



AGENDA

MEETING: Regular Meeting

TIME: Wednesday, May 16, 2018, 5:00 p.m.

LOCATION: Room 16, Tacoma Municipal Building North
733 Market Street, Tacoma, WA 98402

A. Call to Order and Quorum Call

B. Approval of Agenda and Minutes

- Minutes – April 18, 2018 and May 2, 2018

C. Public Comments

- Comments are accepted on all discussion items, and are limited to 3 minutes per person.

D. Discussion Items

1. 2019-2024 Capital Facilities Program (CFP)

- Description: Review proposed amendments to the existing 2017-2022 CFP, focusing on the proposed addition and deletion of capital projects.
- Action: Authorize for Public Review and Set Public Hearing Date.
- Staff Contact: Lihuang Wung, 253-591-5682, lwung@cityoftacoma.org

2. Residential Infill Pilot Program – Phase 2

- Description: Review the scope of work, major issues and objectives.
- Action: Provide Feedback and Guidance.
- Staff Contact: Lauren Flemister, 253-591-5660, lflemister@cityoftacoma.org

E. Communication Items

- (1) Early scoping comments on Sound Transit's Tacoma Dome Link Extension Project (TDLE), submitted by the Planning and Development Services, May 3, 2018 (See "Agenda Item E-1").
- (2) The next Planning Commission meeting is scheduled for Wednesday, June 6, 2018, at 5:00 p.m., in the Council Chambers (changed location); tentative agenda (subject to change) includes: 2018-2020 Planning Work Program; and Scoping Public Hearing on the 2019 Amendments.
- (3) The next Infrastructure, Planning and Sustainability Committee meeting is scheduled for Wednesday, May 30 (reschedule from May 23rd), 2018, 4:30 p.m., in Room 16; tentative agenda (subject to change) includes: Planning Commission Interviews; Cushman and Adams Substation Update; and Infill Housing Development.

F. Adjournment





MINUTES (Draft)

TIME: Wednesday, April 18, 2018, 5:00 p.m.
PLACE: Room 16, Tacoma Municipal Building North
733 Market Street, Tacoma, WA 98402
PRESENT: Stephen Wamback (Chair), Anna Petersen (Vice-Chair), Carolyn Edmonds, Jeff McInnis, Brett Santhuff, Andrew Strobel, Dorian Waller
ABSENT: Ryan Givens

A. CALL TO ORDER AND QUORUM CALL

Chair Wamback called the meeting to order at 5:02 p.m. A quorum was declared.

B. APPROVAL OF AGENDA AND MINUTES

The agenda was approved. There were no minutes for approval.

C. PUBLIC COMMENTS

There were no citizen comments.

D. DISCUSSION ITEMS

1. 2019-2024 Capital Facilities Program (CFP) Process

Christina Curran, from the Office of Management and Budget, provided an overview of the development process for the 2019-2024 Capital Facilities Program (CFP). She addressed what CFP is and is not, the legislative requirements for the CFP, and the relationships between the CFP and VISION 2040, the One Tacoma Comprehensive Plan, Tacoma 2025, and the City's biennial budget. She also indicated that the CFP development process had been significantly improved during the last update cycle for the 2017-2022 CFP, and that the upcoming update for the 2019-2024 CFP would be expected to have no substantive change to the document or the process but have greater consistency in project prioritization. Ms. Curran laid out the proposed timeline for the development of the 2019-2024 CFP, whereby the Planning Commission would be asked to review the proposed amendments to capital projects on May 16, conduct a public hearing on June 20, and make a recommendation to the City Council on July 18. The Commission concurred.

2. 2018 Amendments to the Comprehensive Plan and Land Use Regulatory Code

Stephen Atkinson, Planning Services Division, facilitated the Commission's review of public comment received at the Commission's public hearing on April 4, 2018 and through the closure of the hearing record on April 6, 2018. He stated that staff was seeking direction from the Commission on potential modifications to the 2018 Amendments package in response to public comment and on the draft Findings of Fact and Recommendations Report to be compiled for the Commission's review at the next meeting. Mr. Atkinson reviewed the seven applications included in the 2018 Amendments package, recaptured the public hearing process, and asked individual staff to speak to the respective applications they were responsible for.

Concerning the Car Wash Uses in NCX, Lihuang Wung, Planning Services Division, summarized the proposal. He indicated that while the applicant was supportive of the proposal, many who had testified

expressed great concerns about the impacts of car washing facilities and the incompatibility of such uses in residential neighborhoods.

Discussion ensued and the Commissioners generally felt that car washing facilities are outside of the character of neighborhood centers and not an appropriate use for the NCX zoning districts, that the original application was in fact inconsistent with the intent for NCXs as prescribed in the Comprehensive Plan, and that the proposal (which is a revised version of the application) is not much of an improvement over the existing code where some provisions (such as “no windows or openings allowed to face a residential district”) are hard to comply with. The Commissioners reached a consensus that the proposal should be forwarded to the City Council with a note of “Not Recommended for Approval.”

Concerning the Vehicle Service and Repair: Outdoor Tire Storage proposal, Mr. Atkinson summarized the proposed amendments and public comments received. Commissioners provided the following questions and comments:

- Vice-Chair Petersen commented that she is concerned about the aesthetics of the fencing from the perspective of the abutting residential property, if the buffer of landscaping is not required.
- Commissioner McInnis expressed his general support of this proposal.
- Chair Wamback noted that the original application was an attempt to make some of these outdoor tire storage uses allowed by right, that none of these proposed code amendments would make or change any business from being non-conforming to being allowed by right, and that applications would still have to go through the permitting process. He acknowledged that the original proposal has been significantly modified by the Commission, and that there is still a pathway towards conformity with the code, although it’s not as speedy as a pathway that the applicants were hoping for.
- Commissioner Edmonds asked what kind of fencing material is required. Mr. Atkinson answered the fencing would need to be 6-ft tall and opaque.
- Commissioner Santhuff shared his concerns alongside Vice-Chair Petersen regarding not requiring a buffer of landscaping between the fence and the abutting property.

Further discussion ensued. Concerning the screening and landscaping standards, Mr. Atkinson clarified that with the proposal when screening is provided, required landscaping shall be located between the screen and the abutting properties and rights-of-way. The Commission reached a consensus to forward the proposal to the City Council.

Concerning the C-2 VSD Height Methodology proposal, Lauren Flemister, Planning Services Division, summarized the proposed amendments and public comments received. She also reviewed the three options, with graphic illustrations, that were currently under consideration by the Commission, i.e., Status Quo (“Existing Limitations”), Option 1 (“Consistent Height in Zone”), and Option 2 (“Hybrid”).

