Green Ribbon Climate Action Task Force
Subcommittee Recommendation Worksheet

Target Audience**: Community and Municipality**

Recommendation: **Implement Programs that Reduce Vehicle Miles Travelled**

Short-Term Strategies:	**Emissions Reduction** (tons eCO2)
• Begin a car sharing program in Tacoma	2,575—5,150
○ Evaluate program for City public and private sector fleets	5,000---10,000
○ Evaluate making vehicles available for personal use for municipal employees during the day.	36--72
○ Evaluate providing membership to employees as part of a tax-free transportation option or benefit.	103—412
• Expand the outreach efforts for Pierce Transit's online ridesharing and carpooling system www.rideshareonline.com*	900—1,800
• Encourage trip-chaining to City residents via public outreach.* ○ State goal is to reduce non-commute VMT 10% by 2020.	399—798
Mid-Term Strategies:	
• Working with the Puget Sound Clean Air Agency and the Puget Sound Regional Council set annual per capita vehicle miles travelled goals that will encourage residents to drive less.* ○ State goal is to reduce per capital VMT 18% by 2020.	317,914 (if goal met)

* These strategies are also being recommended by the State Transportation Working Group to the State Climate Action Team.

Est. CO2 Eq Reduction 2010-2012	Est. CO2 Eq Reduction 2015-2020	Est. CO2 Eq Reduction 2050
9,013—18,232	**27,249—39,070**	

Potentially Impacted Stakeholders

Stakeholder *(e.g. General Population, Business, Interest Group or Govt. Agency)*	Potential Impact or Concern *(e.g. Fiscal, Regulatory, Programmatic)*
• City Residents • Tacoma employers and employees • Pierce Transit • Puget Sound Clean Air Agency • Puget Sound Regional Council • Car Sharing Company	• Improved Air Quality • Improved Public Health, • Less land needed for employee parking • City residents will save on vehicle ownership and operating costs.

Barriers to Implementation

- Behavior Change required
- Find Car Sharing company

Can the City of Tacoma implement this recommendation on its own? **No**

Tasks or Conditions Needed to Implement Recommendation

- The City will need to partner with the private sector, Pierce Transit, the Puget Sound Regional Council, the Puget Sound Clean Air Agency and the State of Washington to make these strategies happen.
- Identify car share provider

Additional Information:

- Each car share vehicle replaces 14 other vehicles
- Member to car ratio is 27:1

Subcommittee Recommendation Choose One	Priority for Implementation Choose One
☐ **Recommend by Consensus** 100% agreement to move forward with recommendation	☐ **High priority**
☐ **Recommend - General Agreement** Majority agrees to move recommendation forward, with no strong opposition by subcommittee member(s)	☐ **Medium priority**
☐ **Recommend – with Strong Opposition** Majority agrees to move recommendation forward, but strong opposition exists by one or more stakeholders	☐ **Low priority**
☐ **Recommendation does not move forward**	

Green Ribbon Climate Action Task Force
Subcommittee Recommendation Worksheet

Target Audience**: Community and Municipality**

Recommendation:
Increase the supply of frequent, reliable and convenient public transportation.

Short Term Actions:	**Emissions Reduction**
• Work with Pierce Transit to increase the frequency of buses on Tacoma arterials during morning and evening commute hours.	1,965—2,950
• Work with Sound Transit to complete the Sounder connection to Lakewood and pick up South Tacoma residents	800-1,600
Mid-Term Actions:	
• Construct the streetcar system to connect the residential areas of the City with the mixed use districts and the mixed use districts with each other.	735-1,000

Est. CO2 Eq Reduction 2010-2012	Est. CO2 Eq Reduction 2015-2020	Est. CO2 Eq Reduction 2050
2,765—4,550	**11,430—32,000**	

Potentially Impacted Stakeholders

Stakeholder *(e.g. General Population, Business, Interest Group or Govt. Agency)*	Potential Impact or Concern *(e.g. Fiscal, Regulatory, Programmatic)*
• General Population • Pierce Transit • Sound Transit	• Reduced Air Pollutants from Cars, • Lower Vehicle Emissions, • Improved public health and air quality. • Reduced transportation costs • Reduced Vehicle Accidents

