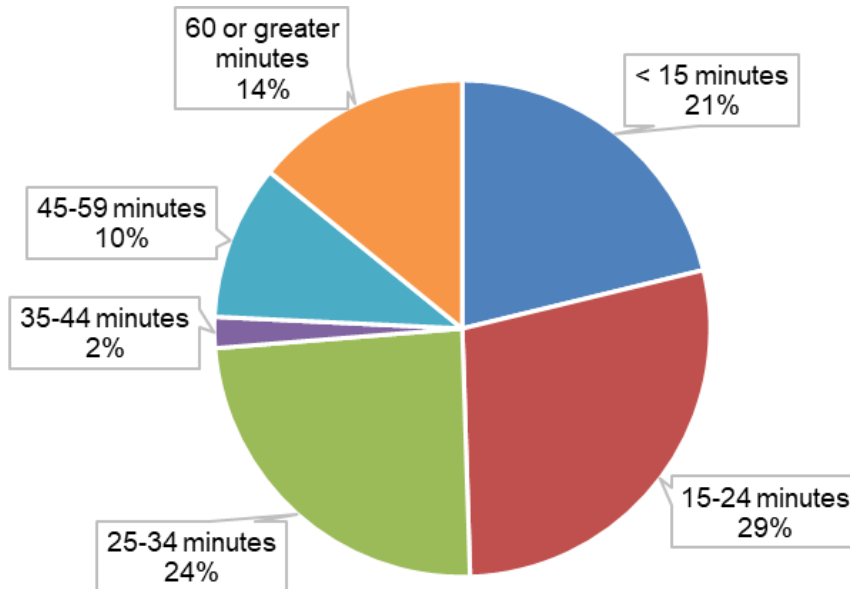
The US Census Bureau American Community Survey (ACS) Means of Transportation to Work 5-year Estimates 2019-2023 for Sumner are presented on Figure 1. As shown on the chart, 74 percent of travel to work for residents of Sumner is via drive alone. These drive alone trips contribute to the VMT for the city.

Figure 1. Sumner Residents Means of Transportation to Work



The ACS 5-Year Estimates were also reviewed for travel time to work for all driving trips including drive alone and carpool. Figure 2 shows the commute times to work for all driving trips.

Figure 2. Sumner Residents Travel Time to Work via Auto



As shown on Figure 2, 50% of driving trips to work are less than 25 minutes and 24% of driving trips to work are 45 minutes or more. Along with travel time to work, distance travelled to work was also reviewed for residents living in Sumner and for those employed in Sumner. For Sumner residents:

- Almost 40% commute less than 10 miles to work, and
- About 30% commute between 10 and 25 miles to work.

For Sumner employees:

- Over 40% live less than 10 miles from the city, and
- 30% live between 10 and 25 miles from the city.

On average, commute times for Sumner residents and employees are less than 30 minutes and less than 25 miles.

The travel review shows most commuting is driving; however, there are a significant number of short commutes, with almost 40% less than 10 miles and 20% of driving to work less than 15 minutes. With these short commute times and distances, VMT could be reduced by providing opportunities for use of non-motorized and transit modes.

Transportation and Land Use

The ability to reduce VMT is dependent on how transportation and land use interface such that people living and working in Sumner have access to non-drive alone modes. An overlay analysis was performed to demonstrate how the existing and future (2044) housing and jobs match with the non-motorized and transit systems as well as the planned improvements identified in the 2024 Comprehensive Plan. The future 2044 conditions represent the 20-year planning horizon identified in the 2024 Comprehensive Plan.

Figures 3 through 6 illustrate the existing population and jobs in relationship to the existing transit and non-motorized facilities.

Figure 3. Sumner 2023 Housing and Existing Transit Service

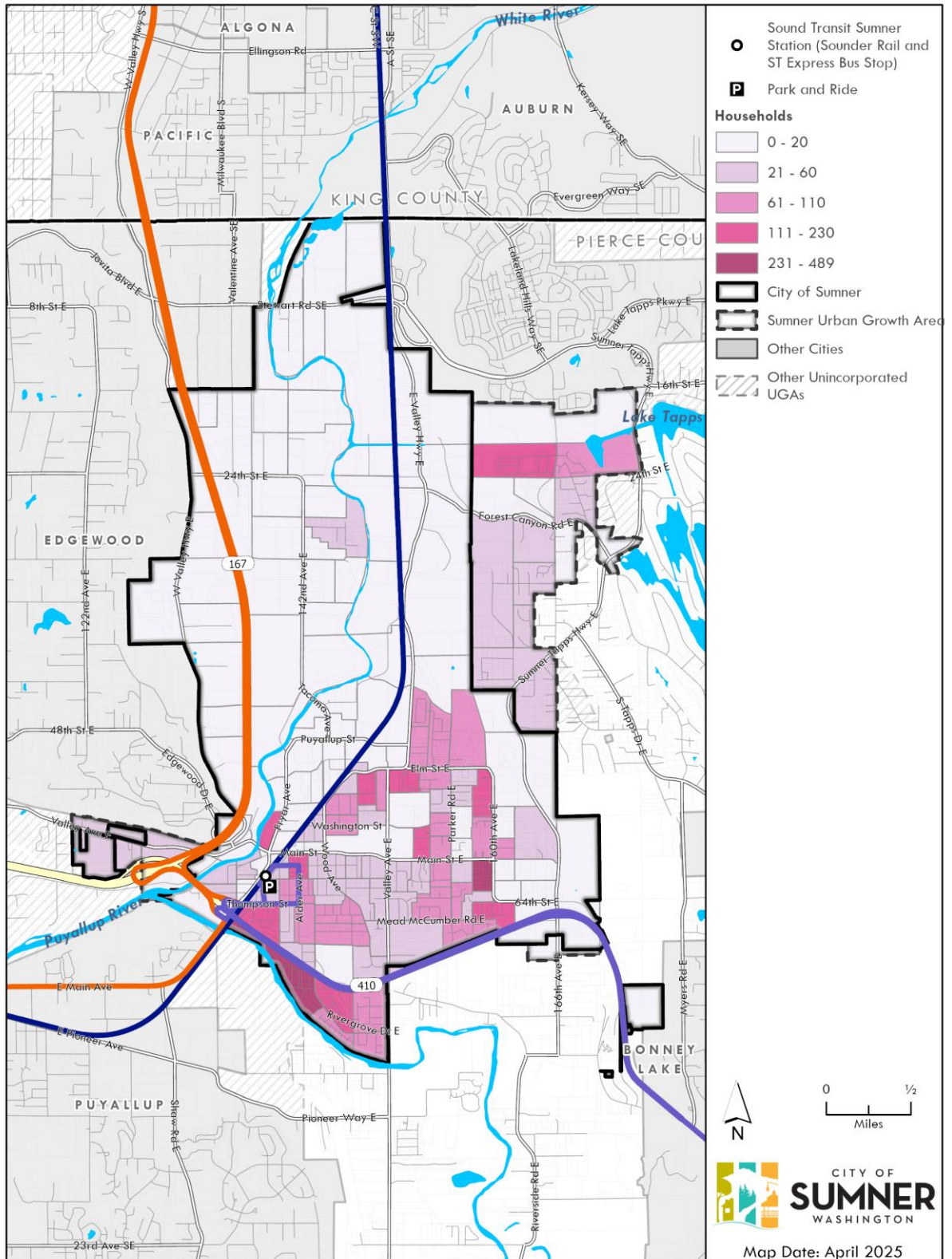


Figure 4. Sumner 2023 Housing and Existing Non-Motorized Facilities

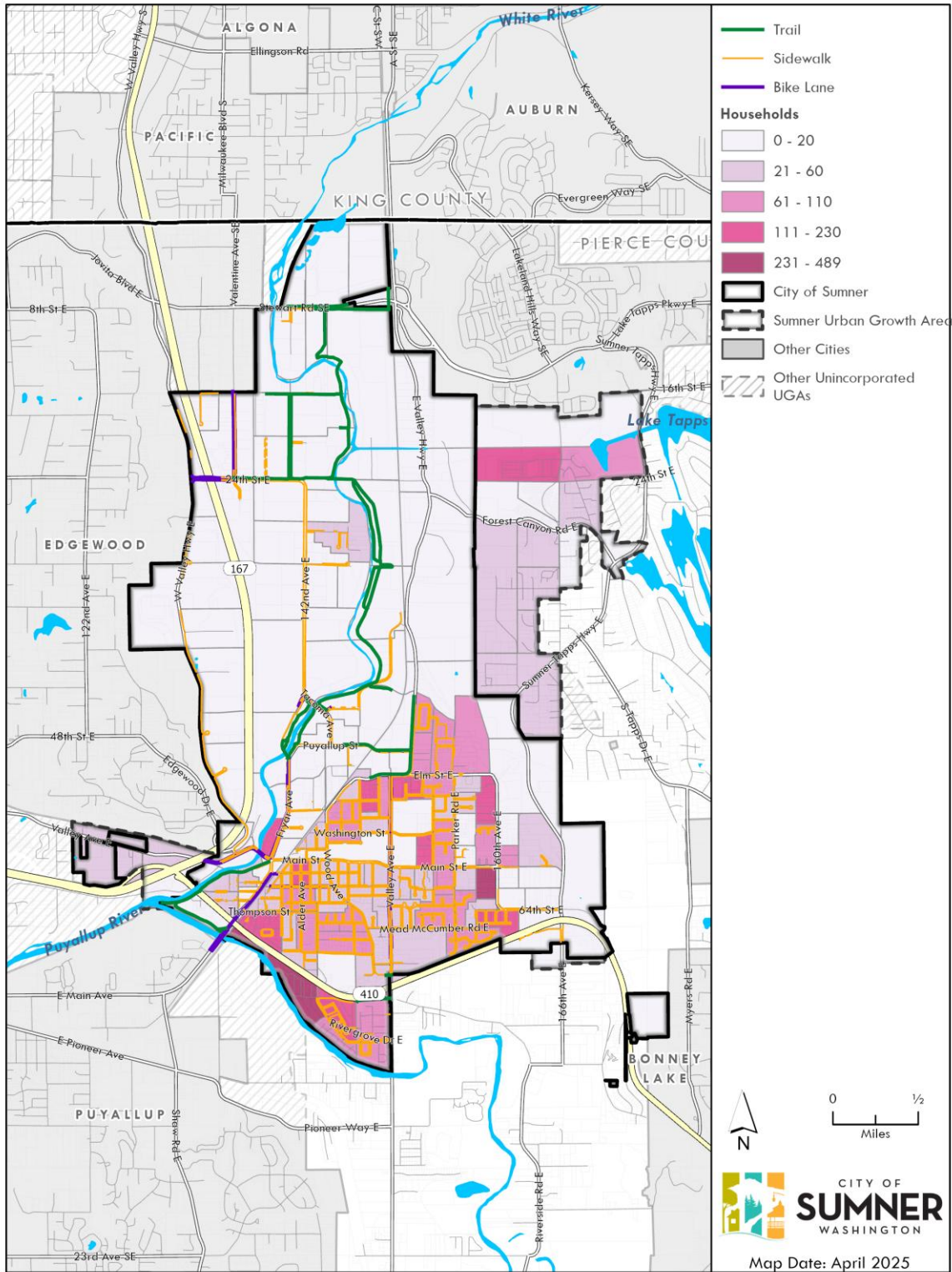


Figure 5. Sumner 2023 Jobs and Existing Transit

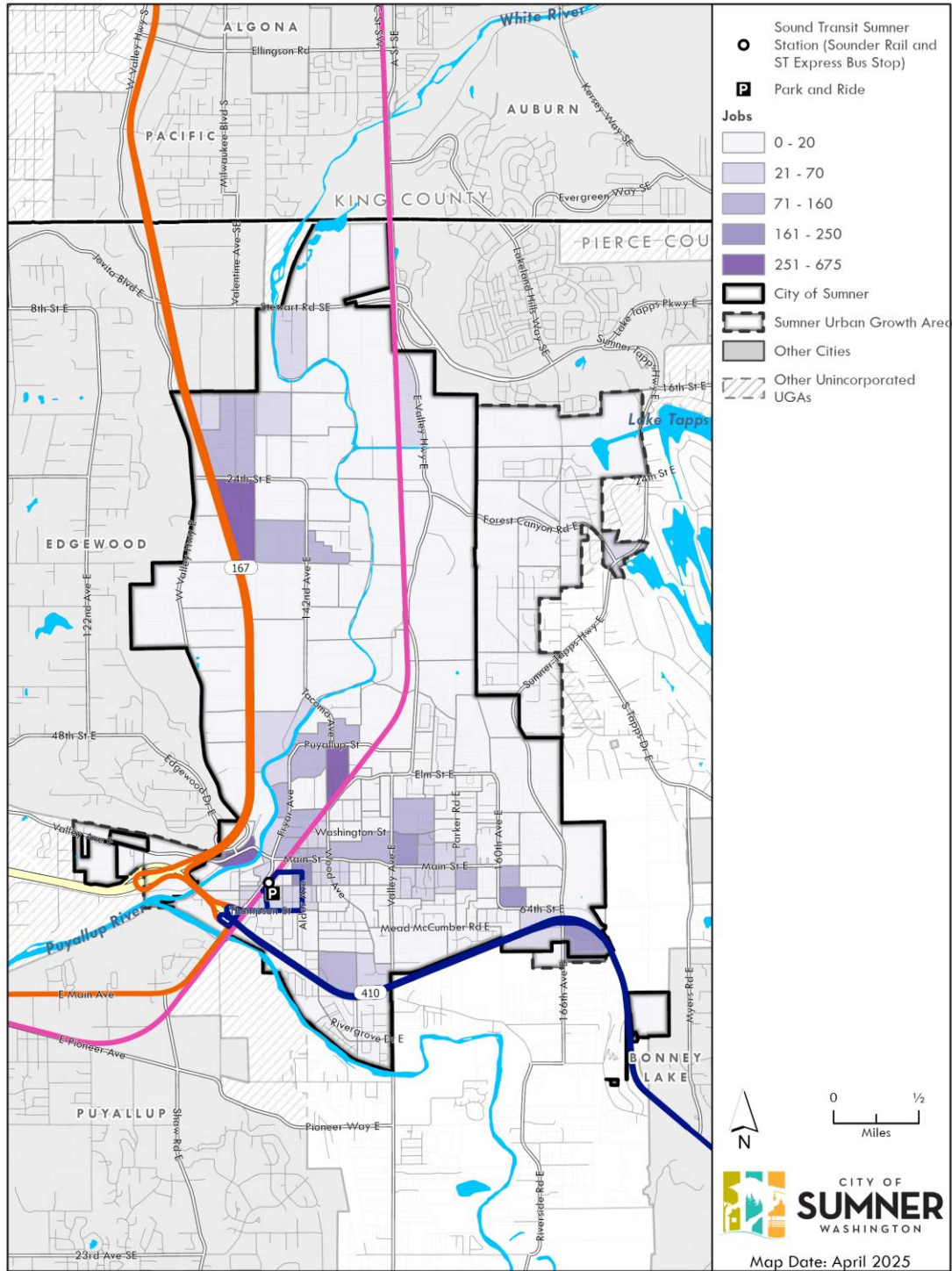
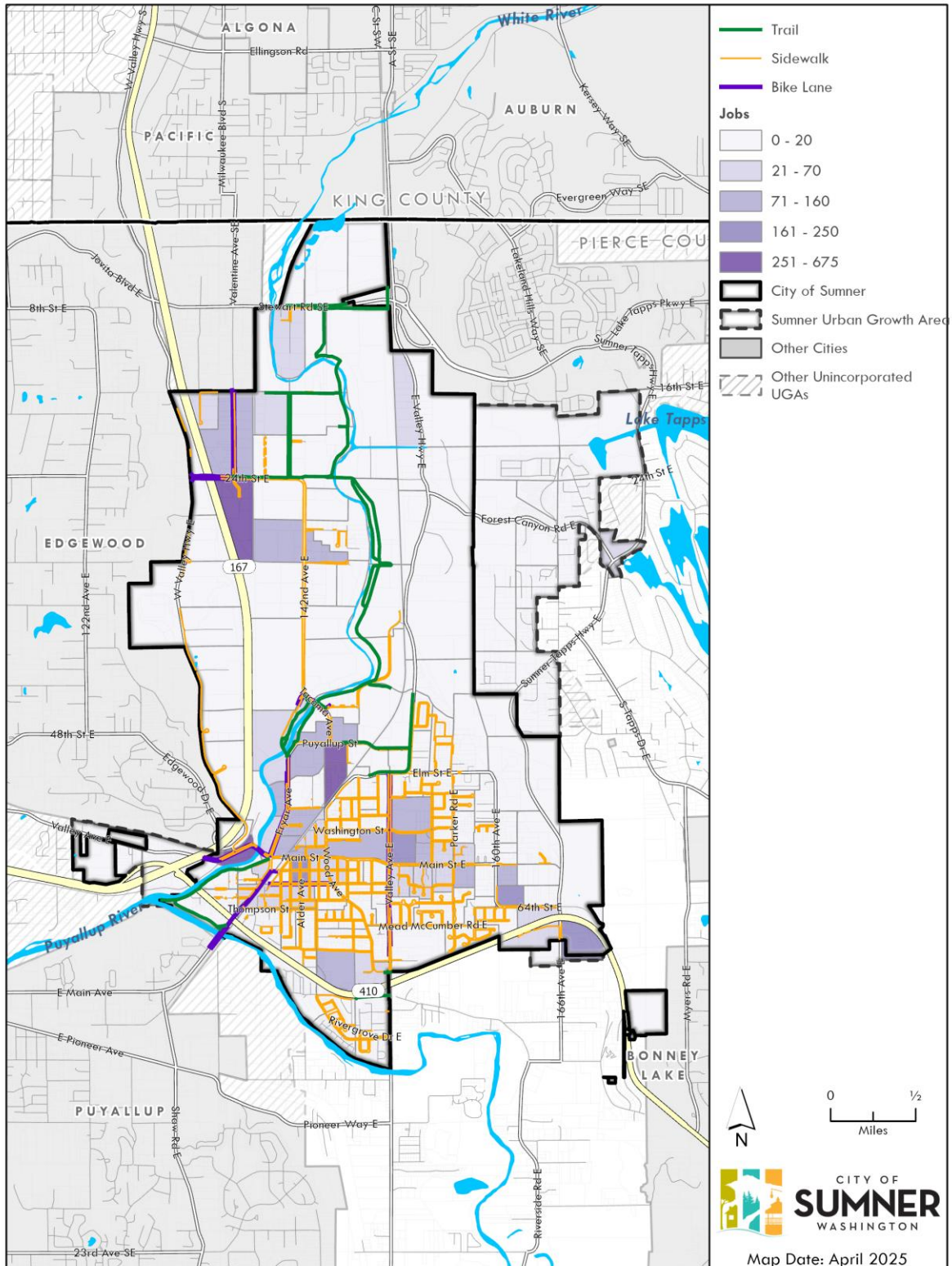


