



Committee Members: (Chair) Councilmember Elfers, Deputy Mayor Cole, Councilmember Kenna
(Alternate Councilmember Bowman)

Staff: Community & Economic Development Director Ryan Windish

The city is conducting this public meeting using a hybrid model. The public is welcome to attend tonight's meeting in-person at City Hall (First Floor Conference Room), or virtually by using the meeting access link below.

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COMMITTEE MEMBERS

COMMITTEE BUSINESS

1. Hops Alley Construction Contract Award
2. Update to the Commute Trip Reduction Plan 2025-2029

REPORTS

1. Permit Activity Report - 2024

ADJOURNMENT

SUBJECT: Hops Alley Construction Contract Award

CATEGORY: Consent

BUDGET IMPACT:

Expenditure Required: \$3,238,272.96

Within Budget Allocation: Yes

ATTACHMENTS:

1. Construction Contract
-

STAFF CONTACT: Drew McCarty, Assistant Engineering Manager

SUMMARY BACKGROUND:

The City has worked to re-imagine Reuben Knoblauch Heritage Park as a more active, useful heart of the City for special events and everyday use. The City will also be activating the adjacent alley, naming it Hops Alley, to serve as a flexible event space and for a more accessible and inviting parking area for its daily use.

Four (4) bids were received on February 18, 2025 for this project. The lowest responsible bidder was submitted by Neeley Construction Company, with a base bid amount of \$1,713,881.96, Additive Alternative #1 bid amount of \$1,499,635.35, and Additive Alternate #2 bid amount of -\$269,632.80 for a total bid amount of \$2,943,884.51. With a 10% construction contingency, the low bid is \$3,238,272.96. The engineer's estimate for this project was \$4,284,559.80.

The Contractor will have one hundred and sixty-five (165) days to complete the project.

COUNCIL COMMITTEE/STUDY SESSION: Community Development Committee

MEETING/STUDY SESSION DATE: 2/27/2025

COMMITTEE RECOMMENDATION: Do Pass

STAFF RECOMMENDATIONS/MOTION:

A motion authorizing the Mayor and City Administrator to execute all necessary contract documents with Neeley Construction Company, in an amount not-to-exceed \$3,238,272.96 for the Hops Alley/Heritage Park Phase 2 project (CIP 24-10), substantially in a form approved by the City Attorney.

PUBLIC WORKS CONTRACT
between City of Sumner and
Neeley Construction Company

THIS AGREEMENT, made and entered into this day _____, between the City of Sumner under and by virtue of Title 35 RCW (Cities and towns) as amended and Neeley Construction Company, hereinafter called the Contractor.

WITNESSETH:

That in consideration of the terms and conditions contained herein and attached and made a part of this agreement, the parties hereto covenant and agree as follows:

I. The Contractor shall do all work and furnish all tools, materials and equipment for

Exhibit A - Hops Alley/Heritage Park Phase 2 (CIP 24-10)

in accordance with and as described in the (a) attached plans and specifications, (b) the standard specifications of the Washington State Department of Transportation, and (c) all other documents, specifications, provisions and required regulations contained in the Bid Document package provided at bid opening, all of which are considered the "Contract Documents" and are incorporated herein by this reference and made part hereof as if fully set forth in this contract, and, shall perform any changes in the work in accord with the Contract Documents.

The Contractor shall provide and bear the expense of all equipment, work and labor, of any sort whatsoever that may be required for the transfer of materials and for constructing and completing the work provided for in these Contract Documents except those items mentioned therein to be furnished by the City of Sumner.

II. The City of Sumner hereby promises and agrees with the Contractor to employ, and does employ the Contractor to provide the materials and to do and cause to be done the above described work and to complete and finish the same in accord with the attached plans and specifications and the terms and conditions herein contained and hereby contracts to pay for the same according to the attached specifications and the schedule of unit or itemized prices at the time and in the manner upon the conditions provided for in this contract. The Contractor for himself/herself, and for his/her heirs, executors, administrators, successors, and kin, does hereby agree to the full performance of all the covenants herein contained upon the part of the Contractor.

III. **Insurance and Indemnity.** The following insurance and indemnification provisions shall apply to all of the above described work.

The Contractor shall defend, indemnify and hold the Public Entity, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of the Public Entity.

Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the Public Entity, its officers, officials, employees, and volunteers, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

A. Insurance Term

The Contractor shall procure and maintain insurance, as required in this Section, without interruption from commencement of the Contractor's work through the term of the contract and for thirty (30) days after the Physical Completion date, unless otherwise indicated herein.

B. No Limitation

The Contractor's maintenance of insurance, its scope of coverage and limits as required herein shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the Public Entity's recourse to any remedy available at law or in equity.

C. Minimum Scope of Insurance

The Contractor's required insurance shall be of the types and coverage as stated below:

1. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be at least as broad as Insurance Services Office (ISO) form CA 00 01.
2. Commercial General Liability insurance shall be at least as broad as ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, stop gap liability, independent contractors, products-completed operations, personal injury and advertising injury, and liability assumed under an insured contract. The Commercial General Liability insurance shall be endorsed to provide a per project general aggregate limit, using ISO form CG 25 03 05 09 or an equivalent endorsement. There shall be no exclusion for liability arising from explosion, collapse or underground property damage. The Public Entity shall be named as an additional insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the Public Entity using ISO Additional Insured endorsement CG 20 10 10 01 and Additional Insured-Completed

Operations endorsement CG 20 37 10 01 or substitute endorsements providing at least as broad coverage.

3. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
4. Builders Risk insurance covering interests of the Public Entity, the Contractor, Subcontractors, and Sub-subcontractors in the work. Builders Risk insurance shall be on a special perils policy form and shall insure against the perils of fire and extended coverage and physical loss or damage including flood, earthquake, theft, vandalism, malicious mischief, and collapse. The Builders Risk insurance shall include coverage for temporary buildings, debris removal, and damage to materials in transit or stored off-site. This Builders Risk insurance covering the work will have a deductible of \$5,000 for each occurrence, which will be the responsibility of the Contractor. Higher deductibles for flood and earthquake perils may be accepted by the Public Entity upon written request by the Contractor and written acceptance by the Public Entity. Any increased deductibles accepted by the Public Entity will remain the responsibility of the Contractor. The Builders Risk insurance shall be maintained until the Public Entity has granted substantial completion of the project. An installation floater may be acceptable in lieu of Builders Risk for renovation projects only if approved in writing by the Public Entity.

D. Minimum Amounts of Insurance

The Contractor shall maintain the following insurance limits:

1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$2,000,000 per accident.
2. Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate and a \$2,000,000 products-completed operations aggregate limit.
3. Builders Risk insurance shall be written in the amount of the completed value of the project with no coinsurance provisions.

E. Public Entity Full Availability of Contractor Limits

If the Contractor maintains higher insurance limits than the minimums shown above, the Public Entity shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Contractor, irrespective of whether such limits maintained by the Contractor are greater than those required by this contract or whether any certificate of insurance furnished to the Public Entity evidences limits of liability lower than those maintained by the Contractor.

F. Other Insurance Provision

The Contractor's Automobile Liability, Commercial General Liability and Builders Risk insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the Public Entity. Any insurance, self-insurance, or self-insured pool coverage maintained by the Public Entity shall be excess of the Contractor's insurance and shall not contribute with it.

G. Contractor's Insurance for Other Losses

The Contractor shall assume full responsibility for all loss or damage from any cause whatsoever to any tools, Contractor's employee owned tools, machinery, equipment, or motor vehicles owned or rented by the Contractor, or the Contractor's agents, suppliers, contractors or subcontractors as well as to any temporary structures, scaffolding and protective fences.

H. Waiver of Subrogation

The Contractor and the Public Entity waive all rights against each other, any of their Subcontractors, Sub-subcontractors, agents and employees, each of the other, for damages caused by fire or other perils to the extent covered by Builders Risk insurance or other property insurance obtained pursuant to the Insurance Requirements Section of this Contract or other property insurance applicable to the work. The policies shall provide such waivers by endorsement or otherwise.

I. Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best rating of not less than A: VII.

J. Verification of Coverage

The Contractor shall furnish the Public Entity with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsements, evidencing the Automobile Liability and Commercial General Liability insurance of the Contractor before commencement of the work. Before any exposure to loss may occur, the Contractor shall file with the Public Entity a copy of the Builders Risk insurance policy that includes all applicable conditions, exclusions, definitions, terms and endorsements related to this project. Upon request by the Public Entity, the Contractor shall furnish certified copies of all required insurance policies, including endorsements, required in this contract and evidence of all subcontractors' coverage.

K. Subcontractors

The Contractor shall cause each and every Subcontractor to provide insurance coverage that complies with all applicable requirements of the Contractor-provided insurance as set forth herein, except the Contractor shall have sole responsibility for determining the limits of coverage required to be obtained by Subcontractors. The Contractor shall ensure that the Public Entity is an additional insured on each and every Subcontractor's Commercial General liability insurance policy using an endorsement as least as broad as ISO CG 20 10 10 01 for ongoing operations and CG 20 37 10 01 for completed operations.

L. Notice of Cancellation

The Contractor shall provide the Public Entity and all Additional Insureds for this work with written notice of any policy cancellation within two business days of their receipt of such notice.

M. Failure to Maintain Insurance

Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the Public Entity may, after giving five business days' notice to the Contractor to correct the breach, immediately terminate the contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the Public Entity on demand, or at the sole discretion of the Public Entity, offset against funds due the Contractor from the Public Entity.

N. Additional Insurance

All insurance policies, with the exception of Workers Compensation, and of Professional Liability and Builder's Risk (if required by this Contract) shall name the following listed entities as additional insured(s) using the forms or endorsements required herein:

- the Contracting Agency and its officers, elected officials, employees, agents, and volunteers

The above-listed entities shall be additional insured(s) for the full available limits of liability maintained by the Contractor, irrespective of whether such limits maintained by the Contractor are greater than those required by this Contract, and irrespective of whether the Certificate of Insurance provided by the Contractor pursuant to describes limits lower than those maintained by the Contractor.

For Commercial General Liability insurance coverage, the required additional insured endorsements shall be at least as broad as ISO forms CG 20 10 10 01 for ongoing operations and CG 20 37 10 01 for completed operations.