Barriers to Implementation

- Funding for additional buses and operating costs
- Funding for the streetcar system

Additional Information:

Subcommittee Recommendation Choose One	Priority for Implementation Choose One
☐ **Recommend by Consensus** 100% agreement to move forward with recommendation	☐ **High priority**
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Green Ribbon Climate Action Task Force
Subcommittee Recommendation Worksheet

Target Audience: **Community and Municipality**

Recommendation: **Encourage Carpooling, Vanpooling and Mass Transit Use by all City employees and residents**

	Emissions Reduction
• Increase mode share of carpools by 5% to 18% of commute trips by 2012 and 25% by 2020.	8,304 ---16,608
• Increase the mode share of buses for commuting by 2.5% by 2012 and an additional 2.5% by 2020.	7,882
• Increase the use of vanpools in the City by 25 by 2012 and another 25 by 2020.	620
State Goals for all Growth Transportation Efficiency Centers (GTEC)	
• A ten percent (10%) reduction in the proportion of drive-alone commute trips to CTR worksites from 2007 to 2011*	14,893
• A thirteen percent (13%) reduction in vehicle miles traveled (VMT) per employee to CTR worksites from 2007 to 2011*	647

Est. CO2 Eq Reduction 2010-2012	Est. CO2 Eq Reduction 2015-2020	Est. CO2 Eq Reduction 2050
16,806 ----25,660	**29,800---51,284**	

Potentially Impacted Stakeholders

Stakeholder *(e.g. General Population, Business, Interest Group or Govt. Agency)*	Potential Impact or Concern *(e.g. Fiscal, Regulatory, Programmatic)*
• General Population • Tacoma Employers • Pierce Transit	• Reduced vehicle emissions, • Reduced traffic, • Improved air quality and public health, • Lower stress for commuters • Fewer Vehicle Accidents

Barriers to Implementation

- New Buses to increase operating hours and frequency of service

Can the City of Tacoma implement this recommendation on its own? No

Tasks or Conditions Needed to Implement Recommendation

- Increase funding for Commute Trip Reduction Staff (1.0 additional FTE)
- Funding for new busses and vanpools (80 vanpools and at least one additional bus route is included in the Pierce Transit 6 year plan)

Additional Information:

Subcommittee Recommendation Choose One	Priority for Implementation Choose One
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Green Ribbon Climate Action Task Force
Subcommittee Recommendation Worksheet

Target Audience**: Community**

Recommendation: **Strategies to Reduce Emissions**

	Emissions Reduction (tons eCO2)
• Adopt a local anti-idling ordinance applicable to all public sector vehicles by 2012 and all private sector vehicles by 2020.*	3,273—6,546

• Investigate the potential to provide financial incentives for the purchase or use of more fuel-efficient or alternate fuel vehicles.
  • Preferred parking stalls
  • Reduced parking fees
  • Lower Licensing Fees.
	1,000

• Develop a comprehensive-city-wide bicycle and pedestrian system that will enable residents to walk or bike to work.*
  ○ Coordinate the system with the 6 year street plan to identify opportunities to develop both systems at the same time
  ○ Incentivize or require the provision of bicycle storage, locker rooms and shower facilities for all major office building construction and remodeling projects in the downtown core.
	638--975

* These strategies are also being recommended by the State Transportation Working Group to the State Climate Action Team.

Est. CO2 Eq Reduction 2010-2012	Est. CO2 Eq Reduction 2015-2020	Est. CO2 Eq Reduction 2050
4,911—8,521 tons	**18,173—26,357**	

Potentially Impacted Stakeholders

Stakeholder *(e.g. General Population, Business, Interest Group or Govt. Agency)*	Potential Impact or Concern *(e.g. Fiscal, Regulatory, Programmatic)*
• General Population • Puget Sound Clean Air Agency • Cascade Sierra Solutions • Washington Trucking Association • Tacoma Community and Economic Development Agencies	• Improved Public Health, • Improved Air Quality, • Reduced Vehicular Traffic, • Reduced Operating Costs • Reduced fees or revenue collections on City budget. • Economic Development Opportunities

Barriers to Implementation

- Locating funding sources for new programs
- Fiscal impacts to the City of reduced revenues for encouraging ghg reduction behaviors

Can the City of Tacoma implement this recommendation on its own? No

Tasks or Conditions Needed to Implement Recommendation

- The City will need to partner with the private sector and local economic development agencies to implement these actions.