Figure 6. Sumner 2023 Jobs and Existing Non-Motorized Facilities



Transit service is not provided within the City of Sumner except at the Sounder Station. The analysis shows that the higher concentration of residential population is in the southern portion of the city in the Town Center and East Sumner areas whereas the higher concentration of jobs is mostly in the north in the Manufacturing Industrial Center (MIC). Transit connectivity between these areas could reduce reliance on auto travel for those living and working in Sumner. In addition, connectivity between the Sounder Station to the MIC would benefit employees that live outside of Sumner. The City of Sumner previously sponsored a pilot program for a shuttle service between the Sounder Station and the MIC. The pilot program was discontinued due to a number of challenges including low ridership, warehouse employee shift times not aligning with Sounder schedule, and lack of employer promotion of program.

A review of the non-motorized facilities compared to the population and jobs shows that the existing network serves the current residents living in the south portions of the city; however, the only connectivity in the north for employees is the Sumner Link Trail and there are no sidewalks along all streets.

Figures 7 through 12 illustrate the future 2044 population and jobs in relationship to the existing transit, planned non-motorized system and planned improvements. It is noted that Sumner is currently not in the Pierce Transit service area; therefore, there are no planned changes to service within Sumner. There are goals and policies within the 2024 Comprehensive Plan to work with Pierce Transit on service in the future.

The future conditions analysis shows that the concentration of population is similar to existing conditions where the southern portion of the city has the highest population levels. Growth in jobs is anticipated in the MIC and in the southern portion in the city within the Town Center and some in East Sumner. There would continue to be a lack of transit services in Sumner and key areas like the MIC and Town Center would benefit from transit services to help reduce VMT. The non-motorized plan results in improved connectivity and planned system improvements are focused on areas that are anticipated to grow. Planned improvements also provide greater connectivity within the city to and from the residential and employment areas. Key improvements like trail connections between the Town Center and East Sumner area and the MIC will allow for non-auto travel between the north and south portions of the city.