IV. Contractor's Employees – Employment Eligibility Requirements (E-Verify).

The Contractor and any subcontractors shall comply with E-Verify as set forth in Sumner Municipal Code Chapter 3.30. E-Verify is an Internet-based system operated by United States Citizenship and Immigration Services in partnership with the Social Security Administration. E-Verify is free to employers and is available in all 50 states. E-Verify provides an automated link to federal databases to help employers determine employment eligibility of new hires and the validity of their Social Security numbers. The Contractor shall enroll in, participate in and document use of E-Verify as a condition of the award of this contract. The Contractor shall continue participation in E-Verify throughout the course of the Contractor's contractual relationship with the City. If the Contractor uses or employs any subcontractor in the performance of work under this contract, or any subsequent renewals, modifications or extension of this contract, the subcontractor shall register in and participate in E-Verify and certify such participation to the Contractor. Upon execution of this Contract, the Contractor shall provide proof

of compliance with this section by filling out and signing the attached Certification of Compliance with Sumner's Municipal Code 3.30 "E-Verify" attached hereto as Exhibit B.

V. It is further provided that no liability shall attach to the City of Sumner by reason of entering into this contract except as provided herein.

VI. Debarment. The Contractor must certify that it, and its subcontractors, have not been and are not currently on the Federal or the Washington State Debarment List and if the Contractor or its subcontractors become listed on the Federal or State Debarment List, the City will be notified immediately.

VII. Application of Uniform Guidance. If this contract involves the use, in whole or in part, of federal award(s), provisions (A)-(J) in Appendix II to Part 200 of the Uniform Guidance (2 CFR Ch. 11 (1-1-14 edition)) are hereby incorporated, as applicable, as if fully set forth herein. See attached Exhibit C.

IN WITNESS WHEREOF, the Contractor has executed this instrument, on the day and year first below written and the Local Agency Approving Authority has caused this instrument to be executed by and in the name of said City of Sumner the day and year first above written.

CONTRACTOR:	CITY OF SUMNER:
By: _____ (signature)	By: _____ (signature)
Print Name: _____	Print Name: <u>Kathy Hayden</u>
Its _____ (Title)	Its <u>Mayor</u> (Title)
DATE: _____	DATE: _____
	By: _____ (signature)
	Print Name: <u>Jason Wilson</u>
	Its <u>City Administrator</u> (Title)
	DATE: _____
	Attest: _____ Approved as to form: _____
	City Clerk _____ City Attorney _____
	DATE: _____ DATE: _____

NOTICES TO BE SENT TO: CONTRACTOR: Neeley Construction Company Mitch Neeley, President 111 23rd Street SE Puyallup, WA 98372 253-845-8838 bids@neeleycorp.com	NOTICES TO BE SENT TO: CITY OF SUMNER: Alisa O'Haver-Ayala, Public Works Deputy Director – Engineering / City Engineer City of Sumner 1104 Maple Street Sumner, WA 98390 253-299-5703 alisao@sumnerwa.gov
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EXHIBIT A
PROPOSAL – SIGNATURE PAGE

The bidder is hereby advised that by signature of this proposal he/she is deemed to have acknowledged all requirements and signed all certificates contained herein.

A proposal guaranty in an amount of five percent (5%) of the total bid, based upon the approximate estimate of quantities at the above prices and in the form as indicated below is attached hereto:

Cash ☐ In the Amount of _____
Cashier's Check ☐ _____ Dollars
Certified Check ☐ (\$ _____) Payable to the City of Sumner
Proposal Bond ☒ In the Amount of 5% of the Bid
Receipt is hereby acknowledged of addendum(s) No.(s) 1 , 2 , & 3

Signature of Authorized Official(s)

Proposal

Must be

Signed →

Title:

Firm Name:

Address:

Mitch Neeley

President

Neeley Construction Company

111 23rd Street SE

Puyallup, WA 98372

State of
Washington
Contractor's
License
No.:

NEELECC853RB

Federal ID
No.

91-0759164

UBI #

275 004 829

Note:

- (1) This proposal form is not transferable and any alteration of the firm's name entered hereon without prior permission from the City of Sumner will be cause for considering the proposal irregular and subsequent rejection of the bid.
- (2) Please refer to Section 1-02.6 of the standard specifications, re: "Preparation of Proposal," or "Item 6" of the Instruction to Bidders for building construction jobs.
- (3) Should it be necessary to modify this proposal either in writing or by electronic means, please make reference to the following proposal number in your communication: CIP 24-10.

PROPOSAL

To: City of Sumner

1. Pursuant to and in compliance with your Advertisement for Bids and the other documents relating thereto, the undersigned Bidder, having familiarized himself with the terms of the project related to those items herein bid, being aware of the local conditions affecting the performance of a Contract covering the items bid, having knowledge of the cost of the work at the place where the work is to be done and having familiarized himself with the Contract Documents, hereby proposes and agrees to perform the work and/or to furnish the equipment, any or all of the labor, materials, tools, expendable equipment and all utility and transportation services necessary to perform a Contract covering any or all of those items herein bid and to complete in a workmanlike manner all work covered by said Contract in connection with the Owner's **HERITAGE PARK PHASE 2, CIP 24-10**, for the amounts stated below including sales tax for the base bid and additives based on the schedule of prices.

2. AREA 1 – ALLEY BASE BID \$ ~~1,699,208.96~~ \$1,713,881.96

3. Additives. Owner may accept all, part, or none of listed Additive Bids listed below. Apparent low bidder selection may be based on the total of the Base Bid plus those additive bids the Owner chooses to accept (at sole discretion of Owner).

a. AREA 2 – PARK ADD ALTERNATIVE #1 \$ 1,499,635.35

b. AREA 2 – PARK ADD ALTERNATIVE #2 \$ ~~(252,988.80)~~ (\$269,632.80)

c. AREA 2 – PARK ADD ALTERNATIVE #3 \$ 109,500. NOT USED

4. BID ITEMS (See Special Provisions and Standard Specifications for description of bid items)

Schedule of Prices
Base Bid
Heritage Park Improvements - Area 1 Alley
Sumner, WA

Item No.	Estimated Quantity	Unit	Description of Item	Spec Sect.	Unit Price	Amount
Heritage Park - Area 1 Alley						
101	1	LS	Construction Surveying	1-05	Lump Sum	\$ <u>20,000.</u>
102	1	LS	ADA Features Surveying	1-05	Lump Sum	\$ <u>1500.</u>
103	1	LS	Record Drawings	1-05	Lump Sum	\$ <u>2500.</u>
104	-	FA	Property Restoration	1-07	\$10,000.00	\$10,000.00
105	1	LS	Mobilization	1-09	Lump Sum	\$ <u>60,000.</u>
106	1	LS	Project Temporary Traffic Control	1-10	Lump Sum	\$ <u>5000.</u>
107	1	LS	Clearing and Grubbing	2-01	Lump Sum	\$ <u>20,000.</u>
108	1	LS	Removal of Structure and Obstructions	2-02	Lump Sum	\$ <u>45,000.</u>
109	10	EA	Potholing	2-02	\$ <u>300.</u>	\$ <u>3000.</u>
110	50	CY	Unsuitable Foundation Excavation Including Haul	2-03	\$ <u>240.</u>	\$ <u>12,000.</u>
111	1	LS	Excavation, Embankment, and Grading	2-03	Lump Sum	\$ <u>20,000</u>
112	1	LS	Shoring or Extra Excavation Class B	2-09	Lump Sum	\$ <u>25,000</u>
113	-	FA	Hazardous Material Removal	2-13	\$15,000.00	\$15,000.00
114	500	SF	Replacement Cement Concrete Panel	5-01	\$ <u>30.</u>	\$ <u>15,000.</u>
115	2,150 2,200	SF	Porous Hot Mix Asphalt (PHMA)	5-04	\$ <u>16.</u>	\$ <u>35,200.</u>
116	6,100 6,600	SF	HMA CL. 1/2in. PG 64H-22	5-04	\$ <u>9.</u>	\$ <u>59,400.</u>

Schedule of Prices
Base Bid
Heritage Park Improvements - Area 1 Alley
Sumner, WA

Item No.	Estimated Quantity	Unit	Description of Item	Spec Sect.	Unit Price	Amount
117	650 450	SF	Heavy-Duty Cement Concrete Type 1	5-05	\$ <u>30.</u>	\$ <u>13500.</u>
118	1	LS	Stormwater System Complete	7-06	Lump Sum	\$ <u>100,000.</u>
119	1	LS	Water System Complete	7-10	Lump Sum	\$ <u>100,000.</u>
120	1	LS	Sanitary Sewer System Complete	7-16	Lump Sum	\$ <u>10,000.</u>
121	1	LS	Erosion/Water Pollution Control Erosion Control and Water Pollution Prevention	8-01	Lump Sum	\$ <u>10,000.</u>
122	228	LF	Root Barrier	8-02	\$ <u>12.</u>	\$ <u>2736.</u>
123	18	CY	Mulch	8-02	\$ <u>75.</u>	\$ <u>1350.</u>
124	200	CY	Topsoil A	8-02	\$ <u>60.</u>	\$ <u>12,000.</u>
125	10	EA	Planting Trees PSIFE (Trees provided by owner)	8-02	\$ <u>300.</u>	\$ <u>3000.</u>
126	10	EA	Planting – ALLIUM STIPITATUM 'WHITE GIANT' 1 GAL. BULB - PSIFE	8-02	\$ <u>15.</u>	\$ <u>150.</u>
127	17	EA	Planting –ALLIUM GIGANTEUM 1 GAL. BULB - PSIFE	8-02	\$ <u>15.</u>	\$ <u>255.</u>
128	16 20	EA	Planting – ALLIUM 'MILLENIUM' 1 GAL. 4" POT - PSIFE	8-02	\$ <u>20.</u>	\$ <u>400.</u>
129	83	EA	Planting – ACHILLEA 'MOONSHINE' 1 GAL. - PSIFE	8-02	\$ <u>20</u>	\$ <u>1660.</u>
130	112	EA	Planting – ARMERIA MARITIMA 1 GAL. 4" POT - PSIFE	8-02	\$ <u>12.</u>	\$ <u>1344.</u>
131	6	EA	Planting – ARCTOSTAPHYLOS UVA-URSI - 1 GAL. - PSIFE	8-02	\$ <u>20.</u>	\$ <u>120.</u>
132	57	EA	Planting – BOUTELOUA GRACILIS 'BLONDE AMBITION'– 1 GAL. - PSIFE	8-02	\$ <u>22.</u>	\$ <u>1254.</u>