Additional Information:

Subcommittee Recommendation Choose One	Priority for Implementation Choose One
☐ **Recommend by Consensus** 100% agreement to move forward with recommendation	☐ **High priority**
☐ **Recommend - General Agreement** Majority agrees to move recommendation forward, with no strong opposition by subcommittee member(s)	☐ **Medium priority**
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Green Ribbon Climate Action Task Force
Subcommittee Recommendation Worksheet

Target Audience**: Municipal Government**

Recommendation: **Strategies to Reduce Emissions**

Short-Term Strategies:	**Emissions Reduction** (tons eCO2)
• Provide a bidding preference for contractors working for the City to use low-emission equipment and use a minimum of B20 biodiesel for fuel.	20---30
• Establish City Fleet policy that requires the purchase of fuel-efficient and alternate fuel vehicles for City use when available and when they meet the needs of the job.	260
○ The Fleet Manager is authorized to make the final decision on the most fuel-efficient and least polluting vehicle that is available for the task.	
• Utilize a minimum of B-20 for all City-owned diesel vehicles.	
○ There will be a B-20 pump added to the Center Street card-lock station by April of 2008.	185
○ The mix will be changed to B-50 for the months from May-September each year.	89

* These strategies are also being recommended by the State Transportation Working Group to the State Climate Action Team.

Est. CO2 Eq Reduction 2010-2012	Est. CO2 Eq Reduction 2015-2020	Est. CO2 Eq Reduction 2050
554—564	**674-874**	

Potentially Impacted Stakeholders

Stakeholder *(e.g. General Population, Business, Interest Group or Govt. Agency)*	Potential Impact or Concern *(e.g. Fiscal, Regulatory, Programmatic)*
• General Government Ratepayers • Tacoma Public Utility Ratepayers • Puget Sound Clean Air Agency • Tacoma Fleet Operations (GG and TPU) • Tacoma Police • Contractors who work on City construction jobs.	• Reduced Sulfur, Nitrogen Oxide and Particulate Matter from diesel emissions • Adequate supply of B-20 at a price comparable to the alternative. (ULSD). • City will Walk the Talk, • Improved Air Quality and Public Health • Reduced fuel costs for City Government

Barriers to Implementation

- Potential opposition from impacted agencies
- Locating funding sources for additional staff time or reallocating staff as needed

Can the City of Tacoma implement this recommendation on its own? **Yes**

Tasks or Conditions Needed to Implement Recommendation

- The City will need to identify funding sources for:
  - the hybrid vehicles and
  - new or re-allocated staff for the signal synchronization
- The City will need to work with Tacoma Rail and their diesel retrofitters to have the use of B-20 covered in their warranties.

Additional Information:

Subcommittee Recommendation Choose One	Priority for Implementation Choose One
☐ **Recommend by Consensus** 100% agreement to move forward with recommendation	☐ **High priority**
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☐ **Recommend – with Strong Opposition** Majority agrees to move recommendation forward, but strong opposition exists by one or more stakeholders	☐ **Low priority**
☐ **Recommendation does not move forward**	

Green Ribbon Climate Action Task Force
Subcommittee Recommendation Worksheet

Target Audience**: Community and Municipality**

Recommendation: **Encourage alternative work schedules and telecommuting**

	Emissions Reduction (tons eCO2)
• Encourage telecommuting for all public and private sector employees whose job duties can be performed from home* ○ Identify employees who are eligible to telecommute and provide them training along with their managers.	3,940—7,881
• Encourage flexible work schedules including compressed work weeks and non-traditional work hours for public and private sector employees whose job duties allow it.*	1,749-3,498

* These strategies are also being recommended by the State Transportation Working Group to the State Climate Action Team.