Figure 7. Sumner Future 2044 Housing and Existing Transit

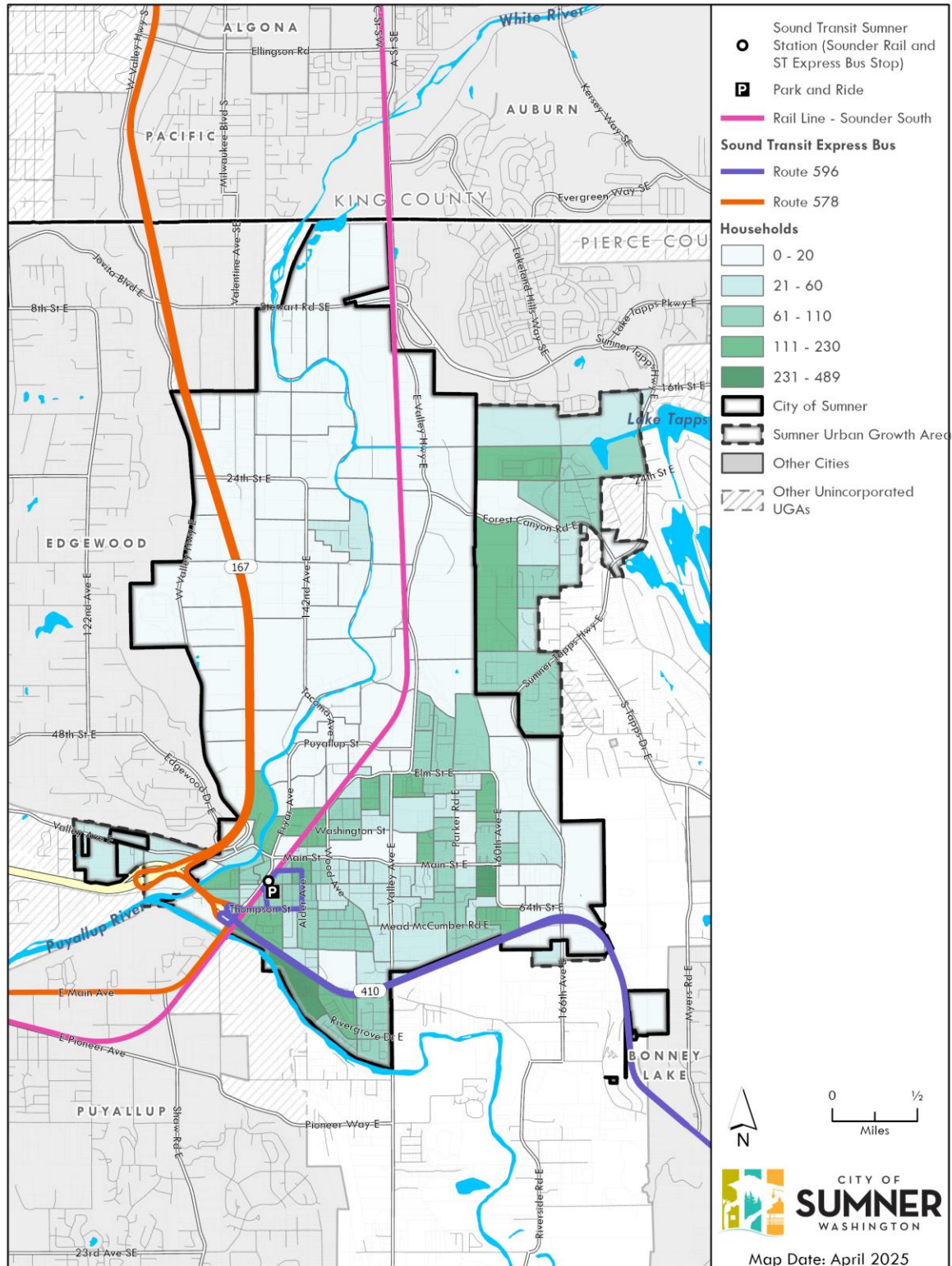


Figure 8. Sumner Future 2044 Housing and Planned Non-Motorized System

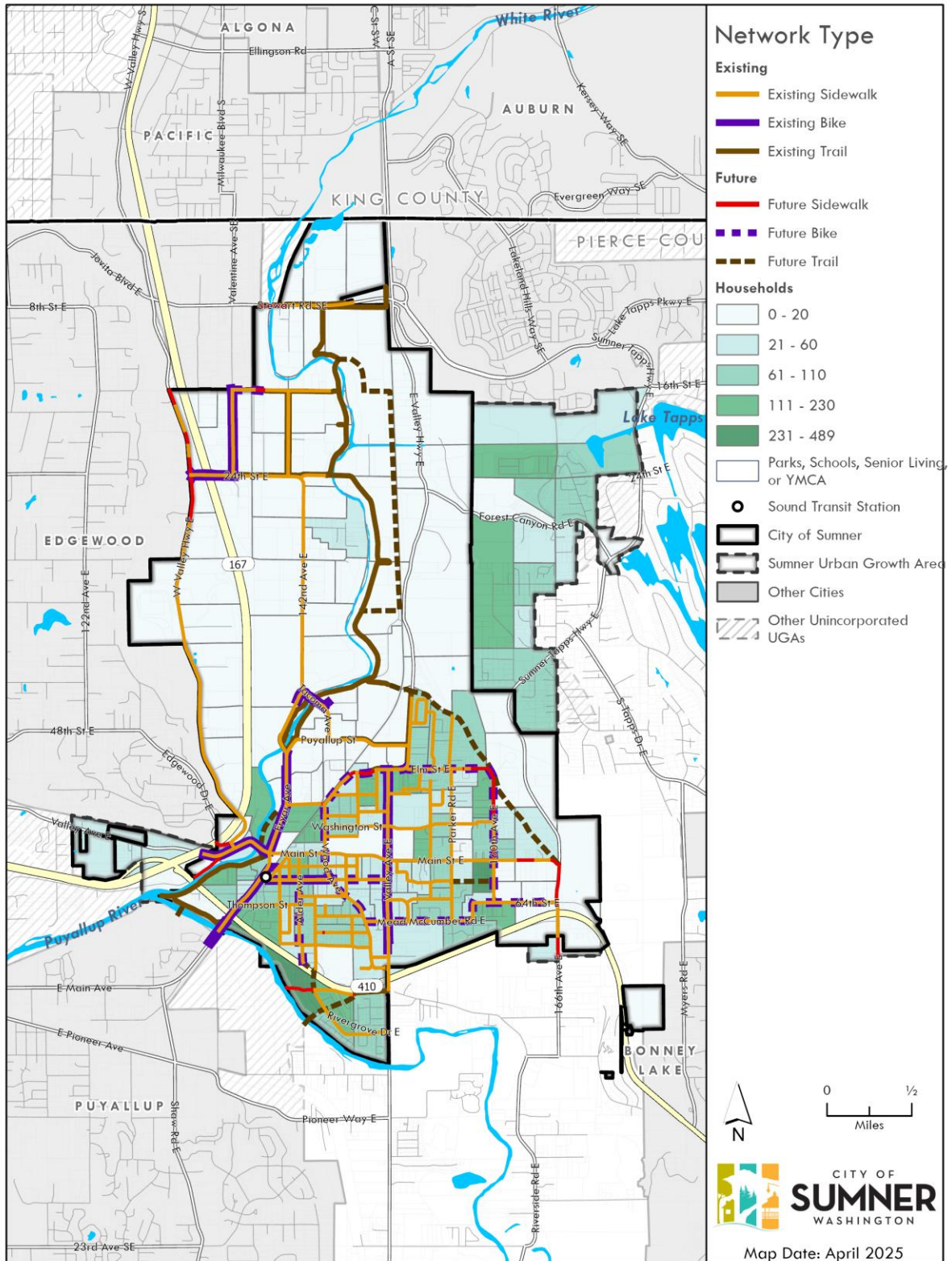


Figure 9. Sumner Future 2044 Housing and Planned Improvements

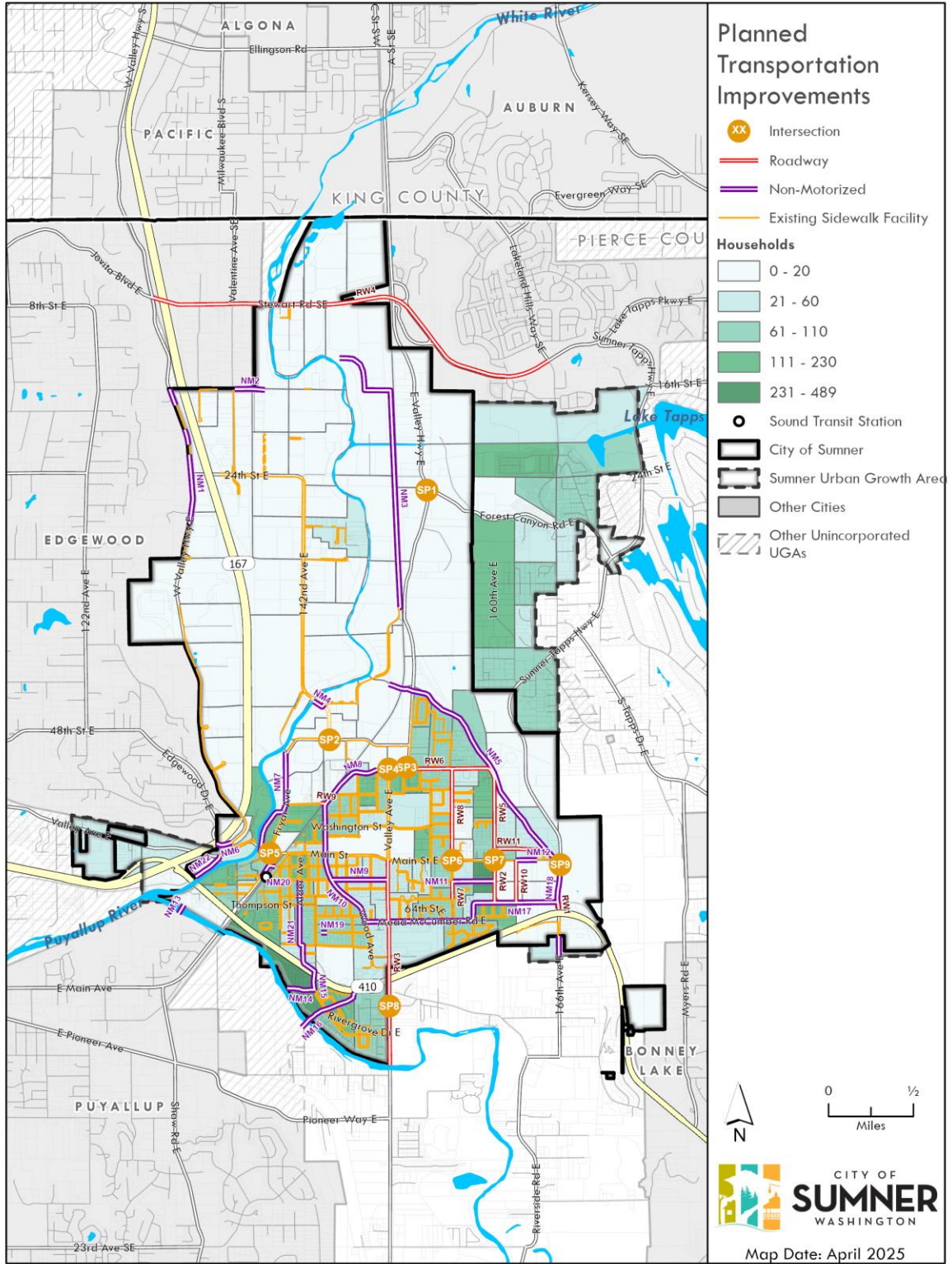


Figure 10. Sumner Future 2044 Jobs and Existing Transit

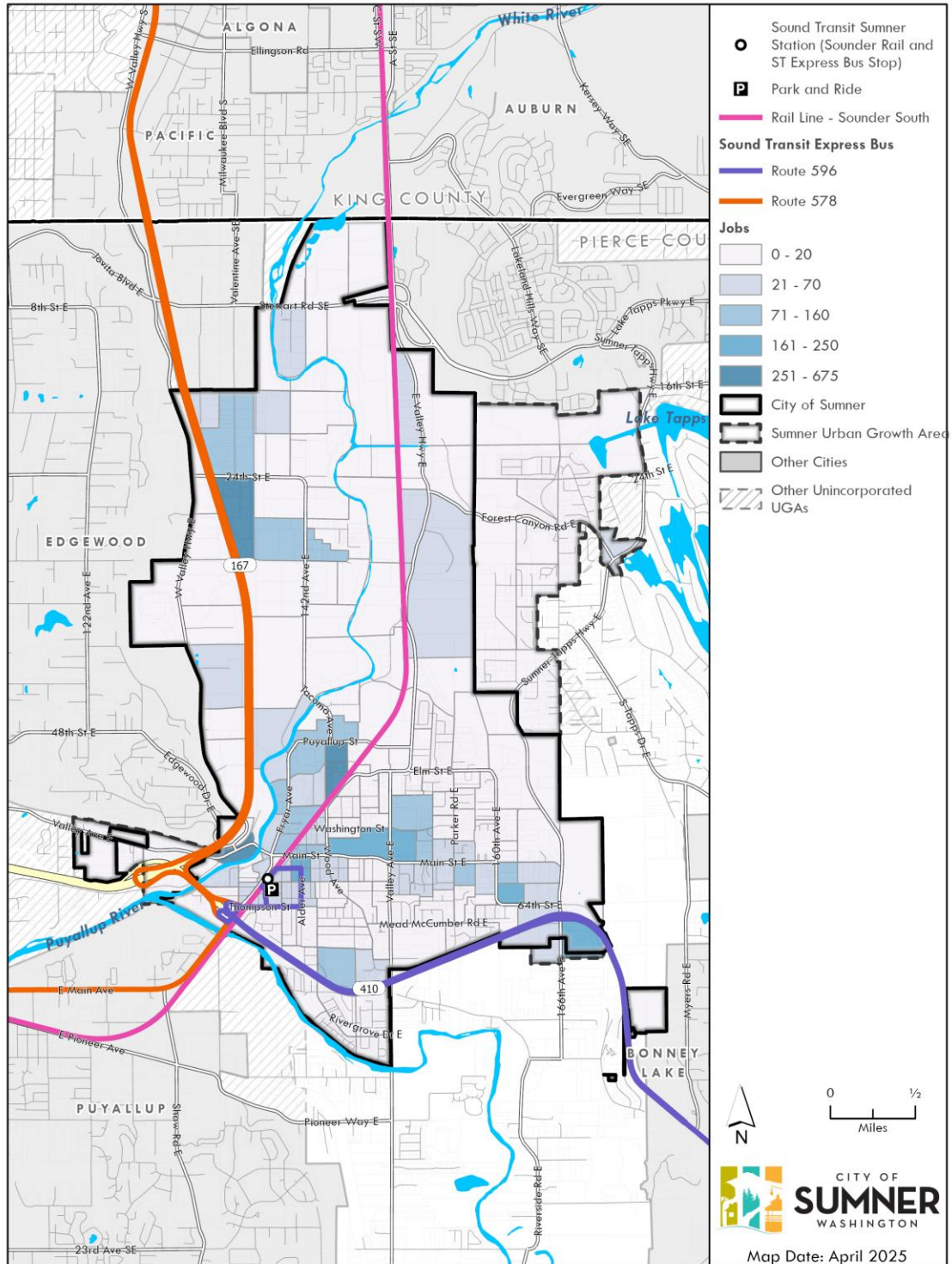


Figure 11. Sumner Future 2044 Jobs and Planned Non-Motorized System

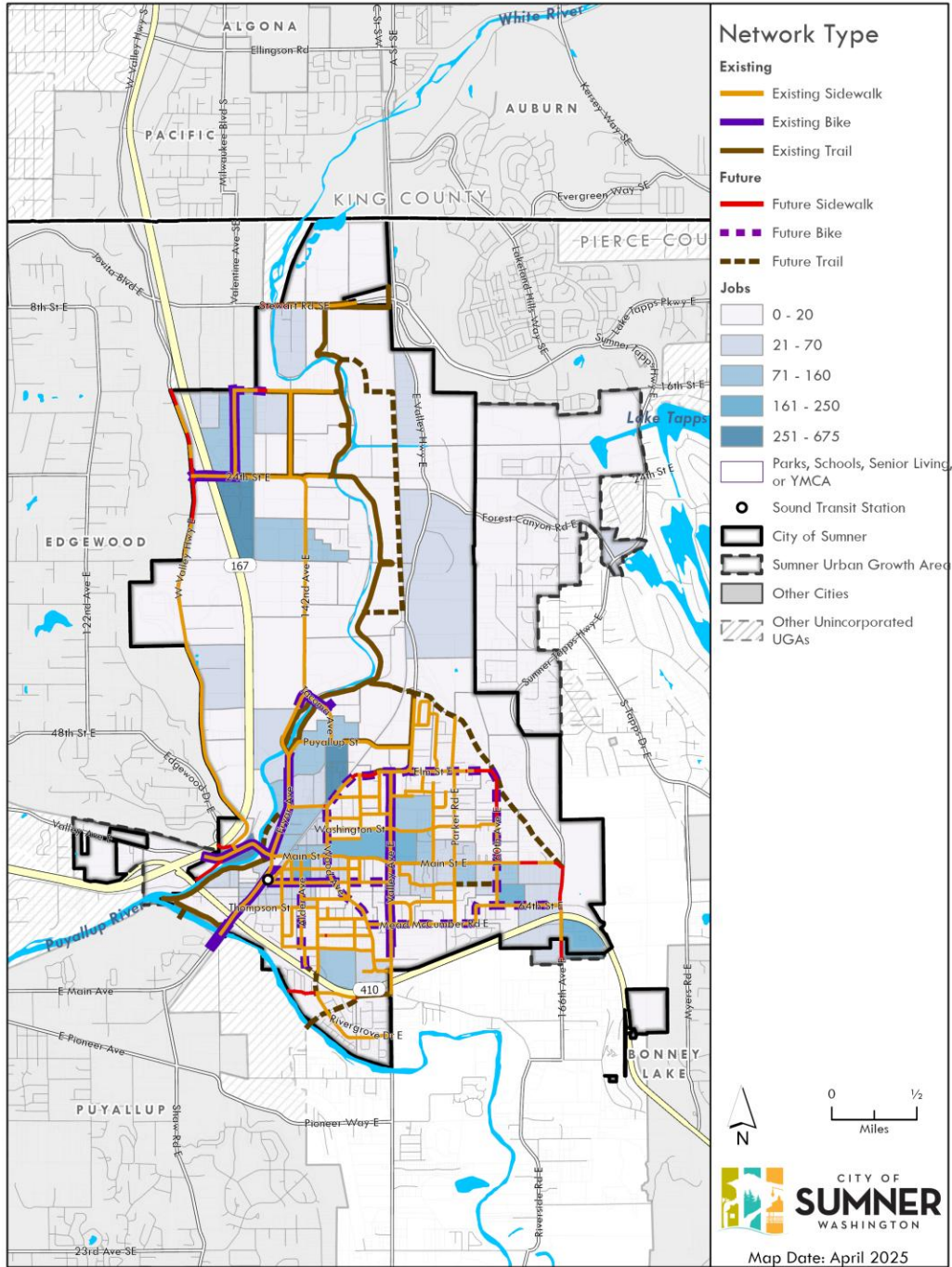
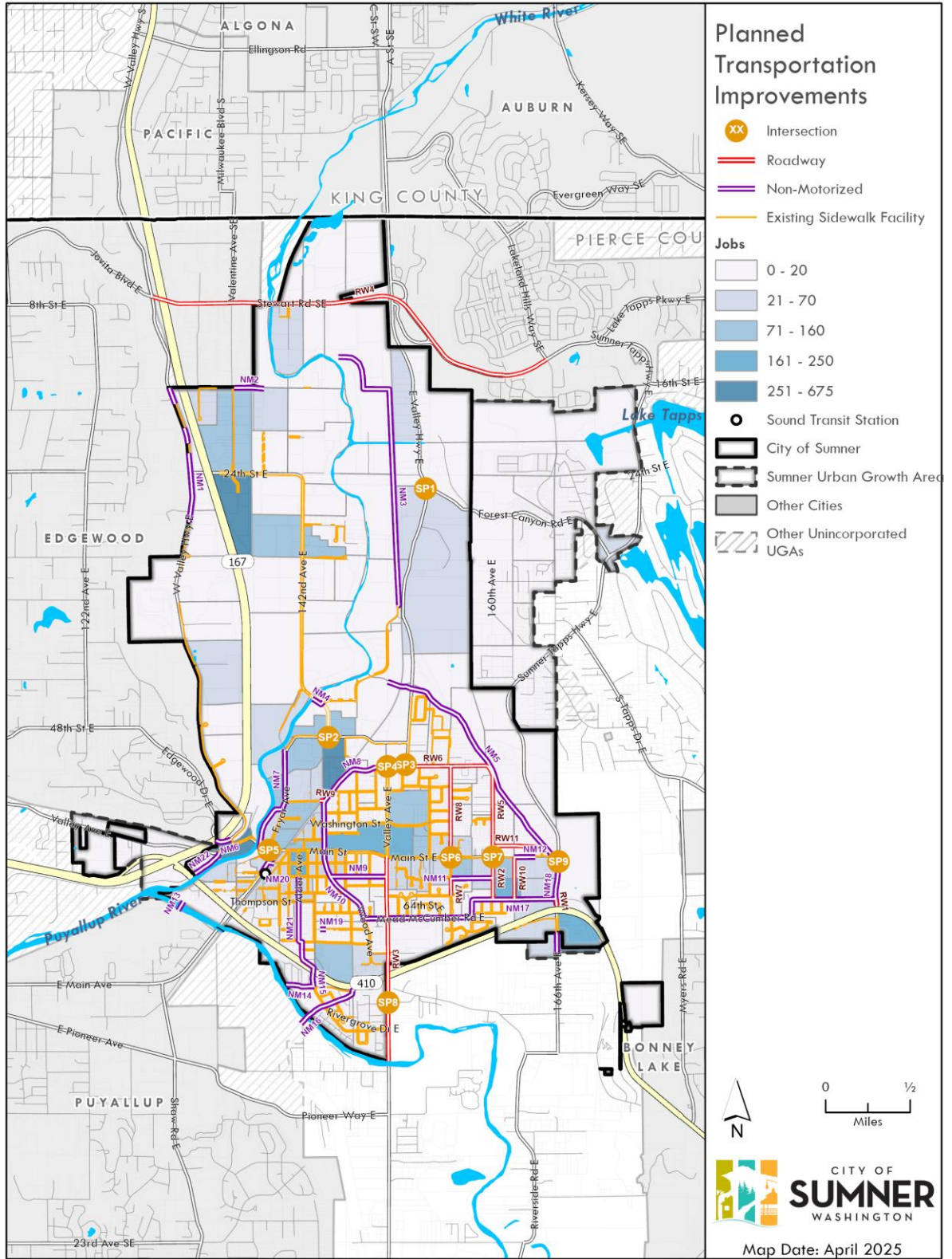


Figure 12. Sumner Future 2044 Jobs and Planned Improvements



Key Findings

The travel assessment key findings related to VMT reduction for the City of Sumner include:

- **High Drive Alone with Short Travel.** The Sumner travel demand model shows a 92% vehicle mode split and an 8% walk, bike, and other mode split. Almost 75% of the commuting trips by residents are drive alone and over 50% drive less than 25 minutes. Given these short commutes, there is an opportunity to provide transit service and improve non-motorized conditions within the city to reduce VMT.
- **Longer Commute Trips.** Over 20% of residents commute 45 minutes or more to work. Strategies that result in more job opportunities within the city will help reduce VMT.
- **Lack of Transit Service.** There is increased density anticipated near the Sounder Station where transit service is provided; however, there are many areas outside of walking distance from this station that will have growth. There is limited transit service to and from the Sounder Station and there is no service serving the city. There is an opportunity to reduce VMT for the city with transit service to key destinations within the city as well as to adjacent areas.
- **Non-Motorized Connections.** The existing non-motorized network has some gaps especially in the north portion of the city. It will be important to complete the planned non-motorized network adopted in the 2024 Comprehensive Plan to shift auto trips related to commuting as well as shopping and other types of trips to walking and/or biking.

Chapter 3. VMT Analysis

Vehicle miles traveled (VMT) is a transportation metric that calculates the total travel distance of all vehicles in a specific geographic area over a given period. VMT is a key metric in transportation planning because it provides a measure of total travel that can be used to understand changes over time or differences amongst areas.

The scope of the VMT analysis for Sumner is limited to on-road transportation sources that travel within the city. The base year for the VMT inventory is 2023 consistent with the City of Sumner 2024 Comprehensive Plan and travel demand model. The Washington Department of Commerce Climate Element Planning Guidance, December 2023 describes a base year of 2022; however, the City's transportation planning tools are based on 2023 data and use of these tools will allow for future tracking. The population growth for Sumner between 2022 and 2023 was less than 2 percent; therefore, it is anticipated that VMT for 2022 and 2023 would be similar. The future year 2035 and 2045 VMT is also determined to provide an understanding of potential VMT with current planning.

Method

Based on HB 1181, VMT is monitored on an annual per capita basis. The VMT analysis relies on the City of Sumner travel demand model that was developed as part of the 2024 Comprehensive Plan. The model has a base year of 2023 and a future year of 2044. The travel demand model is based on the number of households and jobs in the City of Sumner and is reflective of the population and jobs outlined in Table 1 of Chapter 1 of this study. The future 2044 model is assumed to be representative of 2045. The 2035 VMT is based on straight line interpolation between 2023 and 2044.

The City's travel demand model is used to determine PM peak hour VMT. Daily VMT is calculated by factoring the PM peak Hour VMT per National Cooperative Highway Research Program (NCHRP) 765, assuming 0.079 daily VMT in the PM peak hour for cars and 0.06 daily VMT in the PM peak hour for trucks. The annual VMT was then determined by multiplying daily VMT by 365 days per year, which is consistent with the ratio between daily and annual VMT based on the Washington State Department of Transportation (WSDOT) 2023 Highway Performance Monitoring System (HPMS) Miles and VMT by County, Owner, City for Sumner. It is noted that the WSDOT 2023 HPMS and VMT provides daily and annual VMT for the City of Sumner, but this data does not capture all VMT on the city streets and the use of the travel demand model captures all trips and allows forecasting of future VMT.

The measurement used by the State for assessing compliance is per capita VMT. HB 1181 says "*The calculation of this value [per capita VMT] excludes vehicle miles driven conveying freight.*"⁴ WSDOT's Vehicle Miles Traveled (VMT) Targets Final Report June 2023 recommends that heavy-duty (freight) vehicle VMT should be monitored, estimated, and forecast, but no per capita VMT reduction targets for these freight vehicles is required because this travel is non-discretionary and closely associated with economic activities. The Sumner travel demand model was used to determine separate VMT for cars or light trucks and then heavy trucks, which would be associated with freight. The summary of VMT also considers the industrial portion of the City located mostly north of Main Street, where most truck trips occur, versus the residential areas south of Main Street.

Sumner also has a significant amount of cut-through traffic that uses the city's street system due to congestion along State Route (SR) 167 and other regional routes. The analysis separates VMT associated with city trips that have an origin and/or destination in Sumner and non-city VMT related to trips that travel on the city facilities but have no origin or destination within the city. It is difficult for the city to control VMT that has no origin or destination in

⁴ HB 1181 Sec 14 item 32 page 38.

Sumner and is traveling through the city due to congestion on state-owned facilities that are outside of the city’s control. The city participates in and supports WSDOT planning efforts to improve the surrounding regional network, which could reduce VMT unrelated to the city on the Sumner transportation network.