Schedule of Prices
Base Bid
Heritage Park Improvements - Area 1 Alley
Sumner, WA

Item No.	Estimated Quantity	Unit	Description of Item	Spec Sect.	Unit Price	Amount
133	21	EA	Planting – CALLUNA VULGARIS 'SPRING TORCH' – 1 GAL. - PSIFE	8-02	\$ <u>25.</u>	\$ <u>525.</u>
134	264	EA	Planting – CAMASSIA QUAMASH 1 GAL. BULB - PSIFE	8-02	\$ <u>7.</u>	\$ <u>1848.</u>
135	21	EA	Planting – CALLUNA VULGARIS 'SPRING TORCH' – 1 GAL. - PSIFE NOT USED	8-02	\$ _____	\$ _____
136	10	EA	Planting – CORNUS SERICEA 'KELSEYI' – 1 GAL. - PSIFE	8-02	\$ <u>22.</u>	\$ <u>220.</u>
137	17	EA	Planting – DICENTRA FORMOSA 1 GAL. 4" POT - PSIFE	8-02	\$ <u>12.</u>	\$ <u>204.</u>
138	12	EA	Planting – DAPHNE X MEDFORDENSIS 'LAWRENCE CROCKER' – 1 2 GAL. - PSIFE	8-02	\$ <u>45.</u>	\$ <u>540.</u>
139	51	EA	Planting – FESTUCA IDAHOENSIS 1 GAL. 4" POT - PSIFE	8-02	\$ <u>10.</u>	\$ <u>510.</u>
140	7	EA	Planting – GAULTHERIA SHALLON 1 GAL. - PSIFE	8-02	\$ <u>22.</u>	\$ <u>154.</u>
141	18-20	EA	Planting – IBERIS SEMPERVIRENS 1 GAL. 4" POT. - PSIFE	8-02	\$ <u>12.</u>	\$ <u>240.</u>
142	31	EA	Planting – LIRIOPE SPICATA 1 GAL. 4" POT. - PSIFE	8-02	\$ <u>12.</u>	\$ <u>372.</u>
143	85-82	EA	Planting – NARCISSUS 1 GAL. BULB. - PSIFE	8-02	\$ <u>8.</u>	\$ <u>656.</u>
144	6 9	EA	Planting – PENNISETUM ALOPECUROIDES 'HAMELN' - 1 GAL. - PSIFE	8-02	\$ <u>22.</u>	\$ <u>198.00</u>
145	9	EA	Planting – PRUNUS LAUROCERASUS 'MT VERNON' - 1 GAL. - PSIFE	8-02	\$ <u>22.</u>	\$ <u>198.</u>
146	7	EA	Planting – PARAHEBE PERFOLIATA 1 GAL. - PSIFE	8-02	\$ <u>35.</u>	\$ <u>245.</u>
147	3	EA	Planting – PROSTANTHERA CUNEATA 1 2 GAL. - PSIFE	8-02	\$ <u>70.</u>	\$ <u>210.</u>
148	17 18	EA	Planting – RUDBECKIA FULGIDA 'GOLDSTURM' -1 GAL. - PSIFE	8-02	\$ <u>20.</u>	\$ <u>360.</u>

Schedule of Prices
Base Bid
Heritage Park Improvements - Area 1 Alley
Sumner, WA

Item No.	Estimated Quantity	Unit	Description of Item	Spec Sect.	Unit Price	Amount
149	25	EA	Planting – SMILACINA RACEMOSA 1 GAL. 4" POT - PSIFE	8-02	\$ <u>25.</u>	\$ <u>625.</u>
150	62 64	EA	Planting – SESLERIA AUTUMNALIS 1 GAL. - PSIFE	8-02	\$ <u>20.</u>	\$ <u>1280.</u>
151	29	EA	Planting – TRILLIUM OVATUM 1 GAL. 4" POT – PSIFE	8-02	\$ <u>25.</u>	\$ <u>725.</u>
152	32 38	EA	Planting – THYMUS SERPYLLUM 1 GAL. 4" POT. – PSIFE	8-02	\$ <u>15.</u>	\$ <u>570.</u>
153	2	EA	Planting – VACCINIUM OVATUM ± 3 GAL. – PSIFE	8-02	\$ <u>65.</u>	\$ <u>130.</u>
154	10	EA	Planting – HUMULUS LUPULUS 1 GAL. – PSIFE	8-02	\$ <u>30.</u>	\$ <u>300.</u>
155	1	LS	Irrigation System – Complete	8-03	Lump Sum	\$ <u>40,000</u>
156	45	LF	Cement Concrete Traffic Curb and Gutter	8-04	\$ <u>80.</u>	\$ <u>3600.</u>
157	480	LF	Cement Concrete Traffic Curb	8-04	\$ <u>60.</u>	\$ <u>28,800.</u>
158	280 290	LF	Cement Concrete Pedestrian Curb Type 1	8-04	\$ <u>70.</u>	\$ <u>20,300.</u>
159	90	LF	Cement Concrete Pedestrian Curb Type 2	8-04	\$ <u>120.</u>	\$ <u>10,800.</u>
160	25	LF	Cement Concrete Pedestrian Curb Type 3	8-04	\$ <u>120.</u>	\$ <u>3000.</u>
161	100	LF	Cement Concrete Pedestrian Curb Cap	8-04	\$ <u>110.</u>	\$ <u>11,000.</u>
162	190	SF	Commercial Concrete Driveway	8-06	\$ <u>35.</u>	\$ <u>6650.</u>
163	1,080	SF	Unit Pavers	8-14	\$ <u>20.</u>	\$ <u>21,600.</u>
164	350	SF	Cement Concrete Sidewalk Type 1	8-14	\$ <u>15.</u>	\$ <u>5250.</u>
165	1,370	SF	Cement Concrete Sidewalk Type 2	8-14	\$ <u>18.</u>	\$ <u>24,660.</u>

Schedule of Prices
Base Bid
Heritage Park Improvements - Area 1 Alley
Sumner, WA

Item No.	Estimated Quantity	Unit	Description of Item	Spec Sect.	Unit Price	Amount
166	60 50	SF	Detectable Warning Surface	8-14	\$ <u>28.</u>	\$ <u>1400.</u>
167	1	LS	Site Electrical System Complete	8-20	Lump Sum	\$ <u>16000.</u>
168	1	LS	Site Illumination System Complete	8-20	Lump Sum	\$ <u>200000.</u>
169	1	LS	Permanent Signing	8-21	Lump Sum	\$ <u>3000.</u>
170	1	LS	Pavement Marking	8-22	Lump Sum	\$ <u>3000.</u>
171	19	EA	Cement Concrete Wheel Stop	8-26	\$ <u>150.</u>	\$ <u>2850.</u>
172	3	EA	Removable Bollard	8-27	\$ <u>300.</u>	\$ <u>9000.</u>
173	3	EA	Removable Bollard Relocation	8-27	\$ <u>600.</u>	\$ <u>1800</u>
174	1	LS	Trash Enclosure – Concrete	8-33	Lump Sum	\$ <u>50000</u>
175	1	LS	Trash Enclosure – Metal Fence and Gates	8-33	Lump Sum	\$ <u>90000</u>
176	1	LS	Trash Enclosure – Roof Structure	8-33	Lump Sum	\$ <u>6000.</u>
177	85	LF	Cable Rail Fence	8-34	\$ <u>200.</u>	\$ <u>17000.</u>
178	1	LS	Vertical Screen Structure	8-35	Lump Sum	\$ <u>15000</u>
179	2	EA	Alley Entry Signs	8-36	\$ <u>36000</u>	\$ <u>72000.</u>
180	18	EA	Planting Soil Cells	8-37	Lump Sum	\$ <u>18000</u>
181	130 160	LF	Metal Planter Wall	8-38	\$ <u>500.</u>	\$ <u>80000.</u>
182	110	LF	Timber Bench (Type A, B, C, D, E, F)	8-39	\$ <u>400.</u>	\$ <u>44000.</u>

Schedule of Prices Base Bid Heritage Park Improvements - Area 1 Alley Sumner, WA						
Item No.	Estimated Quantity	Unit	Description of Item	Spec Sect.	Unit Price	Amount
			Subtotal		\$1,565,189.00	\$1,551,789.00
			Sales Tax (9.5%)		\$148,692.96	\$1,700,481.96
			Total		\$1,713,881.96	\$1,699,208.96

Schedule of Prices
Add Alternative #1
Heritage Park Improvements – Area 2 Park
Sumner, WA

Item No.	Estimated Quantity	Unit	Description of Item	Spec Sect.	Unit Price	Amount
Heritage Park – Area 2 Park – Add Alternative #1						
201	1	LS	Construction Surveying	1-05	Lump Sum	\$ <u>10000</u>
202	1	LS	ADA Features Surveying	1-05	Lump Sum	\$ <u>100 100</u>
203	1	LS	Record Drawings	1-05	Lump Sum	\$ <u>2500</u>
204	-	FA	Property Restoration	1-07	\$10,000.00	\$10,000.00
205	1	LS	Mobilization	1-09	Lump Sum	\$ <u>30000</u>
206	1	LS	Project Temporary Traffic Control	1-10	Lump Sum	\$ <u>2500 2500</u>
207	1	LS	Clearing and Grubbing	2-01	Lump Sum	\$ <u>40000 5000</u>
208	1	LS	Removal of Structure and Obstructions	2-02	Lump Sum	\$ <u>2500 4000</u>
209	10	EA	Potholing	2-02	\$ <u>250</u>	\$ <u>2500</u>
210	50	CY	Unsuitable Foundation Excavation Including Haul	2-03	\$ <u>220</u>	\$ <u>11000</u>
211	1	LS	Excavation, Embankment, and Grading	2-03	Lump Sum	\$ <u>90000</u>
212	1	LS	Shoring or Extra Excavation Class B	2-09	Lump Sum	\$ <u>10000</u>
213	-	FA	Hazardous Material Removal	2-13	\$15,000.00	\$15,000.00
214	7,400	SF	Heavy-Duty Cement Concrete Type 2	5-05	\$ <u>25</u>	\$ <u>185000</u>
215	1	LS	Stormwater-System Complete	7-06	Lump Sum	\$ <u>60000</u>
216	1	LS	Water System Complete	7-10	Lump Sum	\$ <u>20000</u>

Schedule of Prices
Add Alternative #1
Heritage Park Improvements – Area 2 Park
Sumner, WA