Est. CO2 Eq Reduction 2010-2012	Est. CO2 Eq Reduction 2015-2020	Est. CO2 Eq Reduction 2050
5,689---11,379	**7,011—10,505**	

Potentially Impacted Stakeholders

Stakeholder *(e.g. General Population, Business, Interest Group or Govt. Agency)*	Potential Impact or Concern *(e.g. Fiscal, Regulatory, Programmatic)*
• Private sector employers and employees • Public sector employers and employees • Private and public sector labor unions	• Increased Productivity, • Increased Morale, • Improved Public Health and Air quality, • Reduced Vehicle Emissions • Managers learn to manage by outcomes and expectations. • Employees feel more empowered, trusted . • Ability to continue City operations after a disaster or storm. • Reduced Traffic , • Lower vehicle operating costs for employees

Barriers to Implementation

- Manager Opposition
- Employer and Employee Acceptance
- Startup Costs for equipment and internet connections

Can the City of Tacoma implement this recommendation on its own?

Yes (for Municipal Gov't) and No (for others)

Tasks or Conditions Needed to Implement Recommendation

- Training for managers and employees prior to telecommuting
- Adequate IT infrastructure and security for the number of employees participating in the program

Additional Information:

Subcommittee Recommendation Choose One	Priority for Implementation Choose One
☐ **Recommend by Consensus** 100% agreement to move forward with recommendation	☐ **High priority**
☐ **Recommend - General Agreement** Majority agrees to move recommendation forward, with no strong opposition by subcommittee member(s)	☐ **Medium priority**
☐ **Recommend – with Strong Opposition** Majority agrees to move recommendation forward, but strong opposition exists by one or more stakeholders	☐ **Low priority**
☐ **Recommendation does not move forward**	

Green Ribbon Climate Action Task Force
Subcommittee Recommendation Worksheet

Target Audience**: Community and Municipality**

Recommendation:
Discourage the provision of free parking to drive alone employees with a particular emphasis on the Downtown area. Encourage employee parking cash-out programs and metered City parking.

	Emissions Reduction
• Establish metered parking in downtown Tacoma. ○ Funds are designated for greenhouse gas reduction strategies.	44,000
• Encourage all Tacoma employers to provide parking cash-out programs	12,528
• Provide free or reduced parking only to registered carpools and vanpools at each work site.*	2,280—4,560
• Adopt parking minimums rather than maximums in City zoning code.*	Not Quantified

Est. CO2 Eq Reduction 2010-2012	Est. CO2 Eq Reduction 2015-2020	Est. CO2 Eq Reduction 2050
58,808---61,088	**117,615 --- 122, 175**	

Potentially Impacted Stakeholders

Stakeholder *(e.g. General Population, Business, Interest Group or Govt. Agency)*	Potential Impact or Concern *(e.g. Fiscal, Regulatory, Programmatic)*
• Downtown Workers and Employers • Downtown Business Community • Private Developers and Bankers	• Time period between reducing parking supply and increasing public transit availability • More land available for other uses than parking

Barriers to Implementation

- Potential opposition from downtown employers and employees
- Locating funding sources for new programs
- Fiscal impacts to the City of reduced tax collections for encouraging carpooling and vanpooling
- Developer and Bank Opposition.

Can the City of Tacoma implement this recommendation on its own? No

Tasks or Conditions Needed to Implement Recommendation

- Funding for meters and parking enforcement
- Co-operation of local development and banking community on parking minimums
- Funding for Parking Cash-Out programs

Additional Information:	
Subcommittee Recommendation Choose One	Priority for Implementation Choose One
✓ **Recommend by Consensus** 100% agreement to move forward with recommendation	✓ **High priority**
☐ **Recommend - General Agreement** Majority agrees to move recommendation forward, with no strong opposition by subcommittee member(s)	☐ **Medium priority**
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☐ **Recommendation does not move forward**	

Green Ribbon Climate Action Task Force
Subcommittee Recommendation Worksheet

Target Audience**: Community and Municipality**

Recommendation:

Encourage transit-oriented development in the City and continue to designate and zone mixed use centers for additional employment and housing growth including the provision of affordable housing.