Commissioners provided the following questions and comments:

- Commissioner McInnis commented that changing the rules for the subject areas might be “playing with fire” and he would prefer no change.
- Commissioner Strobel felt that, with the Status Quo, an applicant would not be able to utilize the slanted building envelope very well, whereas Option 2 would provide better certainty and expected outcome of building utilization and should be considered.
- Commissioner Santhuff wondered if Option 2 has benefits that relates to views beyond offering some development potential on the downhill side. He asked for clarification about proposed changes to what’s allowed in regards to roof top structures. Ms. Flemister explained that existing regulations pose no limitation on roof-top structures, while both Options 1 and 2 provide an improvement by proposing a 5-ft maximum for parapet.
- Chair Wamback asked if there would be less development potential for the uphill side. He further commented that the proposal varies greatly on the context and wondered why there wasn’t a

regulation for these types of situations. He wondered about having a design review board where the residents living uphill can come and comment.

- Vice-Chair Petersen asked if any of the options allow for a rooftop patio. Ms. Flemister answered yes.
- Commissioner Edmonds commented that, based on her understanding of the subject and her review of the public comment, she would support Option 2.
- Commissioner McInnis commented that he used to work in Old Town and had seen development done suitably with the existing code. He believed that a developer in a view area would come in with the understanding of the fabrics of the area. He wasn't sure if there would be anything to gain from changing the code. He was concerned about the City not realizing the consequences until it's too late.
- Commissioner Strobel asked if the grade could be adjusted for any uphill project and how it would affect downhill development per Option 2 versus the Status Quo. Ms. Flemister responded that it has to be the existing grade that's used for the measurement.

Mr. David Boe, of Boe Architects, consultant for the project, commented that both Option 1 and Option 2 provide greater certainty than the Status Quo. He provided two additional aspects, i.e., that in commercial zones, due to the zero setback, the views people are concerned about are not the views over but the views between the buildings, and in Old Town the slope is steeper farther away from the commercial zone, therefore the commercial development's impact of views is really to the adjacent building uphill, not to those areas further away. Mr. Boe added that Option 2 would provide greater views for property on the adjacent side.

Further discussion ensued. Commissioner Strobel reiterated his support for Option 2, believing it is more in character with Old Town. Chair Wamback acknowledged that, with Commissioners Strobel and Edmonds supporting Option 2, Commissioner McInnis supporting Status Quo, and no Commissioner arguing for Option 1, there was no consensus among the Commissioners. Following Mr. Atkinson's suggestion, Chair Wamback determined that staff would tentatively proceed with Option 2 for drafting the Findings of Fact and Recommendations Report for the Commission's consideration at the next meeting, at which time the Commission would make a decision between Option 2 and Status Quo.

Concerning the S. 80th Street PDB Rezone proposal, Ms. Flemister summarized the proposal and commented that this project was very well received, and land owners were happy with the proposed rezones. The Commission decided to move the proposal forward for the City Council's consideration.

Concerning the Transportation Master Plan Amendments, Mr. Atkinson summarized the proposal and indicated that the two comments received were not related to the proposal but about some other traffic issues. The Commission decided to move the proposal forward for the City Council's consideration.

(Chair Wamback recessed the meeting at 6:43 p.m. The meeting proceeded again at 6:50 p.m.)

Concerning the Open Space Corridors proposal, Elliott Barnett, Planning Services Division, provided an overview of the project, which included three general issues, i.e., biodiversity areas/corridors, steep slopes standards, and updates for consistency to other sections. Mr. Barnett proceeded to review the public comments received, including letters of support from Fish and Wildlife and Metro Parks. Mr. Barnett reviewed the potential modifications to the proposal that were intended to improve clarity and predictability, improve awareness of incentives, increase what's allowed for existing small lots, and increase allowed vegetation restoration area for public agencies.

Commissioners provided the following questions and comments:

- Commissioner Edmonds, understanding that the size of a small lot will be defined in code, commented that it's important for someone to have enough space to build a house on a small lot.
- Chair Wamback wondered if the simple changes made in Title 9 of the Tacoma Municipal Code relating to trees for the right of way could be moved to the Code Cleanups. He also offered that it could've been easier to explain to the public if some of the Comprehensive Plan policies were more specifically related to the proposal – there could've been a stronger foundation.

- Commissioner Strobel commented that he would be interested to see if this is adopted, how that synergy between the departments will work for any project, as ultimately it can be difficult because there is no clear path forward.

Chair Wamback acknowledged receipt of the memo from Steve Victor, Deputy City Attorney, regarding the review of proposed fish and wildlife conservation areas for takings. The Commission decided to move the proposal with staff recommended modifications to the City Council for consideration.

Concerning the Code Cleanups proposal, Mr. Wung indicated that there were no public comments, but staff is proposing three changes, i.e., amending TMC 13.02.010 concerning absences of Planning Commissioners to make the implementation of said provisions more effective; amending TMC 13.06.645.B.6 concerning applicability of variance to parking lot development standards to clarify that said variance also applies to electric vehicle parking lots; and adding a policy to the Urban Form Element of the Comprehensive Plan, Section 1, and the Design and Development Element, Section 4, relating to the accommodation of more flexible uses for unique sites within areas designated for Single-Family and Multi-Family zoning in the Future Land Use Map.

Mr. Wung explained that the proposed amendment regarding “absences” was in response to a previous discussion of the Commission and if adopted would be followed by similar revisions to the Commission’s bylaws. About the proposed amendment regarding applicability of variance, Mr. Wung explained that it was a correction of an oversight, and Commissioner Strobel suggested further streamlining the language. Concerning the “unique sites” policy, Mr. Atkinson explained that the intent is to provide some flexibility for unique circumstances on specific sites, where a rezone that might make sense may be accommodated without changing the Future Land Use Map in the Comprehensive Plan.

Upon making a few points of clarification, the Commission decided to move the Code Cleanups with staff recommended modifications to the City Council for consideration.

E. Communication Items

Mr. Wung introduced the new Office Assistant, Amy Figueroa.

The Commission acknowledge receipt of the communication items in the agenda packet. Concerning the Sound Transit’s open house on the Tacoma Dome Link Extension project on April 17, 2018, Mr. Wung reported that it was well attended and that Commissioners Santhuff, Edmonds, Strobel and McInnis were in attendance. Commissioner Santhuff indicated that per Sound Transit’s early scoping process, comments are accepted through May 3, 2018. He encouraged Commissioners to visit the project’s website at www.soundtransit.org/tdlink.

Concerning the Districts 2, 3 and 5 positions becoming available, Mr. Wung encouraged incumbent Commissioners to re-apply and asked all Commissioners to assist the City Council in the recruitment process by encouraging qualified affiliates of theirs to apply.

F. ADJOURNMENT

The meeting adjourned at 7:36 p.m.