Item No.	Estimated Quantity	Unit	Description of Item	Spec Sect.	Unit Price	Amount
217	1	LS	Erosion/Water Pollution Control Erosion Control and Water Pollution Prevention	8-01	Lump Sum	\$ <u>10,000</u>
218	166	CY	Topsoil A	8-02	\$ <u>50.</u>	\$ <u>8300</u>
219	18	CY	Mulch	8-02	\$ <u>2500</u> ^{70.}	\$ <u>2500</u> ^{1260.}
220	3	EA	Planting Trees PSIFE (Trees Provided by owner)	8-02	\$ <u>10000</u> ²⁵⁰	\$ <u>10000</u> ⁷⁵⁰
221	32	EA	Planting – ALLIUM STIPITATUM 'WHITE GIANT' 1 GAL. BULB – PSIFE	8-02	\$ <u>30000</u> ¹²	\$ <u>30000</u> ³⁸⁴
222	25	EA	Planting – ALLIUM GIGANTEUM 1 GAL. BULB. – PSIFE	8-02	\$ <u>14</u>	\$ <u>350</u>
223	35	EA	Planting – ALLIUM 'MILLENIUM' 1 GAL. 4" POT – PSIFE	8-02	\$ <u>8000</u> ²⁰	\$ <u>8000</u> ⁷⁰⁰
224	60	EA	Planting – ACHILLEA 'MOONSHINE' 1 GAL. – PSIFE	8-02	\$ <u>40000</u> ²⁰	\$ <u>40000</u> ¹²⁰⁰
225	29	EA	Planting – ARMERIA MARITIMA 1 GAL. 4" POT – PSIFE	8-02	\$ <u>250</u> ^{12.}	\$ <u>2500</u> ³⁴⁸
226	10	EA	Planting – ARCTOSTAPHYLOS UVA-URSI – 1 GAL. – PSIFE	8-02	\$ <u>220</u> ²⁰	\$ <u>11000</u> ²⁰⁰
227	15	EA	Planting – BOUTELOUA GRACILIS 'BLONDE AMBITION' – 1 GAL. – PSIFE	8-02	\$ <u>90000</u> ²⁰	\$ <u>90000</u> ⁵⁰⁰
228	25	EA	Planting – CALLUNA VULGARIS 'SPRING TORCH' – 1 GAL. – PSIFE	8-02	\$ <u>10000</u> ^{20.}	\$ <u>10000</u> ³⁰⁰
229	156	EA	Planting – CAMASSIA QUAMASH 1 GAL. BULB. – PSIFE	8-02	\$ <u>6</u>	\$ <u>936</u>
230	25	EA	Planting – CALLUNA VULGARIS 'SPRING TORCH' – 1 GAL. – PSIFE NOT USED	8-02	\$ _____	\$ _____
231	11	EA	Planting – CORNUS SERICEA 'KELSEYI' – 1 GAL. – PSIFE	8-02	\$ <u>20</u>	\$ <u>220</u>
232	3-12	EA	Planting – RHODODENDRON 'GLACIER' LAVANDULA ANGUSTIFOLIA 'HIDCOTE BLUE' - 1 GAL. - PSIFE	8-02	\$ <u>22</u>	\$ <u>264</u>

Schedule of Prices
Add Alternative #1
Heritage Park Improvements – Area 2 Park
Sumner, WA

Item No.	Estimated Quantity	Unit	Description of Item	Spec Sect.	Unit Price	Amount
233	28	EA	Planting – SMILACINA RACEMOSA 1 GAL. 4" POT - PSIFE	8-02	\$ <u>23</u>	\$ <u>644</u>
234	3	EA	Planting – RHODODENDRON 'GLACIER' 1 GAL. - PSIFE NOT USED	8-02	\$ _____	\$ _____
235	28	EA	Planting – SMILACINA RACEMOSA 1 GAL. - PSIFE NOT USED	8-02	\$ _____	\$ _____
236	43	EA	Planting – SESLERIA AUTUMNALIS 1 GAL. - PSIFE	8-02	\$ <u>20</u>	\$ <u>860</u>
237	20	EA	Planting – TRILLIUM OVATUM 1 GAL. 4" POT. - PSIFE	8-02	\$ <u>23</u>	\$ <u>460</u>
238	35	EA	Planting – THYMUS SERPYLLUM 1 GAL. 4" POT - PSIFE	8-02	\$ <u>13</u>	\$ <u>455</u>
239	XX	LF	Root Barrier NOT USED	8-02	\$ _____	\$ _____
240	31	EA	Planting – CORNUS UNALASCHKENSIS 1 GAL. - PSIFE	8-02	\$ <u>20</u>	\$ <u>620</u>
241	38	EA	Planting – DICENTRA FORMOSA 1 GAL. 4" POT - PSIFE	8-02	\$ <u>13</u>	\$ <u>494</u>
242	11	EA	Planting – DAPHNE X MEDFORDENSIS 'LAWRENCE CROCKER' – 1-2 GAL. - PSIFE	8-02	\$ <u>45</u>	\$ <u>495</u>
243	21	EA	Planting – FESTUCA IDAHOENSIS 1 GAL. 4" POT. - PSIFE	8-02	\$ <u>10</u>	\$ <u>210</u>
244	5	EA	Planting – GAULTHERIA SHALLON 1 GAL. - PSIFE	8-02	\$ <u>20</u>	\$ <u>100</u>
245	28	EA	Planting – IBERIS SEMPERVIRENS 1 GAL. 4" POT. - PSIFE	8-02	\$ <u>11</u>	\$ <u>308</u>
246	235	EA	Planting – NARCISSUS 1 GAL. BULB. - PSIFE	8-02	\$ <u>8</u>	\$ <u>1880</u>
247	30	EA	Planting – PENNISETUM ALOPECUROIDES 'HAMELN' - 1 GAL. - PSIFE	8-02	\$ <u>20</u>	\$ <u>600</u>
248	4	EA	Planting – PRUNUS LAUROCERASUS 'MT VERNON' - 1 GAL. - PSIFE	8-02	\$ <u>22</u>	\$ <u>88</u>

Schedule of Prices
Add Alternative #1
Heritage Park Improvements – Area 2 Park
Sumner, WA

Item No.	Estimated Quantity	Unit	Description of Item	Spec Sect.	Unit Price	Amount
249	16	EA	Planting – POLYSTICHUM MUNITUM 1 GAL. - PSIP	8-02	\$ <u>20</u>	\$ <u>320.</u> 160 m
250	10	EA	Planting – PARAHEBE PERFOLIATA 1 GAL. - PSIP	8-02	\$ <u>32</u>	\$ <u>320</u>
251	8	EA	Planting – PROSTANTHERA CUNEATA - 1-2 GAL. - PSIP	8-02	\$ <u>68</u>	\$ <u>544</u>
252	27	EA	Planting – RUDBECKIA FULGIDA 'GOLDSTURM' -1 GAL. - PSIP	8-02	\$ <u>20</u>	\$ <u>540</u>
253	1	LS	Irrigation System – Complete	8-03	Lump Sum	\$ <u>20000</u>
254	65	SF	Cement Concrete Sidewalk Type 1	8-14	\$ <u>32</u>	\$ <u>2080</u>
255	1	LS	Site Electrical System Complete	8-20	Lump Sum	\$ <u>52,200.</u>
256	1	LS	Site Illumination System Complete	8-20	Lump Sum	\$ <u>200,000</u>
257	233	LF	Metal Planter Wall	8-38	\$ <u>400</u>	\$ <u>93200</u>
258	5	EA	Large Umbrella and Footing	8-40	\$ <u>6500</u>	\$ <u>32500</u>
259	2	EA	Utility Access Covers	8-40	\$ <u>2500</u>	\$ <u>5000</u>
260	2	EA	Stacked Timber Bench	8-41	Lump Sum	\$ <u>14000</u>
261	1	LS	Built-in Wood Seating Complete	8-42	Lump Sum	\$ <u>90000.</u>
262	152	LF	Concrete Seatwall Planter	8-43 m	\$ <u>2100.</u>	\$ <u>319,200</u>
263	1	LS	Park Entry Sign Complete	8-44	Lump Sum	\$ <u>100.</u>

Schedule of Prices Add Alternative #1 Heritage Park Improvements – Area 2 Park Sumner, WA						
Item No.	Estimated Quantity	Unit	Description of Item	Spec Sect.	Unit Price	Amount
			Subtotal			\$1,369,532.00
			Sales Tax (9.5%)			\$130,105.35
			Total			\$1,499,637.35

Schedule of Prices
Add Alternate #2
Heritage Park Improvements Area 2 - Park CIP Seatwall Planter
Sumner, WA

Item No.	Estimated Quantity	Unit	Description of Item	Spec Sect.	Unit Price	Amount
Heritage Park Area 2 - Park - Sumner, WA						
300	152	LF	Cast-in-Place Concrete Seatwall Planter	8-44	\$ <u>480.</u>	\$ <u>72,960.</u>
301	-152	LF	DEDUCT – ADD ALT 1 – ITEM 262	8-44	\$ <u>2,100.</u>	(\$319,200)
			Subtotal		(\$246,240.00)	(\$231,040)
			Sales Tax (9.5%)		(\$23,392.80)	(\$21,928.80)
			Total		(\$269,632.80)	(\$252,988.80)

EXHIBIT B

CITY OF SUMNER

**CERTIFICATION OF COMPLIANCE WITH SUMNER MUNICIPAL CODE CHAPTER 3.30
“E-VERIFY“**

As the person duly authorized to enter into such commitment for

_____,
Neeley Construction Company

I hereby certify that the Company or Organization named herein will

(check one box below)

☐ Be in compliance with all of the requirements of City of Sumner Municipal Code Chapter 3.30 for the duration of the contract entered into between the City of Sumner and the Company or Organization.

OR

☐ Hire no employees for the term of the contract between the City and the Company or Organization.

NAME

TITLE

DATE

EXHIBIT C

APPENDIX II TO PART 200---CONTRACT PROVISIONS FOR NON-FEDERAL ENTITY CONTRACTS UNDER FEDERAL AWARDS

In addition to other provisions required by the Federal agency or non-Federal entity, all contracts made by the City of Sumner under federal award(s) are subject to the following provisions, as applicable.

(A) Contracts for more than the simplified acquisition threshold currently set at \$150,000, which is the inflation adjusted amount determined by the Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council (Councils) as authorized by 41 U.S.C. 1908, must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as appropriate.

(B) All contracts in excess of \$10,000 must address termination for cause and for convenience by the non-Federal entity including the manner by which it will be effected and the basis for settlement.