	Emissions Reduction (tons eCO2)

• Encourage compact development within urban growth areas by designating mixed use centers for employment, services and housing growth.*
  • Minimum residential densities of 25 du/acre in mixed use centers to encourage increased use of mass transit, biking and walking.
  • Strive for employee densities of 125/acre in mixed use centers to encourage increased use of mass transit for commuting.
  • Promote efforts to supply sufficient affordable housing opportunities in urban areas with convenient access to transit to meet local and regional needs.*
	9,240—18,480

• Promote transit-oriented development, including requiring planning/zoning for transit oriented development to accompany high capacity transit investments, and declaring transit-oriented development a highway purpose that reduces congestion on public roadways (similar to public transportation facilities legislation).*	11,394—22,788
• Promote amenities (such as green streets, small plazas and gathering plazas, frequent retail stops, noise control ordinances) that make high density living more attractive and encourage walking and biking.* • State goal is to reduce urban VMT 7%-15% by 2020 with Transit Oriented Development Strategies. * These strategies are also being recommended by the State Transportation Working Group to the State Climate Action Team.	Included above

Est. CO2 Eq Reduction 2010-2012	Est. CO2 Eq Reduction 2015-2020	Est. CO2 Eq Reduction 2050
20,634—41,268	**41,122—68,696**	

Potentially Impacted Stakeholders

Stakeholder *(e.g. General Population, Business, Interest Group or Govt. Agency)*	Potential Impact or Concern *(e.g. Fiscal, Regulatory, Programmatic)*
• City residents • Pierce Transit • Development Community • City Government	• Improved Public Health and Air Quality, • Reduced vehicle emissions, • Greater community and social capital • Potential state funding • Increased City revenues • Increased Economic Activity in the City

Barriers to Implementation

- Opposition from City residents/neighborhood groups
- Existing Street widths
- Funding

Can the City of Tacoma implement this recommendation on its own? Y / **N**

Tasks or Conditions Needed to Implement Recommendation

- The City will need to partner with the development community, Pierce Transit, and City residents and neighborhood associations to implement these actions.

Additional Information:

There is a well-documented connection between land use, affordable housing and vehicle miles traveled (VMT). The transportation committee felt it was important to acknowledge this and develop strategies that will reduce VMT in the City.

Subcommittee Recommendation Choose One	Priority for Implementation Choose One
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☐ **Recommend – with Strong Opposition** Majority agrees to move recommendation forward, but strong opposition exists by one or more stakeholders	☐ **Low priority**
☐ **Recommendation does not move forward**	

Green Ribbon Climate Action Task Force
Subcommittee Recommendation Worksheet

Target Audience**: City Elected Officials**	
Recommendation: **Policy Support Statements**	
	Emissions Reduction (tons eCO2)
1. Monitor the transportation pricing studies currently underway in the region to assess the impacts and the applicability of the results to the City. These studies include: a. HOT lane implementation on SR 167 (allows Single Occupancy Vehicles to use the HOV lanes at a price) b. Mileage based insurance-King County is working with Uniguard Insurance to study the impact on driving behaviors and mileage driven of insurance priced on when, where, and how you drive.* 2. Support the Affordable Housing Recommendations contained in the *"Mixed-Income Housing in Downtown Tacoma Final Report and Recommendations from the Downtown Tacoma Housing Task Force"* dated October 4, 2007. 3. Support the Affordable Housing Recommendations contained in the "*Housing Affordability Report and Recommendations from the Pierce County Housing Affordability Task Force*" dated March 2007. 4. Quantify greenhouse gas emissions for all transportation projects and include these impacts as part of the policymakers briefing*. a. Quantify and track greenhouse gas emissions at least once every two years. 5. Establish a City Office of Sustainability to oversee implementation of the adopted strategies and to coordinate the sustainability and environmental programs of the City. 6. Adopt a "Complete Streets Policy" that minimizes impervious surfaces, and encourage safe pedestrian and bicycle usage.*	