**These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit: www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/*



MINUTES (Draft)

TIME: Wednesday, May 2, 2018, 5:00 p.m.
PLACE: Room 16, Tacoma Municipal Building North 733 Market Street, Tacoma, WA 98402
PRESENT: Stephen Wamback (Chair), Anna Petersen (Vice-Chair), Carolyn Edmonds, Ryan Givens, Jeff McInnis, Brett Santhuff, Andrew Strobel, Dorian Waller

A. CALL TO ORDER AND QUORUM CALL

Chair Wamback called the meeting to order at 5:02 p.m. A quorum was declared.

B. APPROVAL OF AGENDA AND MINUTES

The agenda was approved. The minutes from March 21, 2018 and April 4, 2018 meetings were reviewed and approved as submitted.

C. PUBLIC COMMENTS

There were no citizen comments.

D. DISCUSSION ITEMS

1. 2018 Amendments to the Comprehensive Plan and Land Use Regulatory Code:

Stephen Atkinson, Planning Services Division, stated that the Commission was being requested to make a recommendation to the City Council on the 2018 Amendments by finalizing the draft Findings of Fact and Recommendations Report and the draft Letter of Recommendation. He reviewed the preliminary recommendations for the seven applications included in the 2018 Amendments package, and the Commissioners took the following actions:

(1) CAR WASH USES IN NEIGHBORHOOD CENTERS

Commissioner Givens commented that he originally thought the decision-making process for the Conditional Use Permit associated with the proposal would go through the Hearings Examiner, and now realizing that it would go through the Director based on staff review, he would not feel comfortable with allowing car washes in neighborhood centers. Commissioner Edmonds moved that the Car Wash Uses in NCX be forwarded to the City Council with a notion of "not recommended for approval." Vice-Chair Petersen seconded. The motion passed unanimously.

(2) VEHICLE SERVICE AND REPAIR: OUTDOOR STORAGE

Commissioner Givens commented that on page 43 of the Public Review Document (April 4, 2018), the wording of the following provision would result in an awkward situation of landscaping between two fences and should be improved:

"Where screening is provided, required landscaping shall be located between the screen and abutting properties and rights-of-way." (TMC 13.06.510.E.3.e)

Chair Wamback noted that this issue had already been discussed at the last meeting, and that weak direction had been given to staff about not wanting to see a change. Mr. Atkinson clarified that staff had suggested a modification that would keep the landscaping requirement when abutting public rights-of-way, but when abutting residential properties, leave it up to the business owner to decide

whether or not to put the fence on the property line or between the landscaping and the tire storage use. The Commission did not move forward with the modification, Mr. Atkinson further clarified.

Chair Wamback entertained a motion to move forward with the proposal as presented, and suggested an amendment could be proposed to the main motion. A motion to that effect was made by Commissioner McInnis and seconded by Commissioner Strobel. Commissioner Givens moved, and Commissioner McInnis seconded, to amend the motion by removing the words of “and abutting properties” from the above-mentioned provision. Chair Wamback offered a friendly amendment, which was accepted, to correct the numbering in the section of the code where said provision is located, because there are two number three’s.

Vice-Chair Petersen and Commissioner Santhuff spoke against the amendment to the main motion, arguing that removing landscaping would defeat the purpose and lose the benefits of buffering. Commissioner Givens clarified that the intent of the amendment was to make sure that the required landscaping is properly maintained. Chair Wamback called the question, and with a unanimous nay-vote, proclaimed that the amendment to the main motion failed.

Discussion ensued. Commissioner Edmonds suggested letting the professionals figure out the landscaping – what to plant, how to plant and how to maintain. Commissioner Strobel commented that he understands the general benefit of landscaping to the property, but individual business owners should have the option to make their own fencing. Chair Wamback commented that tires should be stored inside buildings, and this code amendment makes it easier for the tires to be outside, and that if the storage of tires outside gets voted through, there needs to be an offset benefit to protect the neighboring property owners by making the tire owners do landscaping.

Commissioner Santhuff offered an additional amendment to the main motion by adding a second sentence to the above-mentioned provision that would state that, for example, “Provisions shall be made for maintenance access to the landscaping.” The motion was seconded by Commissioner McInnis. It was understood that this motion also included the friendly amendment about the correction of numbering. The motion passed unanimously.

Further discussion ensued. Vice-Chair Petersen commented that tires should be stored in a building and that the proposal as it stands would give non-conforming uses a conforming status. Commissioner Givens commented that he feels for small businesses, but pointed out that tires present fire hazard. Chair Wamback commented that the principles of the One Tacoma Plan are about promoting growth, density, and the integrity of the single family neighborhoods, and that until the Commercial Zoning Districts are reviewed and cleaned up, he doesn’t feel that the Commission can say they are protecting the single family neighborhoods. He felt that the Commission is increasing the intensity of use in the C-2 zone. Chair Wamback added that along with fire hazard, outdoor tire storage will also increase noise.

Chair Wamback called the question on the amended motion. Commission voted 5 to 3 (Chair Wamback, Vice-Chair Petersen and Commissioner Givens voting nay), and the amended motion passed.

(3) S. 80TH STREET PDB REZONE

Commissioner Givens commented that in the proposed language on page 65 of the Public Review Document (April 4, 2018), the 50-ft buffer is strange for the ancillary portions of the industrial use. Mr. Atkinson explained that this proposal was expanded from a site rezone to an area-wide rezone for this area, and in doing so, staff was looking at a comparable buffer standard to what would’ve been required through the site rezone process. He stated that essentially, the proposal is to start with the 50-ft buffer, which could be scaled depending on the size or intensity of the site.

Further discussion ensued regarding the methodology for applying buffering standards based on zoning districts rather than use. It was decided the issue would be deferred for future study. Chair Wamback asked that the discussion be reflected in the Findings of Fact and Recommendations Report. Commissioner McInnis motioned that the S. 80th Street PDB Rezone proposal, as presented, be moved forward to the City Council. The motion was seconded by Commissioner Edmonds, and approved unanimously.

(4) C-2 COMMERCIAL VIEW SENSITIVE DISTRICT HEIGHT METHODOLOGY

Based on what had been presented and discussed at the previous meeting, Commissioner Strobel moved to recommend Option 2 to the City Council. Commissioner Waller seconded the motion. Commissioner McInnis reiterated his concerns about changing the code for one project, arguing that a lot of pain could come from the proposal which provides no impetus to development. Chair Wamback felt that the proposal was not appropriate for addressing three distinct areas in the City with different view sheds. Vice-Chair Petersen also felt that the larger picture has been missed by placing a blanket fix over the city and that the proposal was not a real solution to a real problem. Commissioner Santhuff pointed out that the proposal would put limitations on the height of parapets and rooftop appurtenances and would only apply to property on slope, i.e., not in Proctor or Titlow areas. Commissioner Givens commented that the proposal would provide predictability and protect views and has gained support from the neighborhood based on testimony received at the public hearing. Commissioner Strobel felt that the proposal provides certainty in how height is determined and is beneficial to property owners. Chair commented he finds all the VSD methodology askew.