(C) Equal Employment Opportunity. Except as otherwise provided under 41 CFR Part 60, all contracts that meet the definition of "federally assisted construction contract" in 41 CFR Part 60-1.3 must include the equal opportunity clause provided under 41 CFR 60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 CFR Part, 1964- 1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing at 41 CFR part 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor."

(D) Davis-Bacon Act, as amended (40 U.S.C. 3141-3148). When required by Federal program legislation, all prime construction contracts in excess of \$2,000 awarded by non-Federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 CFR Part 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, the following language is hereby incorporated into the contract as if fully set forth therein:

Application of Uniform Guidance. If this contract involves the use, in whole or in part, of federal award(s), the following provisions (29 CFR, Subtitle A Part 5, Subpart A, § 5.5, subsections (a)(1) – (a)(10)) shall apply:

(1) Minimum wages.

(i) All laborers and mechanics employed or working upon the site of the work (or under the United States Housing Act of 1937 or under the Housing Act of 1949 in the construction or development of the project), will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics. Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph (a)(1)(iv) of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in § 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph (a)(1)(ii) of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

(ii)

(A) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(1) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

- (2) The classification is utilized in the area by the construction industry; and
- (3) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(B) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(C) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(D) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs (a)(1)(ii) (B) or (C) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

(iii) Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

(iv) If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program. Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

(2) Withholding. The City of Sumner shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from the contractor under this contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work (or under the United States Housing Act of 1937 or under the Housing Act of 1949 in the construction or development of the project), all or part of the wages required by the contract, the (Agency) may, after written notice to the contractor, sponsor, applicant, or owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

(3) Payrolls and basic records.

(i) Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work (or under the United States Housing Act of 1937, or under the Housing Act of 1949, in the construction or development of the project). Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

(ii) (A) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the City if the agency is a party to the contract, but if the agency is not such a party, the contractor will submit the payrolls to the applicant, sponsor, or owner, as the case may be, for transmission to the City. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying

number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the City if the agency is a party to the contract, but if the agency is not such a party, the contractor will submit them to the applicant, sponsor, or owner, as the case may be, for transmission to the City, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the sponsoring government agency (or the applicant, sponsor, or owner).

(B) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) That the payroll for the payroll period contains the information required to be provided under § 5.5

(a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under § 5.5

(a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(2) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(3) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(C) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph (a)(3)(ii)(B) of this section.

(D) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

(iii) The contractor or subcontractor shall make the records required under paragraph (a)(3)(i) of this section available for inspection, copying, or transcription by authorized representatives of the City or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the Federal agency may, after written notice to the contractor, sponsor, applicant, or owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

(4) Apprentices and trainees.

(i) Apprentices. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed. Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination. In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(ii) Trainees. Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration. The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(iii) Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

(5) Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

(6) Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses contained in 29 CFR 5.5(a)(1) through (10) and such other clauses as the City may by appropriate instructions require, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

(7) Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

(8) Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

(9) Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7.. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

(10) Certification of eligibility.

(i) By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(ii) No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(iii) The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

(E) Contract Work Hours and Safety Standards Act (40 U.S.C. 3701-3708). Where applicable, all contracts awarded by the non-Federal entity in excess of \$100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. 3702 and 3704, as supplemented by Department of Labor regulations (29 CFR Part 5). Under 40 U.S.C. 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.

(F) Rights to Inventions Made Under a Contract or Agreement. If the Federal award meets the definition of "funding agreement" under 37 CFR §401.2 (a) and the recipient or sub recipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that "funding agreement," the recipient or sub recipient must comply with the requirements of 37 CFR Part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by the awarding agency.

(G) Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387), as amended- Contracts and sub grants of amounts in excess of \$150,000 must contain a provision that requires the non-Federal award to agree to

comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).

(H) Mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. 6201).

(I) Debarment and Suspension (Executive Orders 12549 and 12689)-A contract award (see 2 CFR 180.220) must not be made to parties listed on the government wide Excluded Parties List System in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR Part 1986 Comp., p. 189) and 12689 (3 CFR Part 1989 Comp., p. 235), "Debarment and Suspension." The Excluded Parties List System in SAM contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.

(J) Byrd Anti-Lobbying Amendment (31 U.S.C. 1352)-Contractors that apply or bid for an award of \$100,000 or more must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

SUBJECT: Update to the Commute Trip Reduction Plan 2025-2029**CATEGORY:** Information Only

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. Draft CTR Plan - 2025 - 2029

STAFF CONTACT: Ryan Windish, Community & Economic Development Director

SUMMARY BACKGROUND:

The Washington State Commute Trip Reduction (CTR) Program aims to reduce carbon emissions and traffic congestion on the state's busiest commute routes. The program targets worksites with 100 or more full-time employees who start their shifts between 6 and 9 a.m. on weekdays in the nine most populous counties in the state.

The Pierce County, utilizing the Washington State Department of Transportation (WDOT) CTR Plan Template and guidelines, took the lead on coordinating and conducting the required outreach and engagement processes. The City of Sumner, along with several other jurisdictions throughout Pierce County, updated the detailed and specific areas of the CTR plan for their respective jurisdiction. The first CTR Plan was First plan was written in 2008 and then updated in 2013 and 2015, but was not a full plan. The 2025-2029 CTR Plan s more rigorous than the original 2008 version.

The CTR Plan is required by state law and includes the following:

- Establish Performance Targets
- Summary of Outreach and engagement and results
- Review of Comprehensive Plan, Transprotation Plan
- Review of transit agency plans
- Strategies for achieving performance targets
- Implementation Schedule and Financial Plan

The CTR Plan process also requires approval by the following:

- Puget Sound Regional Council (PSRC) which was received on November 18, 2024.
- WSDOT Transportation Demand Management Committee which was approved on February 6, 2025.
- City Council approval is planned for April-May 2025.

Key aspects of the CTR Program include:

- Transportation Demand Management (TDM) Strategies: Worksites develop and manage their own programs based on TDM strategies that have the greatest effect for their employees
- Commute Trip Reduction Surveys: Worksites conduct surveys every other year to measure vehicle miles traveled and the mode choices of their employees.
- Technical Assistance: WSDOT provides technical assistance to jurisdictions and employers implementing commute trip reduction
- Incentives: Programs like Rideshare Online offer resources for commuting options, including tracking commutes, finding vanpool/carpool partners, and earning cash incentives
- Guaranteed Ride Home Program: Provides employees with up to eight trips per year in case of family emergencies, illness, unscheduled overtime, or other unplanned circumstances

The approval process also requires State Environmental Policy Act (SEPA) review and a Determination of Non-Significance (DNS).

The CTR Plan must be approved by the City Council by June 30, 2025.

The item will come back to the CD Committee March 26, 2025 with a draft ordinance for a final recommendation to approve and then be on the Council agenda for action in April.

COUNCIL COMMITTEE/STUDY SESSION: MEETING/STUDY SESSION DATE: 2/26/2025 COMMITTEE RECOMMENDATION: N/A

STAFF RECOMMENDATIONS/MOTION:
Review and discuss the Draft CTR Plan.

City of Sumner Commute Trip Reduction Four-Year Plan Update: 2025–2029

February 24, 2025 Draft



Contents

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

24. How This CTR Plan Supports the Transit Plan(s)	20
25. Comprehensive Plan Updates Needed and When They Will Be Made	20
Engagement.....	21
26. City of Sumner’s & Pierce County CTR Stakeholder Engagement.....	21
27. Vulnerable Populations Considered	32
28. Engagement Focused on Vulnerable Populations.....	32
29. Employers’ Suggestions to Make CTR More Effective.....	34
30. Results of Engagement Focused on Vulnerable Populations that Will Be Provided for Use in Comprehensive Plan and Transit Plan Updates	34
Regional Transportation Planning Organization CTR Plan Review	35
References.....	38