HB 1181 outlines that cities are to support reduction of per capita VMT. It also defines “Per capita vehicle miles traveled” means the number of miles traveled using cars and light trucks in a calendar year divided by the number of residents in Washington.⁵ The per capita VMT for the city is calculated as the number of miles traveled using cars and light trucks in a calendar year divided by the number of residents in Sumner.

Results

The VMT inventory using the method described above includes cars and light trucks (known as cars in this results summary) and trucks (heavy vehicles/freight vehicles).

Figure 13 illustrates the total annual VMT for the City of Sumner inclusive of cars and trucks. The data shows that approximately 30% of the VMT on city streets is associated with trips that are considered cut-through and not originating or traveling to a destination in Sumner.

Figure 13. Sumner Annual VMT City vs Non-City Trips

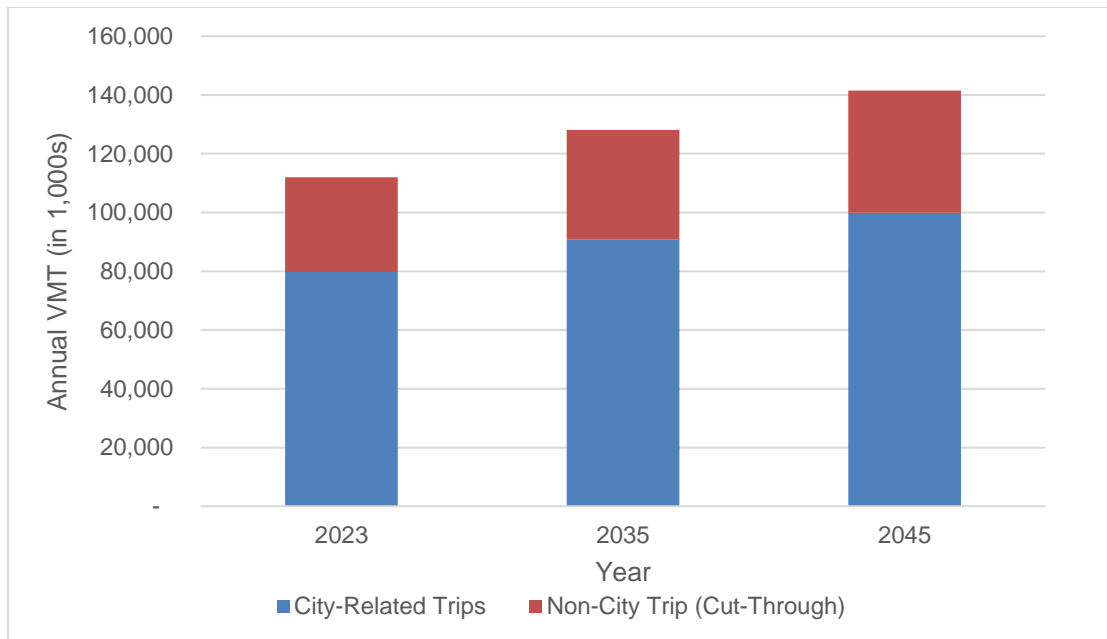


Table 2 summarizes the annual VMT for Sumner trips (cars and trucks) as well as the annual per capita VMT for cars. As described previously, per capita VMT for cars is what HB 1181 requires jurisdictions target for reduction. The future 2035 and 2045 results represent implementation of the City of Sumner land use plan as outlined in the 2024 Comprehensive Plan.

⁵ HB 1181 Sec 14 item 32 page 38.

Table 2. City of Sumner Annual VMT (in 1,000s)¹

Location	Year 2023		Year 2035		Year 2045	
	Car	Truck	Car	Truck	Car	Truck
Industrial Area	32,655	6,601	36,777	7,443	40,212	8,145
Non-Industrial Area	37,611	2,861	43,861	2,676	49,070	2,522
Total	70,267	9,462	80,639	10,119	89,282	10,667
per Capita VMT²	6.51		5.89		5.75	

Notes: VMT = vehicle miles traveled

1. VMT based on City of Sumner 2024 Comprehensive Plan travel demand model and represents city related trips (i.e., trips that begin and/or end in Sumner). Cut-through trips are not included in the VMT presented.

2. VMT per capita (in 1,000s) represents the VMT for cars divided by the residential population.

Table 2 shows that total VMT is anticipated to increase as the city grows; however, VMT per capita decreases due to increases in density in housing and jobs with the proposed land use plan. Truck VMT decreases in the non-industrial areas as Sumner grows due to deliveries becoming more efficient with increased density as well as trucks finding alternative routes avoiding congestion related to additional car travel in these areas. A per capita VMT reduction of 10% in 2035 compared to the baseline 2023 and 13% by 2045 compared to the baseline is shown. The reduction in VMT is related to the implementation of the proposed land use plan as part of the 2024 Comprehensive Plan, which would increase housing and jobs density.

Target

WSDOT’s Vehicle Miles Traveled (VMT) Targets Final Report June 2023 recommends local per capita VMT targets be set at the regional scale by Regional Transportation Planning Organizations (RTPOs) based on what is feasible and likely to occur over the timeframe of long-range plans. Sumner is within the Puget Sound Regional Council (PSRC) and Pierce County. PSRC’s Vision 2050 is the region’s plan for sustainable growth, which requires a multi-county effort to curb emissions in a variety of sectors, including transportation. Sustainability 2030: Pierce County’s Greenhouse Gas Reduction Plan aligns with PSRC’s Vision 2050. Vision 2050 provides a regional roadmap for addressing climate change and outlines local measures on reducing VMT. Pierce County’s reduction plan, on the other hand, establishes explicit objectives for curbing countywide emissions. Both these frameworks serve as guides for the city in formulating local climate change initiatives.

Based on WSDOT’s recommendation, VMT targets for Sumner should consider the PSRC and Pierce County’s goals. The PSRC Vision 2050 Planning Resources Climate Change and Resilience Guidance, December 2022, and Sustainability 2030: Pierce County’s Greenhouse Gas Reduction Plan 2023 Update both outline a greenhouse gas (GHG) emission reduction target and no specific VMT target. The PSRC Regional Transportation Plan (RTP) 2022-2050, May 26, 2022, highlights that with implementation of the RTP a 19% reduction in per capita VMT is anticipated compared to 1990 levels. The Pierce County Comprehensive Plan, February 15, 2025, acknowledges that “the proposed Transportation Element does not reduce the per capita VMT on Pierce County roads between 2024 and 2044.” The County’s Comprehensive Plan proposes strategies to work towards reducing VMT including additional employment, transportation demand management (TDM) and addressing non-motorized facilities.

The Sumner VMT targets should also consider what is feasible and likely to occur over the timeframe of long-range plans. The VMT forecast using the travel demand model shows that the adopted 2024 Comprehensive Plan land use plan would decrease per capita VMT by 10% by 2035 and 13% by 2045 compared to the 2023 baseline. The VMT forecast does not include any changes in modes of travel related to improvements in multimodal transportation in the city, which could further reduce VMT per capita.

Considering the reduction goals of the region and the potential for non-auto travel based on Sumner goals and policies, the following per capita VMT target is proposed for the City of Sumner:

- Reduce per capita VMT by 10% by 2035 compared to baseline 2023 (excluding heavy vehicles)
- Reduce per capita VMT by 13% by 2045 compared to baseline 2023 (excluding heavy vehicles)

Chapter 4. Reduction Strategies

The reduction strategies are intended to reduce per capita VMT and are identified specifically for Sumner based on the travel market assessment and the intent of meeting the VMT target in Chapter 3. As described previously, the travel market assessment shows 74% of commuting trips for Sumner are drive alone and over 20% of travel to work is a more than 45-minute drive. The proposed non-motorized plan for the city serves areas of growth and will help reduce VMT. In addition, Sumner will need to coordinate with transit agencies to provide service within the community that results in a mode shift from predominately drive alone to a larger public transportation mode share to achieve VMT reduction.

The 2024 Comprehensive Plan adopted goals and policies related to the city’s commitment to reduce VMT and overall greenhouse gas (GHG) emissions (where VMT contributes to GHG). Key goals and policies adopted by Sumner that highlight the commitment to reducing per capita VMT are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Community Character	7	Promote the movement of people and goods and lessen the reliance on the automobile.
Environment	9.3	Require proposed rezones that significantly increase vehicle miles traveled to conduct a greenhouse gas emissions analysis and to propose mitigation.
Transportation	10	Establish a transportation system with minimal environmental impact and energy consumption that provides for a high quality of life to be enjoyed by the residents.
	10.3	Support continuing efforts for improving air quality and reducing greenhouse gas emissions throughout the Sumner area and develop a transportation system compatible with the goals of the Federal and State clean air acts.
	10.6	Reduce greenhouse gases by expanding the use of conservation and alternative fuel sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.

The adopted 2024 Comprehensive Plan also includes goals and policies related to strategies that contribute to per capita VMT reduction. The following sections outline VMT strategies for Sumner to achieve the VMT target. The adopted goals and policies that help Sumner achieve the reduction strategies are identified below, where applicable.

The VMT reduction strategies have been divided into two categories:

- Initial Strategies (Tier 1)** are recommended for implementation as part of climate planning for Sumner to meet VMT targets.
- Additional Reduction Strategies (Tier 2)** are potential programs, goals and policies that Sumner could consider in the future if VMT targets are not being met.

Initial Reduction Strategies – Tier 1

The following reduction strategies are recommended for implementation with Sumner’s climate planning to achieve the VMT targets outlined in the previous chapter. These strategies are recommended as the Tier 1, initial priority. The description, potential effectiveness, timeframe for benefit, metric or measure for tracking progress, and goals and policies associated with the reduction strategy are summarized below. The timeframe for benefit is identified as short-term (1-4 years) or long-term (5 or more years). Short-term benefits typically depend on personal choice, have lower investment, and can be implemented in a quicker timeframe. Long-term benefits typically include considerable investment and may be implemented over many years. Appendix A provides a table summary of the reduction strategies and includes additional information on the responsible party and actions for implementation.

Increase Residential Density

Description: Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles.

Effectiveness: The 2024 Comprehensive Plan includes increased residential density for Sumner. The VMT analysis presented incorporates this land use planning and shows a potential for a 10% per capita VMT reduction by 2035 and a 13% per capita VMT reduction by 2045 compared to the 2023 baseline per capita VMT.

Timeframe of Benefit: Long-term benefit resulting in reduced VMT for residents where greater density will allow for the potential to live, work, shop and play in shorter travel distances.

Metric: Number of new residential/mixed-use projects.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help the city achieve increased residential density are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Community Character	3.5	Subject to a form-based code and design review, encourage infill residential development in the Town Center, such as “mixed use buildings” (multifamily units above ground-floor commercial), and “mixed use developments” (combination mixed use buildings and separate residential buildings on the same parcel), in order to allow for an active community core.
	3.9	Encourage more housing in the Town Center to strengthen downtown businesses, take advantage of the commuter train, offer a range of housing in the community, and provide an active, social character in the daytime and evenings.
	3.18	Development along Traffic Avenue should be in a range of 4-6 stories and be of a mid-rise urban style and provided for underbuilding parking.
Economic Development & Employment	1.17	Keep the momentum for Downtown revitalization through implementation of many economic development, infrastructure and housing initiatives identified in the “Projects and Actions” section in the Town Center Plan. Provide for strategies civic investment and an ongoing partnership with stakeholders to implement the various initiatives.”
	2.4	Plan for adequate residential and commercial land to support a substantial work force and reduce worker commute times and maintain good jobs to housing balance.
	6.5	Adopt incentives and actively seek out and recruit developers to construct more housing in and near Downtown to strengthen Downtown businesses that will in turn offer goods and services for residents.
	6.11	Promote and market the redevelopment potential of key downtown locations through partnering with property owners, developers, Sound Transit, and other key parties.
	6.13	Create 350-500 new housing units in the town center in close proximity to the train station and existing businesses.
	6.15	Encourage more mixed commercial/service/housing uses in the Town Center, along Traffic and Fryar Avenues. Discourage light industrial zoning in the Town Center in favor of mixed-use zoning unless there is an educational or artist component.
	6.19	Accommodate mixed use developments with commercial on the ground floor. Require that mixed use buildings within the Town Center and that have the potential for businesses on ground floor install ceiling heights and infrastructure for future conversion of residential to commercial spaces.
Land Use	1.2	Encourage infill development on vacant properties with existing public services and public utilities, and new development in areas with existing or planned public facilities.

Comprehensive Plan Element	Goal/ Policy No.	Description
	7.1.5	<p>High Density: This designation (HDR) allows for higher density multi-family developments to allow for a broad range of housing choices in areas with existing and planned infrastructure, and to allow for infill development and the reduction of sprawl.</p> <p>Primary uses include multi-family housing of various types including townhouses, condominiums, apartments, etc. Secondary uses can include low and moderate density residential developments, adult family homes, day care, manufactured home parks and subdivisions, and assisted living facilities. New single-family uses are prohibited so as not to take up housing capacity in the high-density district, although existing single-family uses may remain. Through a planned residential development permit process, the base density in High Density Residential may be increased significantly for affordable senior housing. This designation should be applied where the following conditions exist:</p> <ul style="list-style-type: none"> • The area has access to appropriate services (e.g., near commercial services and transit); • Where medium density residential or other moderate density use/mixed land use provides a buffer between low density and high density residential; • A repetition of building forms is avoided in the proposed development; • Design review will be required to ensure design appropriate to the neighborhood • character; <p>Adequate public and community facilities exist to support the density.</p>
	7.2.1	<p>Urban Village: Urban villages are intended to be self-contained mixed use areas with a compact street grid and interconnected pedestrian corridors that promote walkability throughout the neighborhood. They are intended to support a mix of residential, commercial, and civic uses. An urban village in Sumner would be something like a “mini-downtown.” The urban village(s) will provide a focus for neighborhoods outside of the downtown area. Urban villages promote development that is pedestrian scale, transit-oriented and in harmony with the character of the community. Primary uses include retailing and commercial services, banks (with no drive through facilities), professional offices, bed-and-breakfasts, hotels, civic uses, multi-family dwellings of various types including duplexes, townhouses, condominiums, apartments, etc. Secondary uses can include single-family dwellings and accessory dwelling units in residential zones only, and other dwellings such as duplexes and townhomes. Other secondary uses include adult family homes, day care, public and private educational facilities, utilities subject to compatibility criteria, churches and religious institutions, convalescent care, and rest homes. Mixed uses, converted residential buildings, converted commercial buildings, and variable lot sizes are encouraged to ensure pedestrian orientation, visual interest, and historic character protection.</p>
	7.5.4	<p>Planned Mixed Use Development: The Planned Mixed Use Development (PMUD) overlay area requires a mix of commercial and residential development that will undergo extensive public process including design review, hearing examiner recommendation, and City Council approval. The PMUD offers greater flexibility to develop a mix of ground floor commercial, walkable neighborhoods, increased density as appropriate, adequate open space, complete street designs and opportunities for green and environmentally friendly development. The result is a development that fits the character of the surrounding neighborhood as a whole and is an asset to the community. A PMUD may have a mix of commercial, mixed use structures, and stand-alone multi-family residential in a variety of configurations from live/work units, residential over ground floor commercial, to townhouses, and cottages. Buffer areas can also be configured within a PMUD to minimize conflicts between uses such as large-lot single-family or, between more intense uses such as industrial, depending on the neighborhood.</p>

Comprehensive Plan Element	Goal/ Policy No.	Description
	7.5.6	<p>Town Center Plan Area: The Town Center Plan covers an area within approximately one-half mile radius of the Sumner commuter rail station. This is an area that is targeted for future residential and mixed use development that takes advantage of being near transit and amenities and conveniences in the downtown core. The increased population in the downtown would add to the market for an “everyday” downtown and further strengthen the economic vitality of Main Street. The Town Center Plan also envisions a mixed of uses along Main Street, Traffic and Fryar Avenues and Activity Nodes. The Town Center Plan area has greater increase in heights and residential densities than other areas of the city. The Town Center Plan Subarea is implemented through design standards, and a “form-based code.” The Town Center is also designated a “Countywide Growth Center.” A Form Based Code, adopted for the Town Center, contains design details on building forms and streetscapes. There are four districts within the Town Center Plan subarea:</p> <ul style="list-style-type: none"> • Historic Central Business District (HCBD) • Station District (SD) • West Sumner District (WSD) • Riverfront District (RD)
Housing	3.2	Reduce reliance on automobiles by promoting higher density and infill developments that are located near major transportation links such as the Sumner Commuter Transit Station, and by supporting a network of transit stops connecting neighborhoods to the station.
Capital Facilities	4.5	Encourage infill development which takes advantage of existing public facility capacity.