Chair Wamback called the question. The Commission voted 4 to 4, with Commissioners Givens, Santhuff, Strobel and Waller voting aye and Commissioners Edmonds, McInnis, Petersen and Wamback voting nay. The motion failed. Brian Boudet, Planning Services Manager, clarified and suggested that, the Commission had previously expressed preference for Option 2 for the purpose of preparing the Findings and Recommendations Report, and with the failed motion, the Commission would be forwarding the proposal to the City Council with a “no recommendation.” The Commission concurred.

(5) TRANSPORTATION MASTER PLAN

Commissioner Edmonds made a motion to move forward the Transportation Master Plan amendments to the City Council, which was seconded by Vice-Chair Petersen. The motion passed unanimously.

(6) OPEN SPACE CORRIDORS – PHASE 1

Commissioner Strobel motioned to recommend the Open Space Corridors proposal to the City Council. Vice-Chair Petersen seconded the motion. Commissioner McInnis indicated that he supports the proposal but will recuse himself from the vote because he owns a property on one of the corridors. Commissioner Givens expressed he struggled with this one because he thinks that specific corridors should be identified rather than having a blanket restriction on sites that are 2 acres and have a lot of foliage on it and commented he would be voting no on this one. With a vote of 6 to 1 (Commissioner Givens voting nay and Commissioner McInnis recusing himself), the motion passed.

(7) CODE AND PLAN CLEANUPS

Commissioner McInnis made a motion to forward the Code and Plan Cleanups to the City Council for approval. Commissioner Santhuff seconded. The motion passed unanimously.

Mr. Atkinson summarized the votes on the seven applications and requested the Commission consider voting on the 2018 Amendments package in its entirety. Commissioner Santhuff suggested that the Findings of Fact and Recommendations Report reflect the Commission’s discussion on the VSD Height Methodology proposal, i.e., that the Commission was concerned about the rooftop structures and what the current zoning allows, and that Option 2 would address that issue. Vice-Chair Petersen made a motion to forward to the City Council for consideration for approval the 2018 Amendments package including the Findings of Fact and Recommendations Report and the Letter of Recommendation reflecting the Commission’s discussion and actions as summarized by Mr. Atkinson. Commissioner Santhuff seconded the motion. The motion passed unanimously.

(Chair Wamback recessed the meeting on 6:10 p.m. The meeting resumed at 6:20 p.m.)

2. 2019 Amendments to the Comprehensive Plan and Land Use Regulatory Code

Chair Wambach noted that what staff was going to present was relating to an improved scoping process for the 2019 Amendments which was in the spirit of the proposed amendments to TMC 13.02.045 and .053 that were part of the 2018 Amendments being forwarded to the City Council for consideration.

Mr. Atkinson reviewed the scope of the proposed 2019 Amendments to the Comprehensive Plan and Land Use Regulatory Code, which included the following seven applications:

- (1) **FUTURE LAND USE IMPLEMENTATION:** This project will improve the consistency between the One Tacoma Plan and implementing zoning, with outcomes intended to support the development of compact, complete and connected neighborhoods with a variety of housing choices and employment opportunities in close proximity to schools, parks, transit, and other amenities.
- (2) **COMMERCIAL ZONING UPDATE:** The project will amend Tacoma's General and Neighborhood Commercial zoning district use and development standards to ensure a more consistent, pedestrian and transit supportive urban environment.
- (3) **SHORELINE MASTER PROGRAM:** Conduct the Periodic Review as required by the State Shoreline Management Act, and incorporate any amendments needed to reflect changed circumstances, new information or improved data. Pursuant to the schedule established for every community by the Legislature, the first round of periodic reviews is due on or before June 30, 2019 for Snohomish, King and Pierce counties and their cities and towns.
- (4) **JLUS APZ-II OVERLAY:** Develop an Airport Compatibility Overlay Zone to implement the recommendations of the Joint Land Use Study (JLUS) and the Accident Potential Zone II (APZ-II). Clear Zones and APZs represent the most likely impact areas if an aircraft accident occurs. APZs are based on Department of Defense historical data on where accidents have previously occurred.
- (5) **OPEN SPACE CORRIDORS – PHASE 2:** The Open Space Corridors (OSC) Project is one of the City's initial steps to implement the Parks and Open Space designation of the Comprehensive Plan. The current effort (Phase 2) focuses on Critical Areas standards for development and disturbance within and around erosion and landslide hazard area – types of Geologically Hazardous Areas associated with steep slopes.
- (6) **HISTORIC PRESERVATION CODE IMPROVEMENTS:** This proposal seeks to improve the effectiveness of the Historic Preservation Program through a series of code amendments addressing such issues as demolition review, nomination and designation process, and the historic conditional use permit.
- (7) **MINOR AMENDMENTS:** This project involves minor revisions to the Comprehensive Plan and the Tacoma Municipal Code, intended to keep information current, address inconsistencies, correct errors, increase clarity, and improve provisions that, through implementation of the Plan and administration of the Code, are found to be unclear or not fully meeting their intent.

Mr. Atkinson indicated that with the proposed process, the Commission would conduct a scoping public hearing on June 6, 2018 on the scope of work for the 2019 Amendments including an assessment report for each of the seven applications, as presented. After the public hearing, the Commission would make appropriate modifications to the scope and forward it to the Infrastructure, Planning and Sustainability Committee for review and determination on which projects to move forward with technical analysis.

The Commissioners provided the following comments:

- Commissioner Edmonds asked if all of these applications were internal. Mr. Atkinson responded that that was correct and there is no plan to accept private applications for the 2019 Amendments.
- Vice-Chair Petersen pointed to page 5 of the assessment report for the application of Future Land Use Implementation, under "Existing Uses and Nonconforming Uses", and suggested that the scope of work for "areas proposed for rezones" should also include the review of whether the existing zones meet the future intent of the City's vision. She also pointed to page 1 of the assessment report for the application of Historic Preservation Code Improvements, under "Project Proposal", and suggested adding some photos of the "historically significant properties over 4,000

sq-ft” for illustration purposes. Regarding the proposed changes to nomination requirements for historic places, Vice-Chair Petersen also commented that the current process is too easy and without adequate public engagement, which is a huge red flag.