Figures

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

Tables

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

Appendixes

Appendix A

City of Sumner Zoning Map

Appendix B

CTR-Sumner Survey Response

Abbreviations

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

Benefits of CTR

1. Local Land Use and Transportation Context and Objectives

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

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

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

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



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

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

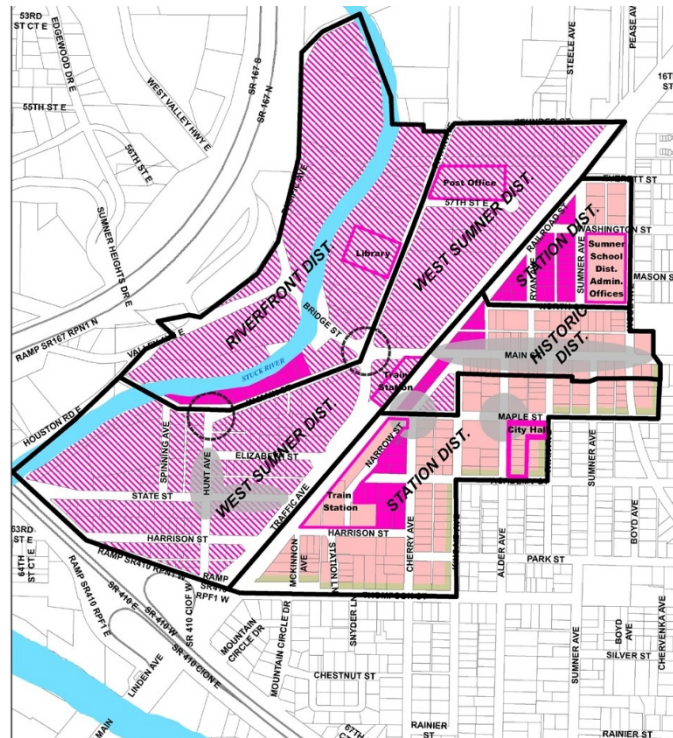


Figure 1. Town Center Plan Area

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

Land Use Features that Affect Commuters

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

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

Transportation Facilities and Services that Affect Commuters

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

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

596 - Sumner – Bonney Lake

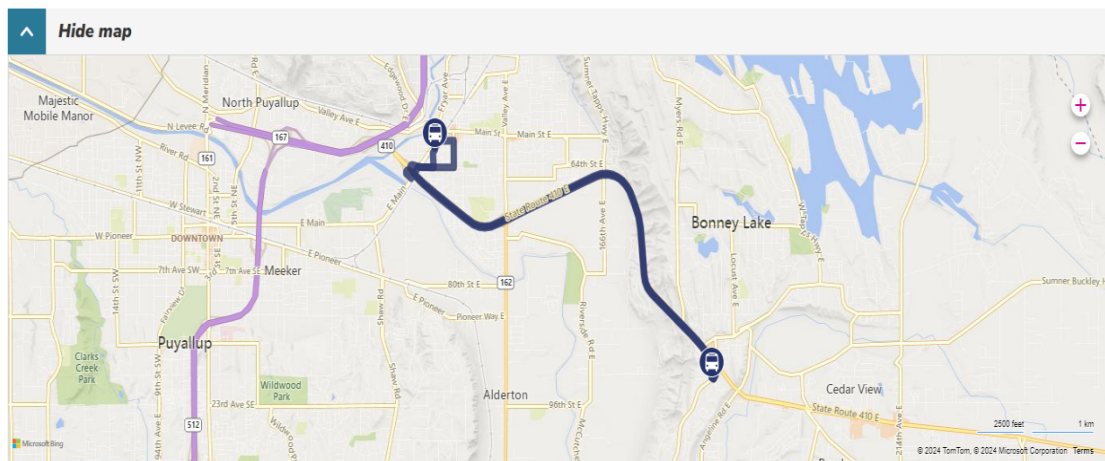


Figure 2: Sounder Bus Connection to Sumner Station

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

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

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

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

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

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

Economic Development

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

Community Character

- Policy 2.1. Urban Villages. Establish and support Urban Villages in key areas that allow a mix of residential and commercial uses that support each other and help reduce automobile trips. Area plans shall be prepared to indicate in more detail allowable uses, design themes, buffering, public spaces, etc.
- Policy 3.2. In cooperation with Pierce Transit and Sound Transit, establish the Town Center area as the intra-community transit hub
- Policy 7.4. Work with Sound Transit, Pierce Transit and other providers to explore ways to reduce through-traffic in Sumner, such as additional park and ride sites outside of Sumner and shuttle services.

Commuter Rail/Regional Transit Sub-Element

- Policy 7.2 Continue working with transit providers to expand and enhance bus transit service and a regional park-and-ride system that serves regional destinations and growing neighborhoods and employment areas of Sumner.
- Policy 7.3 Prioritize agency coordination and funding for commuter connections to Sumner's primary employment center, the Sumner-Pacific Manufacturing Industrial Center (MIC).
- Policy 7.7 Support a shuttle or autonomous transit that would connect the Historic Downtown area with eastern areas of the city.

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

Commute Trip Reduction and Transportation Demand Management

- Policy 8.3 Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs for telecommuting or at an alternate work site closer to home.
- Policy 8.4 Encourage employers to provide TDM measures in the workplace through such programs as preferential parking for HOVs, transit pass subsidies, improved access for transit vehicles, and employee incentives for using HOVs.
- Policy 8.5 Implement the provisions of the State Commute Trip Reduction Act.

Equity in Transportation-Related Decisions

- Policy 9.1 Prioritize improvements that will improve multimodal transportation in underserved neighborhoods.
- Policy 9.3 Ensure mobility for all residents within the UGA providing an accessible and affordable transportation system and encouraging public and private transportation operators to meet the needs of such persons. The City shall ensure that its transportation system meets the requirements in the Americans with Disabilities Act (ADA), apply design standards responding to the diverse community needs and improve existing City transportation facilities to meet these needs.

Transportation Element

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

- Policy 1.1 Provide a multimodal transportation system that is compatible with State and regional growth plans, plans of adjacent jurisdictions, and with public transit providers
- Policy 1.3 In managing transportation improvements that might increase regional traffic through the community, balance the desire to maintain the city character with future growth and diverse needs of the community.
- Policy 3.5 Establish truck routes based on functional classification, connectivity, and land uses
- Policy 3.6 Provide a highly interconnected network of streets, sidewalks, bicycle lanes, and trails for ease and variety of travel.
- Policy 5.8 Promote programs that reduce the demands on the transportation system through the following <transportation> strategies

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

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

- Policy 8.1. Encourage the use of high occupancy vehicles (HOV) programs – buses, carpools, and vanpools – through both private programs and under the direction of Pierce Transit and Sound Transit.
- Policy 8.2. Promote the use of transit, carpools, or vanpools.
- Policy 8.3. Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs for telecommuting or at an alternate work site closer to home.
- Policy 8.4. Encourage employers to provide TDM measures in the workplace through such programs as preferential parking for HOVs, transit pass subsidies, improved access for transit vehicles, and employee incentives for using HOVs.
- Policy 8.5. Implement the provisions of the State Commute Trip Reduction Act.
- Policy 8.6. Consider pricing programs as an option for reducing reliance on single-occupancy vehicle (SOV) travel.
- Policy 8.7. Incentivize transit oriented and higher density land uses that encourage walking or biking near transit stations.

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

Critical Aspects of Land Use and Transportation that Should Be Sustained

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

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

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

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

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

Key Changes that Should Be Considered

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

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

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

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

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

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

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

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

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

Sumner's CTR ordinance <https://www.codepublishing.com/WA/Sumner/#1/html/Sumner16/Sumner1606.html>

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

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

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

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

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

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

Local, Regional and State Benefits

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

b. Adjacent CTR-Affected Cities and Counties.

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

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

Counties: King County and Un-incorporated Pierce County lands

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

Highway Congestion

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

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

Transit Access

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

Bicycle Infrastructure

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

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

Congestion

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

Transit Connectivity and Access

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

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

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

Active Transportation Infrastructure

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

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

Performance Targets

5. CTR Performance Targets

a. Performance Targets That Reflect Only CTR-Affected Worksites

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

b. Additional Performance Targets

No additional performance targets are designated for this CTR Plan.

6. Base Values for Each Performance Target

a. The Baseline Number

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

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

a. The Source for Each Base Value Listed

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

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

a. The Method Used to Measure Progress for Each Target

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

9. CTR-Affected Worksites in City of Sumner

List of CTR-Affected Work sites:

Amazon Warehouses

City of Sumner

10. Performance Targets for Each CTR-Affected Worksite

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

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

11. List the Base Value for Each Site

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

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

Services and Strategies

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

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

Services for Employers

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

Services for Residents

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

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

Ride Together Services and Strategies

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

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

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

a. How City of Sumner Will Address the Barriers

One the greatest barriers to achieving CTR targets is the availability of local transit options. The City will continue to be involved in long-range transit planning with Pierce Transit with the goal of reestablishing a local transit service in Sumner.

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

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

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

16. City of Sumner's Local CTR Ordinance

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

17. Commute Trip Reduction Regional Financial Plan

a. The Estimated Average Annual Costs

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

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

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

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

Table 2—Likely Revenue Sources for Funding CTR Plan

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

18. The City of Sumner's Implementation Structure

a. Who Will Conduct the Activities Listed in the Plan

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

Who Will Monitor Progress on the Plan:

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

19. The City of Sumner's Implementation Schedule

a. Table 3-Timeline for Anticipated Projects and Actions

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

20. The CTR Plan for the City of Sumner Employees

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

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

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

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

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

Alignment with Plans

22. Transit Agencies That Provide Service in City of Sumner

Transit Agencies:

- Pierce Transit
- Sound Transit

23. Transit Plans Reviewed While Developing this Plan

Information Sources:

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

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

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

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

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

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

Engagement

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

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

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

a. Who we Talked To

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

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

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

ForeverGreen Trails

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

Tacoma-Pierce Health Department

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

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

YMCA of Pierce and Kitsap Counties

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

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

b. When did we talk to Them

The online community survey was open from February- April 2024

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

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

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

c. What did Stakeholders have to say?

Tabling Events

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

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

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

Pierce County Comprehensive Plan Scoping Survey

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

Community Member Survey

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

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

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

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

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

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

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

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

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

Commute Trip Reduction Online Open House

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

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

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

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

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

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

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

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

Employer Network Event

Keep doing:

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

Start doing:

- Employer and employee spotlight.
- Providing vanpool vans and assisting with ride-share matching and formation.
- Adding earlier or later transit routes and improving the Emergency Ride Home program²⁷ for those working early or late shifts.
- Subsidies for items such as bike racks, helmets, walking shoes, and ORCA cards.

Stop doing:

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

Partner Visioning Meeting

What should the CTR program keep doing?

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

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

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

Employer and Tribal Relations Interviews

MultiCare Health System

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

Virginia Mason Franciscan Hospital

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

DSHS Child Study and Treatment Center

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

Toray Composite Materials America

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

Pierce County Senior Counsel for Tribal Relations

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

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

Transit Agency Outreach/Interviews

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

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

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

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

Pierce County Transportation Advisory Commission CTR Plan Presentation

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

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

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

d. How Stakeholders' Comments Influenced the Plan

- Pierce County collected comments at several community events during 2022 and 2023. At these events, people said that Pierce County should offer [transit] vouchers for low-income, disabled, homeless, and vulnerable community members; provide carpooling incentives; encourage residents to walk, bike and carpool to destinations; and provide outreach classes and information in Spanish. To support these interests, the County will:
 - Make ORCA cards loaded with transit fares available at community events and for CTR-affected employers to hand out to employees.
 - Encourage the use of sustainable modes of transportation by providing information on their website including first-time rider guides; marketing sustainable alternative transportation campaigns with incentives; offering training opportunities such as bicycle classes, bicycle skills courses, and transit field trips; promoting a bicycle buddy matching program; and work with employers to provide translated materials.
- Respondents to the Spring 2024 Community Survey shared interest in programs focused on bike safety education and safe route planning, financial incentives, gifts or reward programs, help forming carpool groups, options to work from home. To support these interests:
- Pierce County will look for funding opportunities for additional incentives to those offered with mode campaigns and providing free ORCA cards loaded with transit fare.
 - Pierce County will promote partner incentive programs such as occasional vanpool formation incentives offered by transit agencies.
 - Pierce County will promote its online telework toolkit to businesses and school career centers.
- The preferred sustainable transportation modes as reported in the Spring 2024 Open House Survey were to ride the city or regional bus, ride a bicycle, walk or use a mobility device that rolls or a scooter or skateboard, and work from home. To help support these modes Pierce County will provide:
 - Transit ridership: transit fare and ORCA cards, transit training, classes, or field trips.
 - Bicycling: bicycle classes, skills course training, bike rides, bicycle buddy ride-share matching, support or safety gear such as reflective gear or tire repair kits, transit fare to combine bicycling and transit for longer trips.