Increase Job Density

Description: Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing job density results in shorter and fewer drive alone trips. The 2020 census data shows only 500 people live and work within Sumner.

Effectiveness: The 2024 Comprehensive Plan includes increased job density for Sumner. The VMT analysis presented incorporates this land use planning and shows a potential for a 10% per capita VMT reduction by 2035 and a 13% per capita VMT reduction by 2045 compared to the 2023 baseline per capita VMT.

Timeframe of Benefit: Long-term benefit resulting in reduced VMT for residents and employees where greater density will allow for the potential to live and work within the city.

Metric: Number of new commercial/industrial/employment projects.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help the city achieve increased job density are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Community Character	8	Promote the development of a Manufacturing/ Industrial Center and insure integration and compatibility of this area with adjacent neighborhoods and encourage pedestrian and transit connectivity and access.
Economic Development & Employment	1.17	Keep the momentum for Downtown revitalization through implementation of many economic development, infrastructure and housing initiatives identified in the “Projects and Actions” section in the Town Center Plan. Provide for strategies civic investment and an ongoing partnership with stakeholders to implement the various initiatives.”
	2.4	Plan for adequate residential and commercial land to support a substantial work force and reduce worker commute times and maintain good jobs to housing balance.
	4.3	Allow for home occupations within residential zones consistent with the residential character.

Comprehensive Plan Element	Goal/ Policy No.	Description
	4.5	Use land use and other regulatory controls to allow for a mix of small businesses, chain and franchises operations, light manufacturing, artisan shops, craft production, small research and development businesses, and other innovative and emerging trends. Promote "innovation districts" in appropriate locations.
	6.3	Promote a diversity of uses within the downtown, which support the activity base by providing employment, recreational, residential, and a variety of commercial activities.
	6.5	Adopt incentives and actively seek out and recruit developers to construct more housing in and near Downtown to strengthen Downtown businesses that will in turn offer goods and services for residents.
	6.9	Work with building owners to encourage viable uses on the second floors of existing buildings by exploring options in the building and fire codes.
	6.11	Promote and market the redevelopment potential of key downtown locations through partnering with property owners, developers, Sound Transit, and other key parties.
	6.14	Promote businesses that meet the daily needs of residents – markets, dry cleaners, laundromats, eateries, pharmacies, banks, pet stores, beauty salons/barbershops, etc.
	6.15	Encourage more mixed commercial/service/housing uses in the Town Center, along Traffic and Fryar Avenues. Discourage light industrial zoning in the Town Center in favor of mixed-use zoning unless there is an educational or artist component.
	6.18	Create a mixed economy Downtown that provides basic and specialty retail, services, destination attractions, hospitality, and entertainment uses.
	6.19	Accommodate mixed use developments with commercial on the ground floor. Require that mixed use buildings within the Town Center and that have the potential for businesses on ground floor install ceiling heights and infrastructure for future conversion of residential to commercial spaces.
Land Use	1.2	Encourage infill development on vacant properties with existing public services and public utilities, and new development in areas with existing or planned public facilities.
	7.3.1	Neighborhood Commercial: This designation is intended to provide for neighborhood centers that include convenient retailing, small offices, and other commercial activities principally oriented to adjacent residential areas and neighborhoods. Primary uses include convenience stores, eating and drinking establishments, personal service shops, day care, dry cleaners, laundromats, and others deemed to be neighborhood serving uses that serve primarily the immediate neighborhood, and are not auto-oriented uses. Secondary uses include public/quasi-public uses such as parks and other similar facilities as well as utilities subject to compatibility criteria. Higher density residential developments may also be allowed in the specified neighborhood commercial areas where integrated appropriately with the commercial uses and surrounding neighborhood.

Comprehensive Plan Element	Goal/ Policy No.	Description
	7.5.4	Planned Mixed Use Development: The Planned Mixed Use Development (PMUD) overlay area requires a mix of commercial and residential development that will undergo extensive public process including design review, hearing examiner recommendation, and City Council approval. The PMUD offers greater flexibility to develop a mix of ground floor commercial, walkable neighborhoods, increased density as appropriate, adequate open space, complete street designs and opportunities for green and environmentally friendly development. The result is a development that fits the character of the surrounding neighborhood as a whole and is an asset to the community. A PMUD may have a mix of commercial, mixed use structures, and stand-alone multi-family residential in a variety of configurations from live/work units, residential over ground floor commercial, to townhouses, and cottages. Buffer areas can also be configured within a PMUD to minimize conflicts between uses such as large-lot single-family or, between more intense uses such as industrial, depending on the neighborhood.
Capital Facilities	4.5	Encourage infill development which takes advantage of existing public facility capacity.

Promote Transit-Oriented Development (TOD)

Description: This measure would reduce project VMT in areas that have easy access to public transit, ideally in a location with a mix of uses, including housing, retail, offices, and community facilities. TOD site residents, employees, and visitors would have easy access to high-quality public transit, thereby encouraging transit ridership and reducing VMT.

Effectiveness: The 2024 Comprehensive Plan includes TOD for Sumner and there are also goals and policies related to working with agencies to provide transit service within the city. The VMT analysis presented incorporates this land use planning and shows a potential for a 10% per capita VMT reduction by 2035 and a 13% per capita VMT reduction by 2045 compared to the 2023 baseline per capita VMT. There is a potential that additional VMT reduction could be achieved depending on the transit service that is provided within Sumner.

Timeframe of Benefit: Long-term benefit resulting in reduced VMT for residents and employees where there is easy access to transit and a mix of uses.

Metric: Number of projects including TOD principles and/or percent of total new projects utilizing TOD principles.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help the city promote TOD are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Community Character	3.2	In cooperation with Pierce Transit and the Sound Transit, establish the Town Center area as the intra-community transit hub.
Economic Development & Employment	6.11	Promote and market the redevelopment potential of key downtown locations through partnering with property owners, developers, Sound Transit, and other key parties.
Land Use	4.1	Implement the Town Center Subarea Plan (TCP) and Form-Based Code, to support dense, mixed-use development and walkable neighborhoods near the transit center.

Comprehensive Plan Element	Goal/ Policy No.	Description
	7.1.5	<p>High Density: This designation (HDR) allows for higher density multi-family developments to allow for a broad range of housing choices in areas with existing and planned infrastructure, and to allow for infill development and the reduction of sprawl.</p> <p>Primary uses include multi-family housing of various types including townhouses, condominiums, apartments, etc. Secondary uses can include low and moderate density residential developments, adult family homes, day care, manufactured home parks and subdivisions, and assisted living facilities. New single-family uses are prohibited so as not to take up housing capacity in the high-density district, although existing single-family uses may remain. Through a planned residential development permit process, the base density in High Density Residential may be increased significantly for affordable senior housing. This designation should be applied where the following conditions exist:</p> <ul style="list-style-type: none"> • The area has access to appropriate services (e.g., near commercial services and transit); • Where medium density residential or other moderate density use/mixed land use provides a buffer between low density and high density residential; • A repetition of building forms is avoided in the proposed development; • Design review will be required to ensure design appropriate to the neighborhood • character; • Adequate public and community facilities exist to support the density.
	7.5.6	<p>Town Center Plan Area: The Town Center Plan covers an area within approximately one-half mile radius of the Sumner commuter rail station. This is an area that is targeted for future residential and mixed use development that takes advantage of being near transit and amenities and conveniences in the downtown core. The increased population in the downtown would add to the market for an “everyday” downtown and further strengthen the economic vitality of Main Street. The Town Center Plan also envisions a mixed of uses along Main Street, Traffic and Fryar Avenues and Activity Nodes. The Town Center Plan area has greater increase in heights and residential densities than other areas of the city. The Town Center Plan Subarea is implemented through design standards, and a “form-based code.” The Town Center is also designated a “Countywide Growth Center.” A Form Based Code, adopted for the Town Center, contains design details on building forms and streetscapes. There are four districts within the Town Center Plan subarea:</p> <ul style="list-style-type: none"> • Historic Central Business District (HCBD) • Station District (SD) • West Sumner District (WSD) • Riverfront District (RD)
Housing	2.3	Encourage design elements in housing that support transit access, pedestrian connections, and universal access features for special needs populations, older adults, lower income, and residents with limited access to an automobile.
Transportation	7.9	Support the use of high-capacity transit and commuter train by the entire Sumner community. Encourage housing near the train station for households desiring transit availability, provide services and businesses that cater to residents and train commuters, and provide safe connections for pedestrian and bicycle commuters.
	8.7	Incentivize transit oriented and higher density land uses that encourage walking or biking near transit stations.

Integrate Affordable and Below Market Rate Housing

Description: This measure requires below market rate (BMR) housing. BMR housing provides greater opportunities for lower income families to live closer to job centers and achieve a jobs to housing balance near transit. It is also an important strategy to address the



limited availability of affordable housing that might force residents to live far away from jobs or school, requiring longer commutes.

Effectiveness: The 2024 Comprehensive Plan includes increased residential density and a mix of housing types for Sumner. The VMT analysis presented incorporates this land use planning and shows a potential for a 10% per capita VMT reduction by 2035 and a 13% per capita VMT reduction by 2045 compared to the 2023 baseline per capita VMT.

Timeframe of Benefit: Long-term benefit resulting in reduced VMT for residents and employees where more affordable housing will allow for living closer to jobs and basic needs.

Metric: Number of new affordable housing projects.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help the city integrate affordable housing are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Land Use	7.1.5	<p>High Density: This designation (HDR) allows for higher density multi-family developments to allow for a broad range of housing choices in areas with existing and planned infrastructure, and to allow for infill development and the reduction of sprawl.</p> <p>Primary uses include multi-family housing of various types including townhouses, condominiums, apartments, etc. Secondary uses can include low and moderate density residential developments, adult family homes, day care, manufactured home parks and subdivisions, and assisted living facilities. New single-family uses are prohibited so as not to take up housing capacity in the high-density district, although existing single-family uses may remain. Through a planned residential development permit process, the base density in High Density Residential may be increased significantly for affordable senior housing. This designation should be applied where the following conditions exist:</p> <ul style="list-style-type: none"> • The area has access to appropriate services (e.g., near commercial services and transit); • Where medium density residential or other moderate density use/mixed land use provides a buffer between low density and high density residential; • A repetition of building forms is avoided in the proposed development; • Design review will be required to ensure design appropriate to the neighborhood • character; <p>Adequate public and community facilities exist to support the density.</p>
	2	Provide a range of housing types for all life stages and economic segments of the Sumner community.
Housing	2.1	Promote the development of senior housing units in proximity to needed services.
	2.2	Provide incentives for developing senior housing such as permit fee waivers and reductions, parking requirement reductions, and multi-family tax exemptions.
	2.5.1	Through the Comprehensive Plan, Zoning Code, Subdivision code, Design Guidelines, and other regulations and standards, allow for a variety of housing types and lot configurations including government-assisted housing; housing for moderate, low, very low, and extremely low-income households; manufactured housing; multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and duplexes, triplexes, and townhomes.
	2.5.3	Allow for at least two dwelling units on all lots zoned predominantly for residential use.
	2.5.4	Provide flexibility for larger lots in low density residential districts to build triplexes and fourplexes.
	2.5.5	Allow for two accessory dwelling units per lot in low density, medium density, and high density residential districts.

	2.5.6	Support the development of accessory dwelling units by reducing regulatory obstacles and streamlining permit procedures such as providing pre-approved plan sets and reduced permit fees.
	2.8	Provide for a jobs and housing balance that satisfies the local need for housing and affordability.

Commute Trip Reduction and Transportation Demand Management Programs

Description: This measure involves implementing a commute trip reduction (CTR) and transportation demand management (TDM) program with employers. CTR programs discourage drive alone trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking.

Employers with 100 or more employees are already required to implement CTR programs. Most large employers already have transportation coordinators that promote transit, active transportation, and other demand-management strategies to employees. Sumner should encourage expansion this type of program elsewhere in the city to provide information about available transportation options and facilitate events that could show the community the options available to them — for example, walking school buses, ride-to-work month, etc.

Effectiveness: Studies have shown a 4% percent reduction in VMT from eligible employees⁶

Timeframe of Benefit: Short-term benefit resulting in employees using non-drive alone modes and reducing VMT.

Metric: Number of employers with CTR programs within the city and number of employers that allow flex schedules or telecommuting.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help the city encourage CTR and TDM programs are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Transportation	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.
	8.2	Promote the use of transit, carpools, or vanpools.
	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.
	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.
	8.5	Implement the provisions of the State Commute Trip Reduction Act.
	8.6	Consider pricing programs as an option for reducing reliance on single-occupancy vehicle (SOV) travel.

⁶ Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, California Air Pollution Control Officers Association (CAPCOA), December 2021.

Comprehensive Plan Element	Goal/ Policy No.	Description
	10.3.1	<p>The City shall:</p> <ul style="list-style-type: none"> • Support vehicle emissions reduction and cleaner burning fuels programs • Coordinate with Sound Transit and other jurisdictions on Commute Trip Reduction (CTR) programs for major employers in the Sumner planning area • Require air quality studies of new major developments likely to have significant impacts created by site-generated traffic • Promote other TDM Programs • Work with the private and other public sectors to introduce cleaner burning fuels for the existing motorized fleet, and vehicles powered by alternate fuel sources • Support and implement projects that promote cleaner burning and alternative fuels such as providing electric vehicle charging infrastructure.

Limit Residential Parking Supply

Description: This measure will reduce the total parking supply available at a residential project or site. Limiting the amount of parking available creates scarcity and adds additional time and inconvenience to trips made by private auto; therefore, disincentivizing driving as a mode of travel. Reducing the convenience of driving results in a shift to other modes and decreased VMT. Evidence of the effects of reduced parking supply is strongest for residential developments. This measure is not effective when there is unrestricted street parking or other off-site parking available nearby. Consideration also needs to be given to the availability of alternatives modes; therefore, the best areas to implement such policies are in the Town Center or where transit is accessible.

Effectiveness: Potential for a few percent reduction in VMT at sites that have limited residential parking supply because residents may not own a vehicle.

Timeframe of Benefit: Long-term depending on changes in parking code requirements and residential developments that limit parking supply as well as management of on-street parking.

Metric: Number of residential developments with reduced parking ratios.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help the city limit residential parking supply are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Community Character	3.13	Support alternative approaches to required parking for retail, eating and small commercial services establishments in the Town Center, such as reduced parking and credits for on-street and off-site parking, to encourage such businesses that are patronized by nearby residents.
	3.19	Every 5 years following adoption of the Town Center Plan conduct a study reviewing parking utilization and parking issues and make policy adjustments as needed.
	3.20	Ensure that adequate off-street parking is provided for multi-family development that is reflective of the transit-oriented nature of the Town Center Plan area without requiring expensive construction of parking that exceeds demand.
Economic Development & Employment6.	6.2	Every 5 years, in conjunction with interested parties, examine the needs for downtown parking within the Town Center and develop methods for providing attractive, safe, accessible, effective, and well utilized parking. Modify and adjust on and off-street parking which serves retailers, other businesses, residents, and major employers downtown shall be implemented based on the 5-year parking study.

Comprehensive Plan Element	Goal/ Policy No.	Description
	6.2.1	Redesign and install new parking lot signs that are strategically placed throughout the downtown area. Ensure designation of short and long-term parking, and enforcement of parking limitations.
	6.2.3	Implement short-term, medium-term, and long-term parking strategies as indicated by the 5-year parking study.
	6.2.4	Encourage businesses conducive to shared parking, or uses that provide onsite, under-building parking.
	6.20	Reduce the parking requirement for multi-family developments within the Town Center to facilitate development that accommodates the transit rider, anticipates lower car ownership in this area because of transit, and changing trends and services related to transit and transportation such as on-demand services and autonomous vehicles.
	6.21	Within the Town Center allow for visitor parking for multi-family and portions of commercial parking to be counted toward parking capacity for such developments. Smaller retail, restaurants, and other desirable pedestrian oriented businesses should be allowed without an off-street parking requirement provided they agree to not protest the formation of a future local improvement district for the construction of public parking in the Town Center.
	6.22	Pursue creative solutions to accommodate parking for development through the creation of local improvement districts and other means.