- Commissioner Givens echoed Vice-Chair Petersen’s comments on the application of Future Land Use Implementation and suggested that it should be a two way review and put the appropriateness at the neighborhood level. Regarding the application of Open Space Corridors and issues relating to geohazards, he would like to discuss with staff further to know what the problem is. Commissioner Givens also indicated that he was disappointed that the issue relating to accessory dwelling units is not being addressed in the 2019 Amendments process. Mr. Boudet responded that that discussion will be before the Commission shortly.
- Commissioner Strobel commented that the land use and zoning concerns associated with the pending annexation of the Manitou area from Pierce County to the City should be incorporated, as appropriate, in the scope for the Future Land Use Implementation.
- Commissioner Edmonds commented that the scopes for the Future Land Use Implementation and the Commercial Zoning Update should have appropriate tie-in with the review of issues relating to traffic, public transportation and parking.
- Chair Wamback stated that the 2019 Amendments is a part of the Planning Work Program and pointed out the important role of the Planning Commission in the development of the work program in consultation with the City Council. He suggested that during the scoping public hearing process for the 2019 Amendments staff also present the Planning Work Program to provide the public the appropriate context. Chair Wamback also suggested that the evaluation of the 2019 Amendments be conducted within the framework of housing affordability; for example, would new regulations about historic uses make housing less affordable and more restricted for people in need, and would the future land use map be intended to increase the amount of buildable land for affordable housing?

Vice-Chair Petersen moved that the Commission release the 2019 Amendments applications for public review, set a public hearing for June 6, 2018 to accept public testimony on the proposed scope of work for the applications. Commissioner Strobel seconded. The motion passed unanimously.

E. Communication Items

Lihuang Wung, Planning Services Division, reported that the Infrastructure, Planning and Sustainability Committee is tentatively scheduled on May 30th to interview candidates for the Planning Commission’s Districts 2, 3 and 5 positions, and the City Council’s appointment is anticipated in mid-June. Mr. Wung also reviewed the expected attendance of the Commissioners during the summer. Vice-Chair Petersen suggested not scheduling any public hearing on September 19th, in respect for Yom Kippur.

Mr. Boudet expressed his appreciation for the Commissioners’ hard work in completing the 2018 Amendments. Concerning the Tacoma Mall Neighborhood Subarea Plan, Mr. Boudet mentioned that there are three amendments that the City Council is considering, relating to parking standard, inclusionary zoning and map clarification. With respect to Sound Transit’s recent scoping process for the Tacoma Dome Link Extension (TDLE) project, Mr. Boudet appreciated the Commissioners’ participation and indicated that he is interested in learning what the thoughts of the Commissioners are. Commissioner McInnis commented that there is a lot of momentum in the Tacoma Dome district and TDLE is a very important project for Tacoma, and he would like to see the Commissioners elevate it. Commissioner Santhuff reminded that May 3rd is the last day to put in any early comments on this scoping phase to Sound Transit. Commissioner Givens stated that he doesn’t want the Dome district to turn into one giant park-and-ride facility.

F. ADJOURNMENT

The meeting adjourned at 7:05 p.m.

**These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit: www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/*



To: Planning Commission
From: Christina Watts Curran, Office of Management & Budget
Subject: 2019-2024 Capital Facilities Program
Meeting Date: May 16, 2018
Memo Date: May 10, 2018

Action Requested:

Authorization for Public Review and Set Public Hearing Date for June 20, 2018.

Discussion:

At the next meeting on May 16, 2018, staff from the Office of Management & Budget will present the proposed amendments to the current 2017-2022 Capital Facilities program (CFP). The presentation will focus on new projects proposed for inclusion in the 2019-2024 CFP. The proposed projects will be presented through the lens of three prioritization tiers, reflecting staff recommendations about how projects should be prioritized and pursued (see Attachments 1 through 7).

Summary:

The Growth Management Act (GMA) requires a capital facilities element of the comprehensive plan that is to be periodically reviewed and updated. This element serves as a planning document for capital projects and enables the City to seek funding for potential projects. The element is updated each biennium through development of the City's Capital Facilities Program (CFP). Since the amendment of the CFP occurs concurrently with the adoption of the City's biennial budget, it is not processed along with the annual amendments to the One Tacoma Comprehensive Plan, which is an exception allowed by the GMA (per RCW 36.70A.130).

The following proposal would update the six-year CFP from 2017-2022 to 2019-2024 with a revised project list. The projects vary in size and location and fall into the following categories: Community Development, Cultural Facilities, General Government Municipal Facilities, Libraries, Local Improvement Districts, Parks and Open Space, Public Safety, Solid Waste, Surface Water, Tacoma Power, Tacoma Rail, Tacoma Water, Transportation, and Wastewater.

The 2019-2024 CFP is being amended pursuant to the State Growth Management Act's requirements and will be considered for adoption by the City Council in November 2018 concurrently with the adoption of the 2019-2020 Operating and Capital Budgets.

Prior Actions:

The current 2017-2022 CFP was developed through the Planning Commission's review process in May-July 2016 and adopted by the City Council in November 2016. It was amended in November 2017 on an ad-hoc basis. The amendment, also through the Commission's review process, added one new project, a Neighborhood & Community Services Readiness Site, for funding eligibility purposes, to help address the homelessness issue.

To view the 2017-2022 CFP, please visit: <http://cms.cityoftacoma.org/finance/budget/2017-2018/2017CFPAadopted.pdf>

Staff Contact:

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Attachments:

1. New Proposed Projects: There are 55 new projects proposed for addition to the Capital Facilities Program. This attachment identified these new projects and the categories they are organized within, as well as the initial prioritization tier.
 2. Proposed Project List: This attachment identifies the full proposed project list for the 2019-2020 CFP, including both new projects and projects carrying forward from the previous 2017-2022 Capital Facilities Program, sorted by prioritization tier and category.
 3. Tier 1 Project Information: This attachment provides detailed information on all projects ranked within Tier 1.
 4. Tier 2 Project Information: This attachment provides detailed information on all projects ranked within Tier 2.
 5. Tier 3 Project Information: This attachment provides detailed information on all projects ranked within Tier 3. This tier also includes utility projects, listed at the end of the section.
 6. Removed Project List: This attachment identifies projects from the 2017-2022 CFP that are proposed to be removed from the 2019-2024 updated CFP and provides the reason for the removal.
 7. Future Project List: This attachment includes a list of desirable future projects for which funding has not yet been identified and which are not prioritized for the 2019-2020 CFP.
- c. Peter Huffman, Director

Proposed New Projects for the 2019-2024 Capital Facilities Program

Tier 1

Community Development

Central Park

Renovations at Central Park on the Foss Waterway. Metro Parks will manage the project.

NCS Beacon Center Improvements and Services Study

Study and evaluate current and potential services at the Beacon Senior Center. Complete necessary improvements at facility and partner facilities to implement desired programming.

NCS Homeless Supportive Housing

NCS Supportive Housing Facility/Shelter

Site 10 Seawall & Esplanade Removal

This project will address subsidence behind the seawall at Site 10. Repairs will remove the existing seawall and esplanade and install a new seawall to provide a service life of 30 years.

Site 8 Building Demolition

Demolish an old building at Site 8 on the Foss Waterway. Demolition will make the site more suitable to sale. Project will include abatement of hazardous materials and removal of debris from the property.