- Walk or use a mobility device that rolls or a scooter or skateboard: provide opportunities to receive support or safety gear such as reflective gear and umbrellas or transit fare to combine walking and transit for longer trips.
- Work from home: online telework toolkit for businesses, managers, and teleworkers.
- The top barriers to sustainable transportation modes as reported in the Spring 2024 Open House Survey were the lack of transit availability, that transit takes too long, and concerns about safety while riding transit. The secondary barriers reported included that riding a bicycle feels unsafe and that people feel their commute is too long for riding a bicycle. To address these barriers, Pierce County will:
 - Share with transit agencies the valuable comments received from the CTR Plan outreach and engagement process and collaborate with transit agencies
 - Provide transit riding classes and field trips to help grow rider confidence.
 - Address rider safety concerns by providing transit agency safety information to commuters.
 - Goal T-12.2 of the 2024 Comprehensive Plan endorses the concept of complete streets, which promotes roadways that are safe and convenient for all users and new Goal T-12.7 prioritizes developing a safe, connected network of active transportation facilities that allows for access to centers and community destinations.¹³
 - Goal T-16.8 of the 2024 Comprehensive Plan encourages placement of transit shelters that are well lit and clearly visible.¹⁴
- During the Employer Network and Employer Interviews, Employee Transportation Coordinators discussed what was working and areas where their CTR programs could use additional support from the County and cities. Ideas that were mentioned included an employer and employee spotlight, assisting with ridematching, improving the Emergency Ride Home program, offering subsidies for commuter and safety gear, on-site promotions, and more printed materials for employees who do not computer-based jobs. To address these concerns, Pierce County will:
 - Spotlight individual employer efforts when promoting Best Commuter Business honorees and continue listing quarterly Employee Transportation Coordinator kudo recipients on the Ride Together Pierce webpage.
 - Support employer efforts to conduct personalized ridematching efforts or events to help form carpools and vanpools.
 - Improve access to the Emergency Ride Home program by adding an e-voucher payment option to the already provided reimbursement process.
 - Provide employers access to free bicycle helmets and ORCA cards loaded with transit fare to offer to their employees. We will investigate grant opportunities to fund other safety gear, incentives, and bike racks.
 - In addition to the posters, rack cards and flyers provided to employers to post around their worksite, Pierce County will add QR codes to printed materials, and also develop tabletop tents that can be displayed in employee break rooms and other locations.
- The Transportation Advisory Commission raised many points that will aid the success of future CTR work. Pierce County will continue seeking grant opportunities to address some the raised points:

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

27. Vulnerable Populations Considered

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

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

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

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

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

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

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

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

28. Engagement Focused on Vulnerable Populations

a. Who did we engage

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

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

b. When did we Talk to Them

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

c. What Stakeholders Said

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

make a difference is in construction. Transporting workers and waste from construction.

- Create an electric bike program for low-income riders.
- Redesign main streets with more bike lanes and sidewalks.
- Reconfigure community streets with more roundabouts to slow traffic and keep kids safer.
- We need more public transportation for older people.

- **Bethel Community Services**

- Provide electric and free buses to reduce traffic.
- Make areas more walkable.
- If public transportation were better—such as an electric bus that could go on certain roads not available to the public—it would incentivize people to use it instead of cars.
- Provide affordable eco-friendly cars and buses.

d. How Stakeholders' Comments Influenced the Plan

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

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

29. Employers' Suggestions to Make CTR More Effective

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

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

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

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

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

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

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

Regional Transportation Planning Organization CTR Plan Review

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

PSRC Comments:

PSRC comments on the City of Sumner draft CTR Plan



Gil Cerise <GCerise@psrc.org>

To: Ryan Windish

Cc: Debbie Germer; Michelle Converse; Transportation Email



Sumner_PSRC CTR Plan Consistency Review.pdf
28 KB



Reply

Reply All

Forward



...

Mon 11/18/2024 4:39 PM

****EXTERNAL EMAIL****

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

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

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

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

Gil Cerise (he/him)

Program Manager

Puget Sound Regional Council

Phone 206-971-3053 | Cell 206-330-9091

gcerise@psrc.org

www.psrc.org

1201 Third Avenue, Suite 500, Seattle, WA 98101



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2025-2029 Draft Commute Trip Reduction Plan Consistency Review Prepared for: Sumner

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

Benefits of Commute Trip Reduction

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

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

Performance Targets

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

Services and Strategies

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

Alignment with Plans

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

1



2025-2029 Draft Commute Trip Reduction Plan Consistency Review Prepared for: Sumner

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

Engagement

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

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

References

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

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

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

Pierce County Planning and Public Works Data <https://www.ridetoggetherpierce.com/>

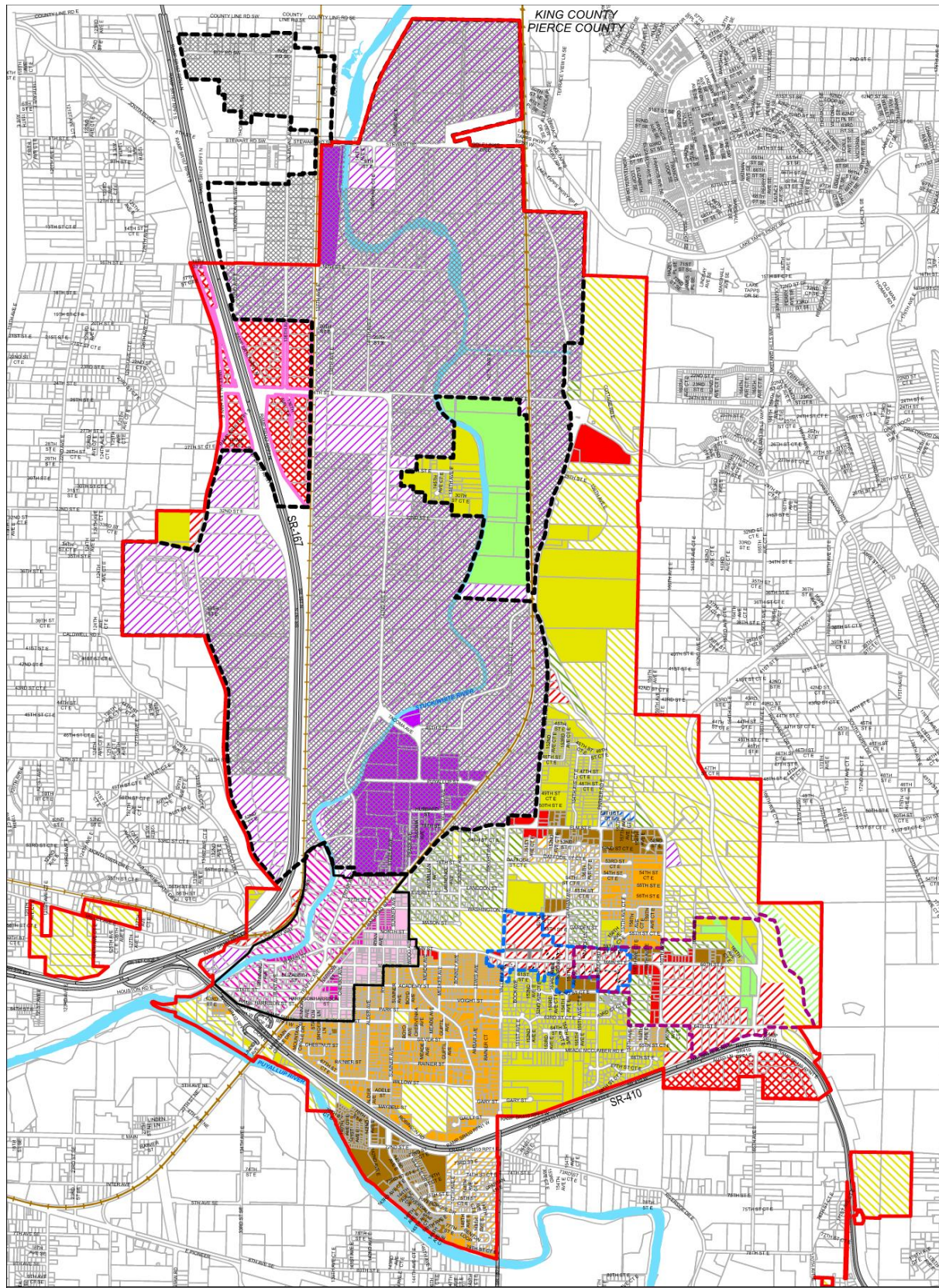
Washington Environmental Health Disparities Map <https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map>

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

Appendixes

Appendix A

City of Sumner Zoning Map





City of Sumner
Zoning Map

Adopted: 02-15-2023
Ordinance: #2832
Plotted: 06-01-2023

Source: City of Sumner Community Development Department, 2023

Disclaimer:
Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.

Scale:
0 0.25 0.5 Miles

ZONING AMENDMENTS/OVERLAYS:

- Cross-Access Corridors/Combined Driveways (dedicated)
- Cross-Access Corridors/Combined Driveways (not dedicated)
- East Main St Design Strategy Area
- East Sumner Neighborhood
- MIC Zone
- MIC Core Overlay
- Town Center Area
- Truck Parking Overlay

TOWN CENTER ZONING:

- 3 Stories, Single Family/Multi-Family
- 4 Stories, Multi-Family/Commercial
- 5 Stories, Multi-Family/Commercial
- 6 Stories, Multi-Family/Commercial

ZONING DESIGNATIONS:

- General Commercial
- Interchange Commercial
- Neighborhood Commercial
- Heavy Industrial
- Light Industrial
- Resource Protection
- Residential Protection
- High Density Residential
- Medium Density Residential
- Low Density Residential 12000
- Low Density Residential 8500
- Low Density Residential 7200
- Low Density Residential 6000
- Low Density Residential 4000

Sumner City Limits Parcels

Appendix B

CTR-Sumner Survey Response

Commute Trip Reduction

Response ID:253 Data

2. Benefits of Commute Trip Reduction**1. What jurisdiction do you live in?**

Sumner

2. What jurisdiction do you work in?

Sumner

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

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

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

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

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

Reduced traffic congestion

Cleaner air

3. Services and Strategies**6. What transportation mode do you usually use to get around?****Select up to 2.**

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

Bicycle

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

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

Bicycle

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

Available transit routes or stops do not suit my needs.

My commute is too long for riding a bicycle.

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

Field trips, training classes, bus buddy or bicycle buddy to learn how to ride a bicycle or bus.

Detailed bicycle maps or help planning bicycle routes.

Help with bus, commuter train and light rail route planning.