Improve Street Connectivity

Description: This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of vehicle intersections compared to the average intersection density in the U.S. Increased vehicle intersection density is a proxy for street connectivity improvements, which help to facilitate a greater number of shorter trips. While most of the Sumner street network is built out, as development occurs the city can continue to promote a gridded and interconnected multimodal network.

Effectiveness: The 2024 Comprehensive Plan includes a gridded street network within the Town Center and south Sumner areas. The VMT analysis presented incorporates this network and shows a potential for a 10% per capita VMT reduction by 2035 and a 13% per capita VMT reduction by 2045 compared to the 2023 baseline per capita VMT. There is a potential for additional reduction as specific development plans further create a denser street network.

Timeframe of Benefit: Long-term as the street network is built out

Metric: Completion of the street network and tracking achievement of the Transportation Improvement Program (TIP).

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help the city improve street connectivity are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Community Character	7.7	New development shall provide appropriate improvements and connections to the city street grid, as shown in adopted City policies, City street plans, and neighborhood circulation plans, in order to promote a connected street system that increases walkability and diffuses traffic.
	7.8	Enhance circulation in Downtown by implementing the Town Center Plan street prototypes and cross-sections.

Comprehensive Plan Element	Goal/ Policy No.	Description	
Land Use	7.2.1	Urban Village: Urban villages are intended to be self-contained mixed use areas with a compact street grid and interconnected pedestrian corridors that promote walkability throughout the neighborhood. They are intended to support a mix of residential, commercial, and civic uses. An urban village in Sumner would be something like a “mini-downtown.” The urban village(s) will provide a focus for neighborhoods outside of the downtown area. Urban villages promote development that is pedestrian scale, transit-oriented and in harmony with the character of the community. Primary uses include retailing and commercial services, banks (with no drive through facilities), professional offices, bed-and-breakfasts, hotels, civic uses, multi-family dwellings of various types including duplexes, townhouses, condominiums, apartments, etc. Secondary uses can include single-family dwellings and accessory dwelling units in residential zones only, and other dwellings such as duplexes and townhomes. Other secondary uses include adult family homes, day care, public and private educational facilities, utilities subject to compatibility criteria, churches and religious institutions, convalescent care, and rest homes. Mixed uses, converted residential buildings, converted commercial buildings, and variable lot sizes are encouraged to ensure pedestrian orientation, visual interest, and historic character protection.	
	Transportation	3.2.1	Plan, design, and construct the improvements to provide continuity for vehicular and non-motorized transportation modes.
		4.7	Provide efficiencies in traffic circulation through a flexible, interconnected grid system that avoids the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers. Provide an interconnected system of sidewalks, trails and other nonmotorized corridors that encourage travel between neighborhoods and community centers. To achieve an interconnected transportation network, the City should: <ul style="list-style-type: none"> • Allow cul-de-sacs only where the natural or built environment would preclude a grid street system.; • Require new development to provide full or partial/half street improvements; • Seek to establish a maximum interval between local access streets in residential and pedestrian-oriented commercial areas of 500 feet; • Prohibit private roads and gated access drives in new subdivisions, multifamily and mixed-use developments, except where there is a demonstrated need. Support multimodal travel by encouraging streetscape that enhances the pedestrian and bicycle environment.
		4.8	Retain existing and identify, acquire, and preserve rights-of-way to implement the interconnected transportation system identified in the Transportation Plan.
		5.2	For the Town Center Plan Area, apply form-based code and street design standards in new and upgraded street improvement projects, to promote a pedestrian-friendly, bicycle-friendly, landscaped, active streetscape.
		5.2.1	Provide vehicular routes through the neighborhood to diffuse traffic, reduce congestion, and complete the street/sidewalk grid.

Create a safe, well-connected, and attractive pedestrian network

Description: This measure will increase the sidewalk and other pedestrian facility coverage to improve pedestrian access. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive.

Effectiveness: No specific quantification for the VMT reduction is available within research; however, a well-connected pedestrian network will encourage walking especially for shorter trips and result in reduced VMT on the street system.

Timeframe of Benefit: Long-term as the non-motorized and land use plans are built out

Metric: Achievement of adopted multimodal level of service (LOS) and tracking implementation of the non-motorized plan/adopted TIP.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help the city improve the pedestrian network are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Community Character	2.5	Through the use of form-based code, street and design standards promote pedestrian and bicycle friendly streets with trees and other amenities that enhance the streetscape
	2.5.1	Prioritize sidewalk improvements within neighborhood centers' walking distance, ensuring adequate and accessible sidewalks, ramps, and street crossings.
	2.5.2	Ensure that streetscape amenities, such as sidewalks and street trees, are equitably distributed amongst neighborhoods.
	2.6	Create unique and safe pedestrian crossings at major intersections through street and crosswalk design and incorporation of art.
	7.1	Streets should be designed to accommodate vehicles and emergency access, but not at the expense of pedestrians. Community streets, pedestrian paths, and bike paths should be provided to create a system of fully-connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use and discourage high speed traffic. Street design should encourage pedestrian and bicycle use and discourage high speed traffic.
	7.2	All new development shall provide appropriate pedestrian connections that connect residential areas to nearby commercial areas, recreation areas, transit stops and community or civic centers that provide services.
	7.6	Pedestrian-friendly streets with shade trees as well as landscaped boulevard medians shall be included in street standards for industrial and commercial areas where practicable.
	8	Promote the development of a Manufacturing/ Industrial Center and insure integration and compatibility of this area with adjacent neighborhoods and encourage pedestrian and transit connectivity and access.
	8.1	Require development in the MIC to provide adequate screening, landscaping, and pedestrian amenities, and to employ good design principles to ensure an attractive, functional employment center.
Family and Human Services	5.6	Maintain a safe, attractive, interconnected sidewalk system to increase neighborhood walkability and connections to services.
Land Use	6.1	Promote land use planning that supports walkability, tree canopy, access to services that meet daily household needs, access to parks and open space, and access to healthy and culturally relevant foods.
Parks and Open Space	3.1.3	Complete Rivergrove Pedestrian Bridge to reconnect Rivergrove to amenities (TMP)
	3.1.4	Complete bridge over Puyallup River to connect Sumner/Rivergrove to regional system
	3.3.1	Activate alleys to balance pedestrian access from Main Street.
	3.3.2	Complete Rivergrove Pedestrian Bridge to reconnect Rivergrove to amenities (TIP)
Housing	2.3	Encourage design elements in housing that support transit access, pedestrian connections, and universal access features for special needs populations, older adults, lower income, and residents with limited access to an automobile.
Transportation	3.2.1	Plan, design, and construct the improvements to provide continuity for vehicular and non-motorized transportation modes.
	4.4	Plan for, design, construct, operate, and maintain an appropriate and integrated transportation system as outlined in its adopted Complete Streets Policy.

Comprehensive Plan Element	Goal/ Policy No.	Description
	4.7	<p>Provide efficiencies in traffic circulation through a flexible, interconnected grid system that avoids the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers. Provide an interconnected system of sidewalks, trails and other nonmotorized corridors that encourage travel between neighborhoods and community centers.</p> <p>To achieve an interconnected transportation network, the City should:</p> <ul style="list-style-type: none"> • Allow cul-de-sacs only where the natural or built environment would preclude a grid street system. • Require new development to provide full or partial/half street improvements; • Seek to establish a maximum interval between local access streets in residential and pedestrian-oriented commercial areas of 500 feet; • Prohibit private roads and gated access drives in new subdivisions, multifamily and mixed-use developments, except where there is a demonstrated need. • Support multimodal travel by encouraging streetscape that enhances the pedestrian and bicycle environment.
	5	Support implementation of the multimodal transportation system identified in adopted Sumner Subarea Plans.
	5.1	For the Town Center Plan Area, apply form-based code and street design standards in new and upgraded street improvement projects, to promote a pedestrian-friendly, bicycle-friendly, landscaped, active streetscape.
	5.2.3	Provide a non-vehicular network of sidewalks and pathways that supports alternate modes of travel and connects key amenities, such as the central wetlands and the YMCA, to residences and businesses
	6	Promote the design of multimodal transportation facilities that support local and regional growth centers by providing an interconnected system of pedestrian and bicycle facilities.
	6.1	Develop pedestrian and bicycle level of service guidelines to assess completion of the established pedestrian and bicycle network in the Sumner Transportation Plan.
	6.3	Ensure design standards for the transportation system facilitate and encourage access and circulation by pedestrians and bicyclists and provides connections to schools, parks, community facilities, transit, and commercial districts.
	6.4	Development proposals shall provide for convenient non-motorized connections where feasible, commensurate with the scale and occupancy of the development.
	6.5	Sidewalks will be provided on both sides of all City streets unless special circumstances, such as topography or environmental constraints, make it cost prohibitive.
	6.6	Prioritize sidewalks on one side of the street where no sidewalks exist, particularly along school routes.
	6.7	Construct a separate system of multi-purpose trails to serve transportation and recreation needs of the community. Connect the system with adjacent communities to facilitate regional connectivity. Implement the trail system and connections to the arterial, collector, and other pedestrian and bicycle facilities per the Sumner Parks and Trails Plan.
	6.8	Develop and maintain street cross-section designs that promote street trees, separated sidewalks, and wide sidewalks along commercial uses; and develop and maintain cross section designs for mid-block pedestrian and bike corridors that encourage non-auto circulation.
	7.5	Support construction of improved pedestrian and bicycle connections with local and regional transit service. Work to provide pedestrian safety improvements along arterials and bike lockers and facilities at transit connections.

Comprehensive Plan Element	Goal/ Policy No.	Description
	10.2	<p>Ensure that transportation system improvements are compatible with adjacent land uses minimize potential conflicts, and create safe and adequate connections to adjacent land uses. The City shall:</p> <ul style="list-style-type: none"> • Prevent new residential driveways from having direct access to arterials, unless no other options exist • Incorporate transit, pedestrian, and bicycle access to major developments • Provide landscaping and noise buffers along major roadways • Provide facilities for bicyclists and pedestrians to access transit <p>Promote development site plans that encourage pedestrian travel</p>

Create a safe, well-connected, and attractive bicycle network

Description: This measure will increase the length of a city bike network. A bicycle network is an interconnected system of bike lanes, bike paths, and bike routes. Providing bicycle infrastructure with markings and signage on appropriately sized roads with vehicle traffic traveling at safe speeds helps to improve biking conditions (e.g., safety and convenience). In addition, expanded bike networks can increase access to and from transit hubs, which expands the “catchment area” of the transit stop or station and increases ridership. This encourages a mode shift from vehicles to bicycles resulting in reduced VMT for the city and may also reduce maintenance and infrastructure cost for the street network because more bikes and less auto travel reduces the wear and tear on the street network.

Effectiveness: No specific quantification for the VMT reduction is available in the current research; however, there is potential for a couple of percent reduction in VMT depending on the connectivity of the network.

Timeframe of Benefit: Long-term as the non-motorized and land use plans are built out

Metric: Achievement of adopted multimodal level of service (LOS) and implementation of the non-motorized plan/adopted TIP.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help the city improve the bicycle network are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Community Character	2.5	Through the use of form-based code, street and design standards promote pedestrian and bicycle friendly streets with trees and other amenities that enhance the streetscape
	7.1	Streets should be designed to accommodate vehicles and emergency access, but not at the expense of pedestrians. Community streets, pedestrian paths, and bike paths should be provided to create a system of fully-connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use and discourage high speed traffic. Street design should encourage pedestrian and bicycle use and discourage high speed traffic.
Parks and Open Space	3.1	Develop bike lanes to encourage non-vehicular transportation and links (TMP, Tourism Plan)
	3.1.1	Promote bike trails linking downtown and industrial area (Tourism Plan)
	3.1.3	Complete Rivergrove Pedestrian Bridge to reconnect Rivergrove to amenities (TMP)
	3.1.4	Complete bridge over Puyallup River to connect Sumner/Rivergrove to regional system

Comprehensive Plan Element	Goal/ Policy No.	Description
	3.1.5	Work with region to further connect and promote regional trail system
	3.3.2	Complete Rivergrove Pedestrian Bridge to reconnect Rivergrove to amenities (TIP)
Housing	2.3	Encourage design elements in housing that support transit access, pedestrian connections, and universal access features for special needs populations, older adults, lower income, and residents with limited access to an automobile.
Transportation	4.4	Plan for, design, construct, operate, and maintain an appropriate and integrated transportation system as outlined in its adopted Complete Streets Policy.
	4.7	<p>Provide efficiencies in traffic circulation through a flexible, interconnected grid system that avoids the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers. Provide an interconnected system of sidewalks, trails and other nonmotorized corridors that encourage travel between neighborhoods and community centers.</p> <p>To achieve an interconnected transportation network, the City should:</p> <ul style="list-style-type: none"> • Allow cul-de-sacs only where the natural or built environment would preclude a grid street system.; • Require new development to provide full or partial/half street improvements; • Seek to establish a maximum interval between local access streets in residential and pedestrian-oriented commercial areas of 500 feet; • Prohibit private roads and gated access drives in new subdivisions, multifamily and mixed-use developments, except where there is a demonstrated need. <p>Support multimodal travel by encouraging streetscape that enhances the pedestrian and bicycle environment.</p>
	5	Support implementation of the multimodal transportation system identified in adopted Sumner Subarea Plans.
	5.1	For the Town Center Plan Area, apply form-based code and street design standards in new and upgraded street improvement projects, to promote a pedestrian-friendly, bicycle-friendly, landscaped, active streetscape.
	5.2.3	Provide a non-vehicular network of sidewalks and pathways that supports alternate modes of travel and connects key amenities, such as the central wetlands and the YMCA, to residences and businesses
	6	Promote the design of multimodal transportation facilities that support local and regional growth centers by providing an interconnected system of pedestrian and bicycle facilities.
	6.1	Develop pedestrian and bicycle level of service guidelines to assess completion of the established pedestrian and bicycle network in the Sumner Transportation Plan.
	6.2	Maintain the Sumner Link Trail as a regional non-motorized corridor and prioritize projects that enhance the trail with neighborhood connections, trailheads, and amenities.
	6.3	Ensure design standards for the transportation system facilitate and encourage access and circulation by pedestrians and bicyclists and provides connections to schools, parks, community facilities, transit, and commercial districts.
	6.4	Development proposals shall provide for convenient non-motorized connections where feasible, commensurate with the scale and occupancy of the development.

Comprehensive Plan Element	Goal/ Policy No.	Description
	6.7	Construct a separate system of multi-purpose trails to serve transportation and recreation needs of the community. Connect the system with adjacent communities to facilitate regional connectivity. Implement the trail system and connections to the arterial, collector, and other pedestrian and bicycle facilities per the Sumner Parks and Trails Plan.
	6.8	Develop and maintain street cross-section designs that promote street trees, separated sidewalks, and wide sidewalks along commercial uses; and develop and maintain cross section designs for mid-block pedestrian and bike corridors that encourage non-auto circulation.
	7.5	Support construction of improved pedestrian and bicycle connections with local and regional transit service. Work to provide pedestrian safety improvements along arterials and bike lockers and facilities at transit connections.
	10.2	Ensure that transportation system improvements are compatible with adjacent land uses minimize potential conflicts, and create safe and adequate connections to adjacent land uses. The City shall: <ul style="list-style-type: none"> Prevent new residential driveways from having direct access to arterials, unless no other options exist Incorporate transit, pedestrian, and bicycle access to major developments Provide landscaping and noise buffers along major roadways Provide facilities for bicyclists and pedestrians to access transit Promote development site plans that encourage pedestrian travel

Dedicate Land for Bike Trails

Description: This measure requires dedicating land for the provision of off-street bicycle trails linking development sites/key destinations to designated bicycle commuting routes in accordance with the Sumner non-motorized plan. The adopted 2024 Non-Motorized Plan represents the community-identified needs related to trails.

Effectiveness: No specific quantification for the VMT reduction is available in current research; however, a well-connected bicycle network with both trails and other facilities will encourage biking for commuting and other trips and result in reduced VMT on the street system.

Timeframe of Benefit: Long-term as the non-motorized and land use plans are built out

Metric: Achievement of adopted multimodal level of service (LOS) and implementation of the non-motorized plan/adopted TIP.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help the city implement the trail system are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Community Character	7.9	Complete Sumner’s segments of the nonmotorized regional trail system along the White and Puyallup Rivers, and support connections from all neighborhoods, downtown and employment centers to this regional trail.
Family and Human Services	5.4	Complete the Sumner trail system and look for areas to partner with others on additional recreational facilities.