Cultural Facilities

Tacoma Dome Renovation Project

Tacoma Dome capital projects approved in the 2017-2018 biennium including seating replacement; dressing room and restroom renovations; a new loading dock; fire, security, audio, and lighting upgrades; exterior renovation; and

General Government Municipal Facilities

FM: Deferred Repair & Replacement Program (Priority Needs)

This program will address priority repair and replacement needs of City-owned facilities. Priority need projects will focus on asset preservation, historic facilities and critical building systems.

FM: Municipal Complex, Tenant Improvement Program

This program will provide for office remodels and reconfigurations. Many areas of the complex have not undergone significant improvements since it was occupied in 1979 and are in need of improvement.

Libraries

Library Physical Infrastructure and Building Repairs

Roofs for 2 buildings, extensive exterior repair on 3 buildings, window replacement on 2 buildings, and HVAC

Public Safety

FM: TFD Facility Master Plan

This project will provide for a Facility Master Plan for the Tacoma Fire Department, providing long-term planning of Fire Facilities and Emergency Response Program.

Proposed New Projects for the 2019-2024 Capital Facilities Program

Tier 1

Transportation

11th Street Bridge Study

Determine the need for the East 11th Street Bridge and review different options for replacement of this bridge.

2019-2020 Priority Active Transportation Small Project Improvements

This project will construct interim, low-cost improvements to the bikeway and pedestrian network, including safety improvements such as of traffic calming, bike lanes, bike boulevards, crossing improvements, trail crossings, and

2019-2020 School Beacons

This project will continue installing school zone flashing beacons on arterials as identified on the school priority list

6th and Pearl Bike and Pedestrian Improvements

This project will improve north-south connections to Scott Pierson Trail between 6th and N 11th.

City Support for SR167

This project will provide grant match requested by WSDOT for two project grants, \$500K for the 70th Avenue East project and \$1.5M for the Port of Tacoma Spur as requested to assist in securing funding for completion of SR167.

Missing Link Sidewalks

This project will complete missing link sidewalks with a focus on providing continuous sidewalk access to Schools, Parks and Community Centers. Three locations will be improved with this project including E 56th St from McKinley to Portland providing improved pedestrian access to the Eastside Community Center, Orchard Street from N 35th St to N 46th St providing improved access to Jane Clark Park, Truman Middle School, and Sherman

North 21st Street Pedestrian Safety Improvements

Improvements to pedestrian crossings along N. 21st Street from Proctor to Pearl Street.

Pedestrian Accessibility Improvements

This project will replace curb ramps between McKinley and Pacific along S. 38th Street and various ADA curb ramps in the City of Tacoma ROW to current ADA standards as well as replacing substandard driveways. This

Railroad Crossing Improvements

Review existing rail crossings, gather public comment, recommend updates, and construct recommendations where applicable at 6th & Titlow, S. 19th & Narrows Marina, McCarver & Ruston Way, E. C and E. D Sts in the Dome

Revitalizing Tacoma's Brewery District with Complete Streets: Phase I

This project will add bike lanes, curb ramps, pedestrian refuge islands, upgrade crossings, upgrade signals for bicycle detection/APS, improve ADA accessibility, add mid-block crossing, and bicycle amenities.

S. 19th St - S. Cedar to Bates Technical College Campus

Install approximately 1,200 LF of missing link sidewalk and ADA ramp/signal improvements at the Cedar/S. 19th St.

Safe Routes to School Infrastructure Assessment

This project includes identifying, assessing, and developing a cost estimate for needed infrastructure improvements at 10 schools per year, which provides for opportunities to partner.

South 19th Street: Union to Mullen

Project consists of grinding the outer lane on each side of the street, overlaying the roadway with HMA and constructing ADA compliant ramps. Traffic signals will also be upgraded.

South Cedar and Pine Pedestrian Improvements

Installation of new sidewalk along South Cedar, providing improved non-motorized connections between the Tacoma Mall subarea and the Tacoma Central Mixed Use Center.

Streetlight Infrastructure Deferred Maintenance

This project will restore service to 70 streetlights that are out due to failed assets and unrecoverable 3rd party damages. Work includes replacement of damaged circuits, ornamental streetlight poles, and other infrastructure

Yakima Ave Bridge Overlay

Provide a concrete deck overlay with expansion joint replacement and minor bridge repair.

Proposed New Projects for the 2019-2024 Capital Facilities Program

Tier 2

Community Development

15th Street Moorage and Waterway Park Launch

Design a replacement for the 15th Street wood wharf. The current structure is a floated gangway and is deteriorating. The new wharf will be designed for launching human powered craft.

Esplanade Landscaping & Irrigation

Renovate and replace portions of the aging irrigation system and restore planters along the Foss Esplanade.

Esplanade Wayfinding

Install pedestrian signs at access points to the waterway. The signs will provide directions at points such as Pacific Avenue and the Dome District as well as along Dock Street.

Cultural Facilities

GTCC Safety and Security Improvements

Installation of new and updates to existing safety and security infrastructure.

Tacoma Dome Food & Beverage Improvements

Improvements to food & beverage spaces to improve service delivery and increase revenue.

Tacoma Dome Security Modernization

Installation of new and updates to existing safety and security infrastructure.

Tacoma Dome Telecommunication and Data Upgrade

Replacing and upgrade 35 yr old data infrastructure

Libraries

Library IT Uplift & Migration to COT IT Services

Replace outmoded technology and migrate Library to COT network and services (end user device, network, and voice

Main Branch Library Improvements Feasibility Study

Investigate feasibility of two options for improvements to the Main Library; Option 1 - Renovation Only, Option 2 -

Local Improvement Districts

LID-8664 Street Paving Commerce Street

Festival Street with curb, gutter, sidewalk, streetlighting and undergrounding of the overhead utility lines. Also, the east half of C Street from South 21st to South 23rd St to be repaved and new sidewalks installed.

Parks and Open Space

Fireman's Park Improvements

This project will rehabilitate the park with an open concept plan making the park more visible from the street.

Improvements will include timber removal, regrading, landscaping, lighting and other park amenities.

Public Safety

FM: Emergency Operations Storage Facility

This project will provide for real estate acquisition and construction of a new storage facility (approximately 6,400 square feet). The facility will store reserve apparatus, equipment and supplies for deployment during emergency

FM: Temporary FS #15 - Restroom Addition

Temporary Fire Station #15 is a residential house that is undersized for current operations and only has one restroom. This project will provide for the addition of a gender neutral restroom at the facility.

Proposed New Projects for the 2019-2024 Capital Facilities Program

Tier 2

Transportation

Pedestrian Crossing Improvement Project Phase II

Improve pedestrian crossings at intersections across the City.

Puyallup River Bridge Replacement

Replace all spans of the Puyallup River Bridge

Scott Pierson Trail Access

This project will improve connections from City right of way to the Scott Pierson Trail.

