



RESOLUTION NO.

1 BY REQUEST OF MAYOR WOODARDS AND COUNCIL MEMBERS BEALE
2 AND WALKER

3 A RESOLUTION relating to reducing the City's municipal carbon footprint by
4 restricting the use of natural gas and new fossil fuel for existing City
5 buildings and future City capital investments, encouraging other local
6 jurisdictions to do the same, and assessing impacts for imposing the
7 same restrictions on new commercial and residential construction.

8 WHEREAS the 11th UN Intergovernmental Panel on Climate
9 Change ("IPCC") report from October 2018 states that we have only until 2030 to
10 limit devastating global warming and avoid a climate catastrophe, and

11 WHEREAS globally and locally, Black, Indigenous, and people of color
12 communities and low-income communities are most vulnerable to the financial and
13 human health stresses or shocks resulting from climate damage, and are
14 disproportionately impacted, and

15 WHEREAS the climate crisis poses an imminent, existential threat to all life
16 on Earth that demands timely action at the scale and speed necessary to mitigate
17 harm to all people, including the residents of the City of Tacoma, and

18 WHEREAS, in December 2019, the City declared a Climate Emergency
19 through Resolution No. 40509, which articulates the aspirational goal of "seeking a
20 path to making City operations carbon-neutral by 2050," and requested the City
21 Manager identify and propose sustainable funding mechanisms for actions
22 described in the Environmental Action Plan, including building electrification, and

23 WHEREAS the City's 2016 Greenhouse Gas Inventory identifies combined
24 emissions from the City's municipal buildings and fleet contribute approximately
25
26



28 percent of overall municipal emissions, and we know that we cannot meet our
municipal and community carbon reduction goals without tackling clean
transportation and clean buildings as we move forward, and

WHEREAS, in Washington State, homes and buildings are the single fastest
growing source of carbon pollution, up 50 percent since 1990, and now account for
27 percent of Washington's carbon emissions, and

WHEREAS Tacoma Public Utilities provides customers in Tacoma plentiful,
non-fossil fuel generated, and comparatively affordable electricity for powering its
municipal operations, maintenance, and growth, along with all of its community-
wide electricity needs, and

WHEREAS the City has the opportunity to lead by example to make
decisive, transformative, and sustainable changes in its municipal energy
consumption, and can significantly lower the City's greenhouse gas emissions and
overall carbon impact, and

WHEREAS investments that make it easier and safer for people to ride the
bus, walk, bike, and roll often have the added benefit of not only reducing carbon
emissions, but improving affordable access to jobs, education and services,
reducing stormwater pollution and local air pollution, improving physical activity, and
supporting local, living wage construction and operation jobs, and

WHEREAS the City encourages the use of non-motorized travel to and from
City facilities, including a Commute Trip Reduction program for employees, and
through the use of investments of safe biking and walking infrastructure around City



buildings, parking for bicycles or other shared mobility services, transit passes for employees, and comfortable and ADA-compliant sidewalks around all facilities, and

WHEREAS the City supports a legislative agenda that advances decarbonization through increased electrification of energy use, and

WHEREAS the City already follows state law, RCW 43.19.648 and Chapter 194-29 WAC, which requires clean vehicles and fuels and describes “practicable use of electricity and biofuels to fuel local government vehicles, vessels, and construction equipment,” and

WHEREAS planning for clean energy in City assets represents a sound investment of the City’s resources into long-term infrastructure that is in line with its carbon reduction goals, and

WHEREAS vulnerable, underrepresented, and historically oppressed communities in the City, including low-income communities and those with pre-existing medical conditions, along with Black, Indigenous, and people of color communities are disproportionately harmed by indoor pollution (including from gas stoves) and outdoor air pollution, and have less access to healthcare and resources to mitigate this impact; Now Therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

Section 1. That the City Manager is directed to require all new City-owned buildings and major renovations of existing City buildings within the City of Tacoma to exclude natural gas and other fossil fuel energy sources for heating, lighting, and power, and use low carbon fuels such as biodiesel, renewable diesel, renewable natural gas, electrolytic hydrogen, and electricity or other electricity derived fuels



generated from sustainable and renewable resources; except where exemptions
1 are necessary due to reliability and resiliency of resources, technical or cost
2 infeasibility. This policy will become effective January 1, 2022.

3 Section 2. That the City Manager is directed to inventory City-owned facilities
4 within the City of Tacoma that use fossil fuels and evaluate the feasibility of
5 retrofitting existing buildings to low-emission sources by 2030. This inventory and
6 evaluation will make use of existing reports and data to prepare recommendations
7 regarding feasibility and life-cycle costs. The report will be completed by January 1,
8 2023, and a presentation will be made to the Infrastructure, Planning and
9 Sustainability ("IPS") Committee.
10

11 Section 3. That the City Manager is directed to develop a plan to retrofit
12 each City-owned parking facility and building within the City of Tacoma with electric
13 vehicle ("EV") charging stations by 2030. This plan will be completed by January 1,
14 2023, and a report will be made to the IPS Committee. Zero-emission,
15 low-emission, or non-motorized vehicles will be prioritized in all new vehicle
16 purchases whenever:
17

- 18 A. Suitable equipment exists for the duty;
19 B. Gross vehicle weight is less than 19,501 pounds (Class 5 vehicles and
20 lower). The necessity and type of exemptions will be reviewed in
21 conjunction with updates to the Environmental Action Plan;
22 C. Life Cycle Cost Analysis shows the premium at less than 10 percent; and
23 D. Suitable EV-charging or other infrastructure to recharge or fuel
24 equipment is in place, or anticipated to be, preferably at the equipment's
25 assigned stationary location.

26 Consideration of the addition of EV charging equipment at such stationary
locations will be considered in decision-making.



Section 4. That the City will encourage other local entities, such as the County, school districts, and major institutions, to join it in this step to invest in clean energy assets by adopting similar policies.

Section 5. That the City Manager is directed to complete an impact assessment of requiring non-fossil fuel sourced heating, lighting, and power in new commercial and residential development in the City, and will report back to the IPS Committee by January 1, 2023, with findings, including stakeholder involvement, that will look at potential opportunities and challenges related to:

- Public health and safety;
- Economic costs and savings;
- Technical feasibility;
- Legal implications;
- Labor and workforce;
- Operations;
- Housing affordability; and
- Equity.

Adopted _____

Mayor

Attest:

City Clerk

Approved as to form:

Chief Deputy City Attorney