Please provide the description for your response to the last question:**10. Is there anything else you'd like us to consider in drafting this section?**

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

4. Performance Targets

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

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

5. Engagement

12.

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

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

6. Demographic Questions

13. What is your race/ethnicity? Mark all that apply.

We ask this question to ensure we are reaching all Pierce County residents.

Black/African

14. Which age group do you belong to?

26-40

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

3

16. Do you identify as a frontline community member?

Learn more about what it means to be a frontline community member

Frontline communities are those who are or will be, unfairly burdened by climate change, often experiencing the first and worst impacts. Frontline community members may be individuals from one or more of the following backgrounds:

Black, Indigenous, and People of Color (BIPOC)

Speak English as a second language

Living with a low or fixed income

Ages 16-26

Lesbian, Gay, Bisexual, Transgender, Queer, Intersexed, Asexual, including those questioning their gender identity or sexual orientation (LGBTQIA+)

Living with three or more generations in one home

Living with more than one family in one home

Living with a disability

Immigrant or refugee

Experiencing homelessness

Completed formal education less than or up to a high school/GED level

Experiencing pregnancy

Yes

17. What is your annual household income before taxes?

Less than \$25,000

Commute Trip Reduction

Response ID:196 Data

2. Benefits of Commute Trip Reduction

1. What jurisdiction do you live in?

Sumner

2. What jurisdiction do you work in?

Sumner

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

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

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

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

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

Select up to 2 choices.

Fewer greenhouse gas emissions/climate impacts

3. Services and Strategies

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

Select up to 2.

Ride the city or regional bus

Bicycle

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

Select up to 2.

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

Vanpool (3-15 people in a transit agency provided vehicle)

8. What is stopping you from using your preferred alternative transportation mode?

Select up to 3 choices.

Transit takes too long.

I don't know how to ride the bus, commuter train or light rail.

Riding a bicycle feels unsafe.

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

Select up to 3 choices.

Starter guides for the different modes.

Help with bus, commuter train and light rail route planning.

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

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

4. Performance Targets

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

5. Engagement

12.

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

6. Demographic Questions

13. What is your race/ethnicity? Mark all that apply.

We ask this question to ensure we are reaching all Pierce County residents.

White

14. Which age group do you belong to?

26-40

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

3

16. Do you identify as a frontline community member?

Learn more about what it means to be a frontline community member

Frontline communities are those who are or will be, unfairly burdened by climate change, often experiencing the first and worst impacts. Frontline community members may be individuals from one or more of the following backgrounds:

Black, Indigenous, and People of Color (BIPOC)

Speak English as a second language

Living with a low or fixed income

Ages 16-26

Lesbian, Gay, Bisexual, Transgender, Queer, Intersexed, Asexual, including those questioning their gender identity or sexual orientation (LGBTQIA+)

Living with three or more generations in one home

Living with more than one family in one home

Living with a disability

Immigrant or refugee

Experiencing homelessness

Completed formal education less than or up to a high school/GED level

Experiencing pregnancy

No

17. What is your annual household income before taxes?

\$50,000 to \$99,999



PERMIT ISSUANCE SUMMARY (01/01/2024 TO 12/31/2024) FOR CITY OF SUMNER

Permit Type	Permit Work Class*	Permits Issued	Square Feet	Valuation	Fees Paid
Building Commercial/Industrial	Accessory Structure	2	120	\$18,200.00	\$521.71
	Commercial Fence	2	350	\$17,500.00	\$224.50
	Demolition	6	26,215	\$1,099,300.00	\$6,400.50
	Foundation Only	1	476,376	\$3,257,000.00	\$573,793.52
	Industrial Fence	2	0	\$33,200.00	\$1,043.00
	Modular Office	1	480	\$40,000.00	\$0.00
	New Construction	5	1,388,995	\$150,008,990.60	\$3,497,008.45
	Tenant improvement	35	1,250,781	\$8,987,014.00	\$299,846.22
BUILDING COMMERCIAL/INDUSTRIAL TOTAL:		54	3,143,317	\$163,461,204.60	\$4,378,837.90
Building Residential	Accessory Dwelling Unit	1	600	\$125,000.00	\$18,523.63
	Accessory Structure	6	2,794	\$128,029.81	\$3,908.97
	Addition	4	1,350	\$100,000.00	\$3,308.62
	Adult Family Home	2	496	\$20,000.00	\$611.84
	Alteration, Remodel, Repair	13	4,860	\$529,968.85	\$10,850.16
	Demolition	5	1,820	\$17,000.00	\$2,925.00
	New Construction	3	8,679	\$1,512,669.07	\$81,995.50
	Residential Fence	1	0	\$0.00	\$0.00
BUILDING RESIDENTIAL TOTAL:		35	20,599	\$2,432,667.73	\$122,123.72
Fire Permits	Fire Alarm	25	0	\$340,545.00	\$7,580.47
	Fire Sprinkler	18	0	\$1,248,576.00	\$16,875.72
	Fire Suppression	3	0	\$14,310.00	\$550.68
	Fire Underground	4	0	\$242,073.00	\$3,317.64
	Firework Display	2	0	\$7,060.00	\$275.63
FIRE PERMITS TOTAL:		52	0	\$1,852,564.00	\$28,600.14
Landscape Irrigation	Landscape Irrigation - Residential	3	0	\$0.00	\$715.00
LANDSCAPE IRRIGATION TOTAL:		3	0	\$0.00	\$715.00
Mechanical Commercial/Industrial	Alteration, Remodel, Repair	30	0	\$23,480.00	\$4,258.71
	New Construction	3	0	\$0.00	\$790.30
MECHANICAL COMMERCIAL/INDUSTRIAL TOTAL:		33	0	\$23,480.00	\$5,049.01
Multifamily Building Permit	Addition	6	5,624	\$152,845.54	\$6,158.24
	Alteration, Remodel, Repair	2	3,296	\$123,500.00	\$1,964.74
	Mixed-Use Development	1	2,049	\$31,903,278.23	\$1,649,079.81
	New Construction	7	54,924	\$7,096,465.44	\$713,256.51
MULTIFAMILY BUILDING PERMIT TOTAL:		16	65,893	\$39,276,089.21	\$2,370,459.30
Plumbing Commercial/Industrial	Alteration, Remodel, Repair	17	0	\$0.00	\$11,610.03
	New Construction	2	0	\$0.00	\$141.15
PLUMBING COMMERCIAL/INDUSTRIAL TOTAL:		19	0	\$0.00	\$11,751.18
Plumbing Residential	Alteration, Remodel, Repair	18	0	\$0.00	\$893.90
PLUMBING RESIDENTIAL TOTAL:		18	0	\$0.00	\$893.90
Racks	Installation/Addition/Relocation	11	0	\$1,249,126.00	\$21,316.45

* Double-click the Permit Work Class Name while in the browser to see Permit details for that Work Class.

PERMIT ISSUANCE SUMMARY (01/01/2024 TO 12/31/2024)

Permit Type	Permit Work Class *	Permits Issued	Square Feet	Valuation	Fees Paid
	RACKS TOTAL:	11	0	\$1,249,126.00	\$21,316.45
Re-Roof	Commercial/Industrial	6	0	\$574,364.00	\$6,332.67
	Multifamily	16	0	\$569,776.00	\$2,396.71
	Residential	31	0	\$913,197.67	\$11,735.80
	RE-ROOF TOTAL:	53	0	\$2,057,337.67	\$20,465.18
Residential Mechanical	Alteration, Remodel, Repair	98	0	\$0.00	\$4,375.90
	RESIDENTIAL MECHANICAL TOTAL:	98	0	\$0.00	\$4,375.90
Septic to Sewer	Septic to Sewer	1	0	\$0.00	\$6,477.00
	SEPTIC TO SEWER TOTAL:	1	0	\$0.00	\$6,477.00
Sewer Line Permit	Side Sewer Installation	9	0	\$0.00	\$95,144.85
	Side Sewer Replacement	17	0	\$0.00	\$2,295.00
	SEWER LINE PERMIT TOTAL:	26	0	\$0.00	\$97,439.85
Sign	Sign	19	0	\$0.00	\$648.00
	SIGN TOTAL:	19	0	\$0.00	\$648.00
Site Development	Civil Site Development	7	0	\$0.00	\$5,070,066.23
	Sidewalk/Driveway Replacement	6	0	\$0.00	\$4,088.00
	TESC	2	0	\$0.00	\$39,673.71
	SITE DEVELOPMENT TOTAL:	15	0	\$0.00	\$5,113,827.94
Solar Installation	Solar Commercial/Industrial	2	0	\$219,900.00	\$1,567.50
	Solar Residential	2	0	\$46,000.00	\$1,262.39
	SOLAR INSTALLATION TOTAL:	4	0	\$265,900.00	\$2,829.89
Special Events	Banner	3	0	\$0.00	\$450.00
	Special Event	8	0	\$0.00	\$5,952.00
	SPECIAL EVENTS TOTAL:	11	0	\$0.00	\$6,402.00
Street Obstruction Notification	Street Obstruction Notification	160	0	\$0.00	\$33,605.00
	STREET OBSTRUCTION NOTIFICATION TOTAL:	160	0	\$0.00	\$33,605.00
Tank Permit	Commercial Tank Decomission	2	0	\$33,000.00	\$923.90
	Commercial Tank Installation	1	0	\$164,000.00	\$2,704.30
	TANK PERMIT TOTAL:	3	0	\$197,000.00	\$3,628.20
Temporary Use Permits	Firework Stand	3	0	\$2,400.00	\$300.00
	Temporary Tent	3	0	\$0.00	\$567.00
	Tree Stand	1	0	\$0.00	\$0.00
	TEMPORARY USE PERMITS TOTAL:	7	0	\$2,400.00	\$867.00
Tree Permit	Street Tree Permit	2	0	\$0.00	\$0.00
	TREE PERMIT TOTAL:	2	0	\$0.00	\$0.00

* Double-click the Permit Work Class Name while in the browser to see Permit details for that Work Class.

PERMIT ISSUANCE SUMMARY (01/01/2024 TO 12/31/2024)

Permit Type	Permit Work Class*	Permits Issued	Square Feet	Valuation	Fees Paid
Water Line	Water Line	6	0	\$0.00	\$1,620.00
	WATER LINE TOTAL:	6	0	\$0.00	\$1,620.00
	GRAND TOTAL:	646	3,229,809	\$210,817,769.21	\$12,231,932.56

* Double-click the Permit Work Class Name while in the browser to see Permit details for that Work Class.