Steele Street Lighting and Pedestrian Improvements

This project will make improvements to the right-of-way including illumination, sidewalk, and landscaping of the southern portion of Steele Street that was vacated by Tacoma Mall owners between S. 42nd and S. 43rd.

Streetlight Series Circuit Replacement

This project replaces 14 failing series circuits throughout the City (190 fixtures) over a six year period. Maintenance is substantial and the fixtures cannot be converted to LED economically.

Proposed New Projects for the 2019-2024 Capital Facilities Program

Tier 3

Community Development

Over the Street Banners

This project is for capital enhancements in 2 designated Neighborhood Business Districts.

Site 8 Esplanade Completion

Construct sidewalk along site 8 to connect two sections of the Esplanade.

Cultural Facilities

GTCC 3rd Floor Terrace

Modify GTCC 3rd floor terrace to create exterior seating area and repair south exterior wall.

GTCC Office Expansion

Modify GTCC office space to add more cubicles for municipal arts and special events staff (5 or 6 FTE). One wall would be removed and 6 cubicles with electrical and telcom infrastructure would be added.

Libraries

Addressing Under-served Communities & Digital Equity

Eastside, Hilltop, and Salishan auto vending equipment & materials. Hot spot lending. New van and staff to support

Public Safety

FM: Float Installation (MSOC)

This project will provide for a new float system at the Marine Security Operations Center (MSOC), located at 3301

FM: Harrison Range - Upper Range Classroom (Pre-design)

This project will provide for pre-design services to study the feasibility of constructing a classroom and restroom facility at the Tacoma Police Departments, Harrison Range.

Transportation

Arterial Overlay Program

Provide overlay of arterial streets in Tacoma.

Bridge Capital Projects

This project supports capital improvements to the City of Tacoma's 43 bridges. This includes replacement,

East 11th Street Bridge Replacement

Replace the 11th Street over the mouth of the Puyallup River

Union and Scott Pierson Trail Crossing Improvements

This project will upgrade the median, add bicycle detection, and implement leading pedestrian intervals.

Proposed Project List for the 2019-2024 Capital Facilities Program

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Tier 1 Projects

11th Street Bridge Study

<u>Type:</u>	New	<u>CFP Section:</u>	Transportation
<u>Location:</u>	Portland Ave. to Milwaukee Way	<u>Project Cost:</u>	\$135,000
<u>Description:</u>	Determine the need for the East 11th Street Bridge and review different options for replacement of this bridge.		
<u>Rationale:</u>	This bridge has deteriorated such that it is closed to all traffic. This study will provide recommendations for the next step of either removing or replacing this bridge.		

11th Street Bridge Study

Does the project address a public health or safety concern?

This study is the first of many steps to remove or replace this bridge. A do nothing option would eventually lead to failure of the bridge.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The bridge is closed due to structural deficiencies.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

It is a priority to manage transportation infrastructure.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

357: 11th St Rehab-As of 2014, this project includes repair of structural deficiencies. A routine bridge inspection found many deficiencies. This project will investigate these deficiencies and provide solutions.

2019-2020 Priority Active Transportation Small Project Improvements

Type: New **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$400,000

Description: This project will construct interim, low-cost improvements to the bikeway and pedestrian network, including safety improvements such as of traffic calming, bike lanes, bike boulevards, crossing improvements, trail crossings, and wayfinding.

Rationale: This project will provide low-cost interim improvements to expand the City's bikeway and pedestrian network.

2019-2020 Priority Active Transportation Small Project Improvements

Does the project address a public health or safety concern?

This project will improve safety for people walking and biking in Tacoma.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

By providing improvements to the non-motorized facilities in Tacoma, we are providing transportation options, particularly for people who are low income and unable to afford their own vehicle.

Does the project align with Tacoma 2025 or other City priorities?

Providing transportation alternatives.

Does the project have a high level of public support?

This project would work to implement interim improvements for often more costly projects identified in the Transportation Master Plan.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Increasing active transportation facilities encourages use of alternative modes of transportation, shifting people out of single occupancy vehicles.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Projects will be located citywide, often linking mixed use centers.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Various small works bicycle and pedestrian projects outlined in Appendix B Detailed Project List.

2019-2020 School Beacons

Type: New **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$1,040,000

Description: This project will continue installing school zone flashing beacons on arterials as identified on the school priority list developed by the City and School District.

Rationale: This project will address community requests for safer routes to schools and supports Transportation Master Plan policy 2.6 Safer Routes to School.

2019-2020 School Beacons

Does the project address a public health or safety concern?

This project will alert drivers on arterials to drive the appropriate 20 mph speed during times that students are walking or bicycling to and from school. Injuries are less severe at lower speeds.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Studies show that students at low-income schools are four times more likely to walk to school, but lower income communities tend to have less access to safe places to walk, bike, and skate.

Does the project align with Tacoma 2025 or other City priorities?

This project will improve livability by promoting a safe neighborhood to walk and bicycle.

Does the project have a high level of public support?

An overwhelming number of community members turned out to support the Safe Routes to School Implementation Plan development.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

By creating safe crossings and walking routes, people will be more encouraged to walk or bike.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project will create safer walking and bicycling routes.

Transportation Master Plan Tie-In

Policy 2.6 Safer Routes to School

56th Street S. and Cirque Drive Corridor Improvements

Type: Active **CFP Section:** Transportation

Location: S. Orchard St. to Tacoma Mall Boulevard **Project Cost:** \$11,727,651

Description: This project is a joint project between City of University Place and City of Tacoma with limits of South 56th Street from I-5 to the west city limit and continuing into the City of University Place to Grandview Drive West.

Rationale: Funding Availability/Opportunities, Competitive Grant Opportunities
Project will improve an arterial street.

56th Street S. and Cirque Drive Corridor Improvements

Does the project address a public health or safety concern?

The project adds bike lanes or sharrows for a portion of the project and constructs ADA compliant curb ramps and driveway entrances.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Phase 1 and 2 design and construction are both grant funded at an 85% ratio. Right-of-Way acquisition is with City funds.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This project has leveraged City funds with grants for design and construction, but ROW is City funded. Phase 2 construction also incorporates utility upgrades which leverages utility funding.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The pavement structure of S. 56th Street is getting to the end of its useful life and needs to be rehabilitated.

Does the project improve the equitable access to public facilities and services?

The project will replace the curb ramps and driveways with ADA compliant ramps and driveways. The project also adds bike lanes or sharrows for a portion of the project.

Does the project align with Tacoma 2025 or other City priorities?

Accessibility and Equity and Livability

Does the project have a high level of public support?

The public feedback has been positive about the infrastructure improvements particularly the signal interconnect.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The project adds some bike lanes and sharrows.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

A portion of the project passes through the South Tacoma Way mixed use center.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

6th and Pearl Bike and Pedestrian Improvements

Type: New **CFP Section:** Transportation

Location: Pearl between 6th and N 11th **Project Cost:** \$1,650,000

Description: This project will improve north-south connections to Scott Pierson Trail between 6th and N 11th.