7. Encourage all public and private sector and non-profit organizations in Tacoma to conduct their own carbon footprints and adopt and implement their own action plan to reduce greenhouse gas emissions.

    a. Specifically encourage the largest agencies with the largest footprints to do so by the end of 2008. These agencies are:
        1. Tacoma Public Schools
        2. Port of Tacoma (underway in cooperation with Port of Seattle and Port of Vancouver B.C.)
        3. Metropolitan Park District (Emission Inventory done)

8. The committee discussed the parking issues surrounding the Tacoma Dome garage and the City Manager's proposed parking garage plan. The committee felt it important that Pierce Transit, Sound Transit and the City begin a policy dialogue on the transportation impacts of continuing to provide free parking at the Tacoma Dome garage. A related issue is the VMT impact of the proposed new parking facilities ringing the City's Downtown core. Will these serve to encourage more SOV commuting?

* These strategies are also being recommended by the State Transportation Working Group to the State Climate Action Team.

Est. CO2 Eq Reduction 2010-2012	Est. CO2 Eq Reduction 2015-2020	Est. CO2 Eq Reduction 2050

Potentially Impacted Stakeholders

Stakeholder *(e.g. General Population, Business, Interest Group or Govt. Agency)*	Potential Impact or Concern *(e.g. Fiscal, Regulatory, Programmatic)*
• All public and private sector organizations in Tacoma • City Development Community • City Residents and Taxpayers	• Funding Sources for Implementation (2,3,5) • Improved public health and air quality • Fewer automobiles on the road • Fewer vehicle emissions and accidents

Barriers to Implementation

- Opposition from development community or residents

Can the City of Tacoma implement this recommendation on its own? Yes and No

Tasks or Conditions Needed to Implement Recommendation

Education and Outreach effort to highlight connection between land use, affordable housing and transportation demand.

Additional Information:

Subcommittee Recommendation Choose One	Priority for Implementation Choose One
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Green Ribbon Climate Action Task Force
Subcommittee Recommendation Worksheet

Target Audience**: State Elected Officials**

Recommendation: **Policy Support Statements**

Short-Term Goal:	**Emissions Reduction** (tons eCO2)
1. Encourage the Commute Trip Reduction Program to provide equal benefits to bikers and walkers as they do to those who ride public transit to work. 2. Encourage the State Legislature to support the funding recommendations and the strategy recommendations contained in the Transportation Working Group's recommendations to the State's Climate Action Plan Task Force. 3. Monitor the Corridor Pricing project on SR-520 currently being undertaken by -WSDOT, King County and the Puget Sound Regional Council (PSRC). The project is being utilized to test the use of tolling, technology, transit and telecommuting to reduce congestion within the corridor.***** 4. Investigate the potential to locate a non-profit based truck retrofitting service in the Tacoma/Pierce County area to carry out the retrofits of legacy trucks and tractors not subject to new diesel emission regulations ***** These strategies are also being recommended by the State Transportation Working Group to the State Climate Action Team.	

Est. CO2 Eq Reduction 2010-2012	Est. CO2 Eq Reduction 2015-2020	Est. CO2 Eq Reduction 2050

Potentially Impacted Stakeholders

Stakeholder *(e.g. General Population, Business, Interest Group or Govt. Agency)*	Potential Impact or Concern *(e.g. Fiscal, Regulatory, Programmatic)*
• Washington State Legislature • Trucking Association • Port of Tacoma • Private sector service providers	• Economic Development Opportunity (2 &4) • Funding Source for Strategies (2)

Barriers to Implementation

- Opposition from legislators
- Opposition from citizens

Can the City of Tacoma implement this recommendation on its own? No

Tasks or Conditions Needed to Implement Recommendation
• Public acceptance of new ways to fund transportation projects
Additional Information:

Subcommittee Recommendation Choose One	Priority for Implementation Choose One
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