Comprehensive Plan Element	Goal/ Policy No.	Description
Parks and Open Space	3.1.2	Promote bike trails linking downtown and industrial area (Tourism Plan)
	3.1.3	Complete Rivergrove Pedestrian Bridge to reconnect Rivergrove to amenities (TMP)
	3.1.4	Complete bridge over Puyallup River to connect Sumner/Rivergrove to regional system
	3.1.5	Complete bridge over Puyallup River to connect Sumner/Rivergrove to regional system
	3.3.2	Complete Rivergrove Pedestrian Bridge to reconnect Rivergrove to amenities (TIP)
Transportation	5.2.3	Provide a non-vehicular network of sidewalks and pathways that supports alternate modes of travel and connects key amenities, such as the central wetlands and the YMCA, to residences and businesses
	6.2	Maintain the Sumner Link Trail as a regional non-motorized corridor and prioritize projects that enhance the trail with neighborhood connections, trailheads, and amenities.

Extend Transit Network Coverage or Hours

Description: This measure will expand the local transit network by adding and/or modifying existing transit service or extending the operation hours to enhance the service in the city. Providing transit coverage as Sumner grows will be important to reducing reliance on auto. In addition, starting services earlier in the morning and/or extending services to late-night hours can accommodate the commuting times of alternative-shift workers.

Effectiveness: The travel assessment shows that only 2% of residents commute via public transit and that over 50% of commute trips are shorter travel times and distances. Transit service that serves destinations within the city as well as the surrounding areas will be critical to shifting commuting trips as well as other types of trips from autos. The amount of VMT reduction will depend on the level of service provided but it is anticipated that this strategy would reduce VMT by a couple of percent.

Timeframe of Benefit: Long-term since Sumner is not in the Pierce Transit service area and coordination will be needed with the transit agency and the community.

Metric: Transit service provided in the city.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help extend transit coverage within the city are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Community Character	2.3.2	Together with Pierce Transit and other agencies explore the feasibility of a transit system for Sumner that is cost effective and is based on a network of transit stops and transit linkages connecting the neighborhoods to each other and to the commuter rail stations.
	3.2	In cooperation with Pierce Transit and the Sound Transit, establish the Town Center area as the intra-community transit hub.
	3.2.2	Prioritize the establishment of a transit service along Main Street between East Sumner and the Town Center.
Family and Human Services	2.3.1	Work with Pierce Transit and Sound Transit to support programs for mass transit that is affordable, accessible, and safe.
Economic Development and Employment	2.5	In conjunction with transit providers, encourage an adequate transit system to serve the employment centers to allow connections to the transit centers within and outside the City and ensure transit access for those coming to work in the city.

Comprehensive Plan Element	Goal/ Policy No.	Description
	6.8	In conjunction with transit agencies, explore linking downtown with the other parts of the city with a community-based transit system, which compliments the special needs of downtown.
Housing	3.2	Reduce reliance on automobiles by promoting higher density and infill developments that are located near major transportation links such as the Sumner Commuter Transit Station, and by supporting a network of transit stops connecting neighborhoods to the station.
Transportation	3.3	Work with Sound Transit, Pierce Transit, and other transit providers to support and expand a multimodal transportation system by ensuring that the City's transportation plans and facilities are consistent with public transit plans and programs.
	5.2.2	Improve local and regional transit service to reduce vehicle traffic and connect residential and commercial areas.
	7	Reduce the need to expand the general capacity of arterials and collector streets in the city by developing and expanding an integrated system of public transportation options and strategies to provide mobility alternatives
	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 neighborhoods and employment areas of Sumner.
	7.7	Support a shuttle or autonomous transit that would connect the Historic Downtown area with eastern areas of the city.
	7.9	Support the use of high-capacity transit and commuter train by the entire Sumner community. Encourage housing near the train station for households desiring transit availability, provide services and businesses that cater to residents and train commuters, and provide safe connections for pedestrian and bicycle commuters.

Implement Transit-Supportive Roadway Treatments

Description: This measure will implement transit-supportive treatments on the transit routes serving the city. Transit-supportive treatments incorporate a mix of roadway infrastructure improvements and/or traffic signal modifications to improve transit travel times and reliability. This results in a mode shift from auto to transit.

Effectiveness: The travel assessment shows that only 2% of residents commute via public transit and that over 50% of commute trips are shorter travel times and distances. Travel times on transit may be longer than auto; however, when people find transit reliable and convenient they will be more likely to use this mode. Use of transit in turn may also provide riders with cost savings related to vehicle ownership or paying for parking or even travel time savings depending on congestion and if there are treatments giving transit priority.

Timeframe of Benefit: Long-term since Sumner is not in the Pierce Transit service area and coordination will be needed with the transit agency and community.

Metric: Transit service provided with the city.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help implement transit-supportive roadway treatments in the city are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Community Character	2.3.3	In establishing transit stops and linkages, give priority to improvements located within walking distance of neighborhood centers and in neighborhoods most in need of transit options.
	3.2.1	Where feasible, create transit linkages from all neighborhoods in Sumner to the transit hub.

Comprehensive Plan Element	Goal/ Policy No.	Description
	7.2	All new development shall provide appropriate pedestrian connections that connect residential areas to nearby commercial areas, recreation areas, transit stops and community or civic centers that provide services.
Housing	2.3	Encourage design elements in housing that support transit access, pedestrian connections, and universal access features for special needs populations, older adults, lower income, and residents with limited access to an automobile.
Transportation	1	Provide an efficient and safe multimodal transportation system to improve mobility for all residents, employees, and visitors of Sumner while balancing Sumner’s quality of life, needs related to growth, and supporting the economic vitality of the city consistent with the Regional Transportation Plan.
	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.
	1.2	Support a range of travel modes: auto and truck vehicles, pedestrian, bicycle, and bus and rail transit.
	5	Support implementation of the multimodal transportation system identified in adopted Sumner Subarea Plans.

Locate Project in Area with High Destination Accessibility

Description: The measure requires development in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions (e.g., schools, supermarkets, and health care services) that are reachable within a given travel time or travel distance and tend to be highest at central locations and lowest at peripheral ones. When destinations are nearby, the travel time between them is less and the potential for people to walk and bike to those destinations increases. Development design should consider accessibility by people of all functional abilities and incorporate principles such as Universal Design to improve accessibility.

Effectiveness: The 2024 Comprehensive Plan includes development in more areas of Sumner with diverse land use. The VMT analysis presented incorporates this land use planning and shows a potential for a 10% per capita VMT reduction by 2035 and a 13% per capita VMT reduction by 2045 compared to the 2023 baseline per capita VMT.

Timeframe of Benefit: Long-term as the non-motorized and land use plans are built out

Metric: Progress towards implementing the Town Center and East Sumner Neighborhood Plans.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help the city create areas with high destination accessibility are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Community Character	2	The Sumner community should be designed so that housing, jobs, daily needs, and other activities are within easy walking distance of each other.
	2.1	Urban Villages. Establish and support Urban Villages in key areas that allow a mix of 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.
	2.3.1	Encourage a mix of residential-scale civic, commercial, and service uses, and other community amenities to locate in neighborhood centers and within walking distance area. Small community parks or greens, or similar neighborhood gathering spaces, should be established where appropriate.
Family and Human Services	5.1	Promote and encourage the location of a grocery store in the Town Center.
	5.2	Remove barriers for the location of medical facilities in the community and promote other options for affordable medical care.

Improve Destination Accessibility in Underserved Areas

Description: This measure accounts for the VMT reduction that would be achieved by constructing job centers or other attractions (e.g., schools, supermarkets, and health care services) for residents in underserved areas. When destinations are nearby, the travel time between them is less, thus increasing the potential for people to walk and bike to those destinations, reducing VMT and associated GHG emissions. As an implementation consideration, developments should consider accessibility by people of all functional abilities and incorporate design principles such as Universal Design.

Effectiveness: The 2024 Comprehensive Plan includes land use strategies to provide urban centers, neighborhood centers and basic needs in underserved areas to reduce travel times and distances to destinations. The VMT analysis presented incorporates this land use planning and shows a potential for a 10% per capita VMT reduction by 2035 and a 13% per capita VMT reduction by 2045 compared to the 2023 baseline per capita VMT.

Timeframe of Benefit: Long-term benefit resulting in reduced VMT for residents and employees with more destinations nearby.

Metric: Number of projects within urban and neighborhood centers and/or basic need type projects like grocery, health care, etc.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help improve destination accessibility in underserved areas are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Family and Human Services	1.1.6	Accessibility. Support local programs that are affordable, physically accessible, and help meet the needs of communities affected by poverty, exclusion and discrimination, and other historically underserved communities.
	2.3	Consistent with the City's Transportation Element, provide access to adequate and affordable transportation.
	2.3.1	Work with Pierce Transit and Sound Transit to support programs for mass transit that is affordable, accessible, and safe.
Transportation	9	Consider the impacts of transportation on underserved populations and provide transportation in an equitable manner.
	9.1	Prioritize improvements that will improve multimodal transportation in underserved neighborhoods.
	9.3	Ensure mobility for all residents within the UGA, by 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.

Provide Traffic Calming Measures

Description: This measure requires projects to include pedestrian/bicycle safety and traffic calming measures. Roadways should also be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include marked crosswalks, countdown signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others. Providing traffic calming measures encourages people to walk or bike instead of using a vehicle because it creates a more comfortable environment for these modes.

Effectiveness: No specific quantification for the VMT reduction is available within research; however, providing environments where people feel safe and comfortable walking and biking will encourage more travel by these modes especially for shorter trips.

Timeframe of Benefit: Long-term as the non-motorized and land use plans are built out.

Metric: Monitor implementation of traffic calming measures.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help in providing traffic calming measures are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Transportation	4.11.3	Continue to review and implement traffic control and pedestrian safety improvements in residential areas. The City will define and prioritize locations for improvements based on: <ul style="list-style-type: none"> • Traffic engineering studies • Traffic speeds • Safety and crash data, and police department observations • Input from the community

Install Park-and-Ride Lots

Description: This measure requires providing park-and-ride lots near transit stops and high occupancy vehicle lanes. Park-and-ride lots help facilitate car- and vanpooling as well as public transit use (where available). Parking lots can also incorporate dedicated electric vehicle parking spots and/or charging infrastructure to help with GHG reduction. The city has already implemented this strategy through partnership with Sound Transit with the Sounder garage and there are opportunities for other park-and-ride lots at key locations in the city.

Effectiveness: No specific quantification for the VMT reduction is available within research; however, providing park-and-ride opportunities helps reduce drive alone trips.

Timeframe of Benefit: Long-term as park-and-ride lots should be coordinated with the transit agencies

Metric: Number of park-and-ride lots in Sumner.

The key goals and policies included in the adopted 2024 Comprehensive Plan that will help to install park-and-ride lots are summarized below.

Comprehensive Plan Element	Goal/ Policy No.	Description
Community Character	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.
Transportation	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 neighborhoods and employment areas of Sumner.

Additional Reduction Strategies

The initial reduction strategies outlined are intended to achieve the VMT target; however, Sumner should monitor VMT achievement and refine or consider new strategies if the target is not achieved or strategies become infeasible. Another strategy the city could consider is described below. Transportation is evolving and there may be new strategies proven to reduce VMT as the city implements their climate action plans over the next 20 years. During monitoring of the VMT target, the city should also periodically conduct a review to identify any new reduction strategies.

Implement Market Price Public Parking (On-Street)

This measure would charge for on-street parking, with a focus on parking near downtown, employment centers, and retail centers. Increasing the cost of parking increases the total cost

of driving to a location, incentivizing shifts to other modes and thus decreasing total VMT to and from the priced areas. Implementing parking pricing would require the city to develop a parking program and provide enforcement for on-street parking. There would be a cost to the city in administering a paid on-street parking program.

Implementation and Next Steps

The VMT reduction strategies will be incorporated into the overall reduction plan for VMT and GHG and eventual development of the Sumner Climate and Resilience Element. The city already adopted goals and policies in the 2024 Comprehensive Plan to help reduce per capita VMT.

The city should monitor progress towards the VMT target at least every 5 years. If there are changes in data sources or methods, those changes should be documented and discussed to distinguish how much of the change in figures is attributable to data sources rather than behavior change.

In addition, metrics for tracking progress for each reduction strategy individually have been outlined in the previous sections. The metrics allow the city to track progress over time and determine if goals and policies are being attained. The metrics also provide concrete data that can be used to identify which strategies are working and which are not, enabling the City of Sumner to make informed decisions about where to focus its efforts.

Appendix A: Reduction Strategies Summary

Appendix A: Summary of Reduction Strategies

Strategy	Description	Responsible Party	Action for Implementation	Timeframe of Benefit ¹	Metric ²
Tier 1: Initial Reduction Strategies					
Increase Residential Density	Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles.	Development Services	Work to permit projects that meet the land use goals and policies of the adopted Comprehensive Plan.	Long-Term	Number of new residential/mixed-use projects
Increase Job Density	Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing job density results in shorter and fewer drive alone trips.	Development Services	Work to permit projects that meet the land use goals and policies of the adopted Comprehensive Plan.	Long-Term	Number of new commercial/industrial/employment projects
Provide Transit-Oriented Development	This measure would reduce project VMT in areas that have easy access to public transit, ideally in a location with a mix of uses, including housing, retail, offices, and community facilities. TOD site residents, employees, and visitors would have easy access to high-quality public transit, thereby encouraging transit ridership and reducing VMT.	Community Development	Work to incentivize/ encourage development near the Sounder Station and implement the goals and policies of the Comprehensive Plan and Subarea Plans.	Long-Term	Number of projects including TOD principles and/or percent of total new projects utilizing TOD principles
Integrate Affordable and Below Market Rate Housing	This measure requires below market rate (BMR) housing. BMR housing provides greater opportunities for lower income families to live closer to job centers and achieve a jobs to housing balance near transit. It is also an important strategy to address the limited availability of affordable housing that might force residents to live far away from jobs or school, requiring longer commutes.	Community Development	Work with developers to prioritize integrating affordable and BMR housing with project proposals.	Long-Term	Number of new affordable housing projects
Implement Commute Trip Reduction and Demand Management Programs	This measure involves implementing a commute trip reduction (CTR) and transportation demand management (TDM) program with employers. CTR programs discourage drive alone trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking.	Community Development	Ensure businesses are meeting CTR requirements and encourage those that do not have requirements to consider implementing CRT strategies.	Short-Term	Number of employers with CTR programs within the city and number of employers that allow flex schedules or telecommuting
Limit Residential Parking Supply	This measure will reduce the total parking supply available at a residential project or site. Limiting the amount of parking available creates scarcity and adds additional time and inconvenience to trips made by private auto; therefore, disincentivizing driving as a mode of travel. Reducing the convenience of driving results in a shift to other modes and decreased VMT. Evidence of the effects of reduced parking supply is strongest for residential developments. This measure is not effective where there is unrestricted street parking or other offsite parking available.	Community Development	Work with developers to reduce parking supply with residential projects and consider management strategies for on-street parking.	Long-Term	Number of residential developments with reduced parking ratios

Appendix A: Summary of Reduction Strategies

Strategy	Description	Responsible Party	Action for Implementation	Timeframe of Benefit ¹	Metric ²
Improve Street Connectivity	This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of vehicle intersections compared to the average intersection density in the U.S. Increased vehicle intersection density is a proxy for street connectivity improvements, which help to facilitate a greater number of shorter trips.	Public Works	Ensure street improvements are consistent with the adopted Transportation Improvement Program.	Long-Term	Developer required improvements consistent with Sumner’s gridded street network and tracking achievement of the Transportation Improvement Program (TIP)
Provide Pedestrian Network Improvements	This measure will increase the sidewalk and other pedestrian facility coverage to improve pedestrian access. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive.	Public Works & Parks	Require frontage and multimodal connectivity improvements consistent with the adopted non-motorized plan.	Long-Term	Achievement of adopted multimodal level of service (LOS) and tracking implementation of the non-motorized plan/adopted TIP
Expand Bike Network	This measure will increase the length of a city bike network. A bicycle network is an interconnected system of bike lanes, bike paths, and bike routes. Providing bicycle infrastructure with markings and signage on appropriately sized roads with vehicle traffic traveling at safe speeds helps to improve biking conditions (e.g., safety and convenience). In addition, expanded bike networks can increase access to and from transit hubs, which expands the “catchment area” of the transit stop or station and increases ridership. This encourages a mode shift from vehicles to bicycles resulting in reduced VMT for the city and may also reduce maintenance and infrastructure cost for the street network because more bikes and less auto travel reduces the wear and tear on the street network.	Public Works & Parks	Implement the adopted non-motorized and Park plans.	Long-Term	Achievement of adopted multimodal level of service (LOS) and implementation of the non-motorized plan/adopted TIP
Dedicate Land for Bike Trails	This measure requires projects to provide for, contribute to, or dedicate land for the provision of off-site bicycle trails linking the project to designated bicycle commuting routes in accordance with an adopted citywide or countywide bikeway plan. Existing desire paths can make good locations, as it represents a community-identified transportation need.	Public Works & Parks	Implement the adopted non-motorized and Park plans. Require frontage and multimodal connectivity improvements consistent with the adopted non-motorized plan.	Long-Term	Achievement of adopted multimodal level of service (LOS) and implementation of the non-motorized plan/adopted TIP

Appendix A: Summary of Reduction Strategies

Strategy	Description	Responsible Party	Action for Implementation	Timeframe of Benefit ¹	Metric ²
Extend Transit Network Coverage or Hours	This measure will expand the local transit network by either adding or modifying existing transit service or extending the operation hours to enhance the service near the project site. Starting services earlier in the morning and/or extending services to late-night hours can accommodate the commuting times of alternative-shift workers. This will encourage the use of transit and therefore reduce VMT and associated GHG emissions.	City and Transit Agency Partnership	Engage with Pierce Transit on long-range transit plan and steps to become part of transit district. Explore other small-scale transit programs. Develop an action plan for the city to become part of the transit district or implement other transit options.	Long-Term	Transit service provided in the city
Improve Transit Access, Safety, and Comfort	This measure requires improving transit access and safety through sidewalk/crosswalk safety enhancements, bus shelter improvements, improved lighting, and other features. Work with the community to determine barriers to use, most desired improvements, and other access challenges.	Public Works	Consider transit needs and improvements as part of implementing the Transportation Improvement Program and non-motorized plan.	Long-Term	Transit service provided with the city and bus stops are accessible and designed with safety in comfort in mind.
Implement Transit-Supportive Roadway Treatments	This measure will implement transit-supportive treatments on the transit routes serving the plan/community. Transit-supportive treatments incorporate a mix of roadway infrastructure improvements and/or traffic signal modifications to improve transit travel times and reliability. This results in a mode shift from single occupancy vehicles to transit, which reduces VMT.	Public Works	Consider transit needs and improvements as part of implement the Transportation Improvement Program. Work with transit agency on potential route locations.	Long-Term	Transit service provided in the city
Locate Project in Area with High Destination Accessibility	The measure requires development in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions (e.g., schools, supermarkets, and health care services) that are reachable within a given travel time or travel distance, and tends to be highest at central locations and lowest at peripheral ones. When destinations are nearby, the travel time between them is less, thus increasing the potential for people to walk and bike to those destinations and, therefore, reducing the vehicle miles traveled (VMT) As an implementation consideration, projects should consider accessibility by people of all functional abilities and incorporate design principles such as Universal Design.	Community Development	Work to permit projects that meet the land use goals and policies of the adopted Comprehensive Plan. Ensure ADA accessible design is considered in permitted projects.	Long-Term	Progress towards implementing the Town Center and East Sumner Neighborhood Plans

Appendix A: Summary of Reduction Strategies

Strategy	Description	Responsible Party	Action for Implementation	Timeframe of Benefit ¹	Metric ²
Improve Destination Accessibility in Underserved Areas	This measure accounts for the VMT reduction that would be achieved by constructing job centers or other attractions (e.g., schools, supermarkets, and health care services) for residents in underserved areas (e.g., food deserts). When destinations are nearby, the travel time between them is less, thus increasing the potential for people to walk and bike to those destinations, reducing VMT and associated GHG emissions. As an implementation consideration, projects should consider accessibility by people of all functional abilities and incorporate design principles such as Universal Design	Community Development	Work to permit projects that meet the land use goals and policies of the adopted Comprehensive Plan.	Long-Term	Number of projects within urban and neighborhood centers and/or basic need type projects like grocery, health care, etc.
Provide Traffic Calming Measures	This measure requires projects to include pedestrian/bicycle safety and traffic calming measures above jurisdictional requirements. Roadways should also be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others. Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift will result in a decrease in vehicle miles traveled.	Development Services	Consider requiring traffic calming measures where appropriate as part of project development.	Long-Term	Monitor implementation of traffic calming measures
Install Park-and-Ride Lots	This measure requires projects install park-and-ride lots near transit stops and high occupancy vehicle lanes. Park-and-ride lots also facilitate car- and vanpooling. Parking lots can also incorporate cool pavements, tree canopy, or solar photovoltaic shade canopies to reduce the urban heat island effect as well as evaporative emissions from parked vehicles and dedicated electric vehicle parking spots and/or charging infrastructure.	City and Transit Agency Partnership	Work to identify potential park and ride locations. Coordinate with transit agency on potential locations. When implementing park and ride projects ensure vehicle charging infrastructure is provided.	Long-Term	Number of park-and-ride lots in Sumner

Appendix A: Summary of Reduction Strategies

Strategy	Description	Responsible Party	Action for Implementation	Timeframe of Benefit ¹	Metric ²
Tier 2: Additional Reduction Strategies					
Implement Market Price Public Parking (On-Street)	This measure will price on-street parking, with a focus on parking near downtown, employment centers, and retail centers. Increasing the cost of parking increases the total cost of driving to a location, incentivizing shifts to other modes and thus decreasing total VMT to and from the priced areas.	Planning & Public Works	Conduct a parking study to evaluate pricing strategy and management needs.	Long-Term, because no current program.	Parking availability where pricing is implemented.

1. The timeframe for benefit is identified as short-term (1-4 years) or long-term (5 or more years). Short-term benefits typically depend on personal choice, have lower investment, and can be implemented in a quicker timeframe. Long-term benefits typically include considerable investment and may be implemented over many years.

2. Metrics are identified to help measure progress towards implementing strategy.

Appendix B

GHG Reduction Strategies Memorandum

DATE: April 29, 2025
 TO: City of Sumner
 FROM: Beth Miller, PhD
 SUBJECT: GHG Reduction Strategies
 PROJECT NAME: 2025 Sumner Comprehensive Plan Update – Climate Planning

GHG Reduction Strategies

The rapid rise in global greenhouse gas concentrations has set in motion vast and possibly catastrophic changes to the earth's climate, ecosystems, and societies. To avoid the worst consequences of climate change, the State of Washington is committed to decreasing the State's overall emissions to zero by 2050, this is in accordance with the best, most recent scientific targets set out by the International Panel on Climate Change.

To this end, the State has mandated changes to the state's energy and transportation sectors that will substantially bring down emissions, but success in these reductions relies on actions by every community and business in the state. The City of Sumner, in accordance with state requirements, is addressing its own emissions and supporting the state's actions with the following strategies.

GHG Reduction Strategies Overview--Buildings

Energy for buildings comes primarily from electricity and natural gas. The Clean Energy Transformation Act requires all electrical utilities in Washington to provide 100% renewable electricity by 2045¹. In contrast, natural gas is likely to remain carbon intensive, even as investment in alternatives like Renewable Natural Gas and Hydrogen increases². Therefore, there are three major ways to decrease building emissions:

1. Convert from natural gas to electricity wherever financially possible.
2. Support the electrical grid in conversion to renewables.
3. Increase energy efficiency.

Strategy 1: Convert from natural gas to heat pumps

In residential buildings, natural gas is primarily used to heat air and water, with a small amount for cooking and other purposes (such as decorative fireplaces)³. In commercial buildings, it is also used primarily for air and water heat, but more heavily for cooking and other commercial heating

¹ EIA estimates that solar and offshore wind generation are currently less expensive than natural gas: https://www.eia.gov/outlooks/aeo/electricity_generation/pdf/AEO2023_LCOE_report.pdf

² No estimates show RNG availability at more than 16% of demand in Washington. Northwest Power Plan: https://www.nwcouncil.org/2021powerplan_renewable-natural-gas/#:~:text=The%20estimates%20of%20RNG%20supply%20from%20anaerobic,replacement%20percentage%20of%20just%20under%2010%20percent.

³ From EIA: <https://www.eia.gov/consumption/residential/>



applications (such as commercial ovens and other applications that require high heat)⁴. For industrial users, natural gas is primarily used in processes that require high heat, such as kilning timber or roasting coffee⁵. For HVAC and low-temperature water heating (ex. laundry or bathing), heat pump technology is readily available and cost-effective, especially when implemented when the system is already due for replacement. Heat pumps move heat instead of creating it, using roughly 1/4 of the energy per unit of heat as natural gas⁶. Converting air and water heating from natural gas to heat pumps provides substantial GHG reductions (which will only become greater as the electricity grid decarbonizes), increases climate resilience because heat pumps also provide cooling in the summer, and decreases energy usage overall.

This action can take place at the residential and commercial levels and the City of Sumner can decrease its own emissions and buffer itself against future energy cost increases by converting those buildings under its own control at the normal point of replacement.

Strategy 2: Install solar panels where possible

Although solar energy at the utility scale is increasingly cost effective, communities can decrease their own costs and increase their own resilience by installing rooftop solar. Project Sunroof⁷ estimates 354,000 MWh of solar capacity on rooftops in Sumner. In comparison, Sumner consumed roughly 59,000 MWhs of electricity in 2022, less than 20% of estimated solar potential. The City can assist residents in adding solar through incentives, streamlining permitting, and education. The City of Sumner can also lower its emissions and decrease its energy costs by installing cost effective solar on public buildings.

GHG Reduction Strategies Overview—Transportation

Emissions from transportation can be reduced in two main ways:

1. Decrease VMT
2. Switch to lower emissions fuels for the remaining vehicles.

The VMT reduction plan already comprehensively covers actions that the City can take to reduce VMT. Therefore, these strategies will focus on reducing emissions from the remaining vehicle miles.

Strategy 1: Electrify vehicles wherever possible

Over the course of their lifetimes, electric vehicles emit a fraction of the GHGs that gasoline and diesel vehicles do. Even given the increased manufacturing emissions for an electric vehicle, it only takes a few thousand miles for an electric vehicle to be a better choice. The State of Washington, through its Zero Emission Vehicles Standard, is restricting the sale of vehicles with internal combustion engines through 2035 when all new light duty vehicles must be all electric. This shift is going to require supporting infrastructure to be successful, much as gas stations are located on street corners across the country to support gas cars. While most people, especially those in single family homes with off-street parking, will charge primarily at home, residents of multifamily housing or people traveling long distances will need additional infrastructure to enable them to switch away from gas vehicles.

⁴ From EIA: <https://www.eia.gov/consumption/commercial/>

⁵ From EIA: <https://www.eia.gov/consumption/manufacturing/>

⁶ International Energy Agency: <https://www.iea.org/reports/the-future-of-heat-pumps/executive-summary>

⁷ Google's Project Sunroof: <https://sunroof.withgoogle.com/data-explorer/place/ChIJBOAM6nxVkJFQRgEN-s9BTgVY/>

The City of Sumner can support this by installing chargers at destinations where people may stay for a relatively long period of time (such as workplaces and shopping destinations) and by helping existing multifamily housing complexes to increase their EV charging infrastructure. Existing multifamily housing is a particularly good place to focus action because EV adoption by multifamily residents lags behind single family residents⁸ and because the updated building codes require EV infrastructure in new multifamily buildings.

The City of Sumner can lead by example by converting its fleet to electric wherever possible and cost effective, focusing on vehicles with the most mileage. The City can also lead by example by installing level 3 chargers in public destinations and level 2 chargers in its workplace lots according to state regulations.

Strategy 2: Use low carbon fuels

Some vehicle types are harder to electrify than others. For very heavy-duty vehicles and some other specialty vehicles, there may not yet be affordable or feasible electric options. For these vehicles and while the fleet is electrifying, there are renewable fuel options. Renewable diesel (R99) is chemically equivalent to fossil diesel and can be used as a “drop in fuel” in nearly all engines that run on conventional diesel. This product is different from biodiesel, which must be blended (usually 5%, B5) with fossil diesel to avoid engine damage.

While R99 has not been previously widely available in Washington, it is in common use in California and Oregon. Because the new Cap and Invest program in Washington is subsidizing the market, the supply of R99 in Washington is expected to increase substantially, especially once planned refineries in the Pacific Northwest come online.

The City can directly ask its fuel suppliers to provide R99 and provide education to local fuel distributors to do the same.

GHG Reduction Strategies Overview—Food and Goods

Other sources of GHG emissions constitute about 10% of local emissions in 2022 and about 16% of remaining emissions in 2050. Waste emissions, especially, are unaddressed by any state-wide actions and are one area where residents of Sumner can take individual action. In addition to these local emissions, imported emissions from the production of food and goods consumed within the City are roughly equivalent in scale to local emissions. Strategies that encourage decreased consumption and waste avoidance decrease emissions from both waste and production of food and goods.

Strategy 1: Decrease Consumption and Waste

In 2019, the State of Washington determined that it produced 1.2 million tons of food waste every year, 35% of which was edible⁹. Globally, the United Nations estimates that about 1/3 of all food generated for human consumption is wasted.¹⁰ Not only does that mean money, land, water, and emissions put toward food that is never consumed, but it also means increased organic matter in our

⁸ Plug in America, “The Expanding EV Market: Observations in a year of growth”, 2022
<https://pluginamerica.org/wp-content/uploads/2022/03/2022-PIA-Survey-Report.pdf>

⁹ Washington Department of Ecology: <https://ecology.wa.gov/waste-toxics/reducing-recycling-waste/organics-and-food-waste/sustainable-food-center/use-food-well-washington-plan>

¹⁰ The Food and Agriculture Organization of the United Nations: <https://www.fao.org/food-systems/en/>

landfills which generates methane, a potent greenhouse gas. Decreasing food waste saves money, increases food security and decreases emissions. The State of Washington has a goal of decreasing food waste by 50% compared to the 2019 baseline by 2030. The City of Sumner should support the state with educational programs about food storage and meal planning as well as programs to divert food waste that is still good for human consumption.

Strategy 2: Increase Recycling and Composting

Emissions associated with the waste stream are small in comparison to the emissions associated with producing the goods that comprise the waste in the first place. The primary greenhouse gas benefits of recycling come from displacing the use of new raw materials in the manufacturing process. Every item of plastic that is recycled represents new petroleum that is not processed into virgin plastic. The cleaner and higher quality the recycling stream is, the more likely it is to be purchased by a manufacturer and displace the use of virgin material. The City of Sumner can support local recycling efforts and help with education surrounding recycling procedures. Glass recycling is currently not included in the County's single stream program. The County has drop-off sites that will accept glass for recycling, but residents must transport the material there on their own. The City could increase glass recycling with an educational program to let people know where to go.

Food waste, when composted and applied to the land in place of chemical fertilizer represents a removal of methane-emitting material from the landfill and a decrease in emissions intensive fertilizer manufacturing. If this composting happens in a contained, anaerobic digestion facility it can also produce biomethane, which can be used to offset fossil natural gas. The City can support composting programs and support anaerobic digestion programs or projects that would process the city's waste.

Looking Ahead

These strategies are not projected to bring down emissions sufficiently to reach the net zero by 2050 goal. There are large sources of emissions that are difficult to address. Diesel and industrial natural gas are two prime examples. For diesel, renewable fuel sources will provide a bridge until battery or other zero emissions technologies become sufficient for all the current diesel uses. For industrial heat, it is sometimes difficult or impossible to produce enough heat fast enough with electricity for some industrial processes. Renewable natural gas or hydrogen are good solutions for this problem, but the supplies of renewable natural gas and renewable hydrogen are limited. By shifting building water and air heating away from natural gas, the supply of renewable natural gas can be preserved for uses where it is critical.

By addressing the sources of emissions where there are cost-effective, technologically achievable solutions, the City of Sumner takes important action to avert the worst effects of climate change. As new technologies and solutions become available, Sumner will continue to update their strategies, to ultimately achieve zero by 2050.

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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.