Rationale: This project will improve the bicycle and pedestrian safety and connectivity along Pearl Street, while also providing better access to the Scott Pierson Trail. This fits within Council priorities through encouraging mode shift to active transportation.

6th and Pearl Bike and Pedestrian Improvements

Does the project address a public health or safety concern?

This project will make safety improvements for bicycles and pedestrians to reduce collisions.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

This project will provide better access across highway 16 for people who are utilizing non-motorized transportation.

Does the project align with Tacoma 2025 or other City priorities?

This was identified as a project in the Transportation Master Plan.

Does the project have a high level of public support?

This connection has been repeatedly been discussed at BPTAG and other public meetings.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Yes, through providing accommodations for people using alternative modes of transportation, people are encouraged to use alternative modes of transportation, lessening their greenhouse gas emissions.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

While this project is not directly located in a mixed use center, it does provide access to multiple mixed use centers through the improved connection to Scott Pierson.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

#149: Pearl Street complete sidewalk & bike lanes

Central Park

Type: New **CFP Section:** Community Development

Location: Foss Waterway **Project Cost:** \$750,000

Description: Renovations at Central Park on the Foss Waterway. Metro Parks will manage the project.

Rationale: Improvement of the Foss Waterway

Central Park

Does the project address a public health or safety concern?

Is the project required or mandated by law?

The project is identified as an important component in the adopted FWDA Master Redevelopment Strategy.

Is the project substantially (75%+) funded by non-City sources?

Other public agencies and private donors are providing over 75% of the funding.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Grant funding, Metro Parks Tacoma, Pierce County and Port of Tacoma funds, along with private donations are being leveraged.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Metro Parks Tacoma has determined a need for a park in this area to meet its Strategic Master Plan goal of a 10-minute walk level of service to parks for Tacoma residents.

Does the project improve the equitable access to public facilities and services?

The project will provide equitable access for all and will be ADA compliant.

Does the project align with Tacoma 2025 or other City priorities?

The project fulfills several goals associated with Health and Safety; Natural and Built Environment; and Economic Vibrancy. Neighborhood vitality and outdoor environments are improved.

Does the project have a high level of public support?

The Feasibility Study and a series of public workshops indicated strong support for this project.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

This project takes an empty gravelly lot and replaces it with native landscaping and trees mixed throughout a park.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The project will meet growth patterns and needs for the downtown waterfront, downtown core, Dome District and other development areas.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The project helps to fulfill Metro Park Tacoma's adopted Strategic Master Plan for a park system. It provides an accessible multi-modal destination. It will serve as a key amenity along the future Dome to Defiance Trail.

Transportation Master Plan Tie-In

The project provides a destination for multi-modal access.

City Contribution to Streets Initiative

Type: Active **CFP Section:** Transportation

Location: Various **Project Cost:** \$24,000,000

Description: As part of the streets initiative approved by voters in November 2015, the City committed to contribute \$30 M over 10 years.

Rationale: The City committed to contribute \$30 M over 10 years for street repair and maintenance as part of Proposition 3 and Proposition A, approved by voters in 2015.

City Contribution to Streets Initiative

Does the project address a public health or safety concern?

Is the project required or mandated by law?

As part of the streets initiative approved by voters in November 2015, the City committed to contribute \$30M in City funding over 10 years.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

City Support for SR167

<u>Type:</u>	New	<u>CFP Section:</u>	Transportation
<u>Location:</u>	SR167	<u>Project Cost:</u>	\$2,000,000

Description: This project will provide grant match requested by WSDOT for two project grants, \$500K for the 70th Avenue East project and \$1.5M for the Port of Tacoma Spur as requested to assist in securing funding for completion of SR167.

Rationale: This project will support completion of SR167 by providing grant match for two projects as requested by WSDOT.

City Support for SR167

Does the project address a public health or safety concern?

SR167 access and freight movement

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Puget Sound Gateway program funding

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This project provides grant match for completion of SR167

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Freight movement and support of Puget Sound Gateway project

Does the project have a high level of public support?

Provides essential connection to Port of Tacoma and reduces congestion.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Provides essential connection to Port of Tacoma and reduces freight congestion.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Supports the Puget Sound Gateway Program and completion of SR167

Transportation Master Plan Tie-In

CityNet MPLS Phase 2 - HFC Network Replacement

Type: Active **CFP Section:** General Government Municipal Facilities

Location: Citywide **Project Cost:** \$305,572

Description: Replacement of 18 network locations migrating from HFC to MPLS

Rationale: Replacement of outdated network technology to improve CityNet operation

CityNet MPLS Phase 2 - HFC Network Replacement

Does the project address a public health or safety concern?

This network serves TPD

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The replacement of this old technology increases our ability for CityNet to successfully operate while combining multiple networks to reduce maintenance costs on differing and old technologies

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Replacement of these old network technologies reduces maintenance costs and maximizes our new network technology to the benefit of all CityNet customers

Does the project improve the equitable access to public facilities and services?

New network technology increases the broadband capacity for all CityNet users

Does the project align with Tacoma 2025 or other City priorities?

This project aligns with many of the Tacoma 2025 and City Priorities related to improving our community through the use of technology.

Does the project have a high level of public support?

CityNet is utilized internally and externally by a wide variety of entities through out the community including Tacoma Public Schools, Pierce County, Metro Parks Tacoma, and Tacoma Housing Authority all of which realize tremendous savings annually.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

New technology is more efficient and has less power consumption.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

East 64th Street : McKinley to Portland Ave (Phase 2)**Type:** Inactive **CFP Section:** Transportation**Location:** East 64th Street **Project Cost:** \$7,850,000**Description:** This project will rehabilitate the roadway, add bike lanes, install and/or replace and widen sidewalks, and upgrade the stormwater system. The project will also interconnect signals at Portland Ave.**Rationale:** Roadway is in very poor condition and grant opportunities are available. This project will create a complete street.**East 64th Street : McKinley to Portland Ave (Phase 2)****Does the project address a public health or safety concern?***Adds ADA compliant facilities and improves a roadway that is in very poor condition***Is the project required or mandated by law?****Is the project substantially (75%+) funded by non-City sources?****Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?***This project has the potential to leverage grant funding.***Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?***Facilities are in very poor condition, on a school route, etc. Upgrading roadway will reduce maintenance costs.***Does the project improve the equitable access to public facilities and services?***Upgrades ped facilities and adds bike lanes to provide non-motorized options to school, etc. Also installs ADA compliant ramps.***Does the project align with Tacoma 2025 or other City priorities?***Equitable access and leveraging transportation package funds.***Does the project have a high level of public support?****Does the project reduce greenhouse gas emissions or support the adaptation of climate change?***Project includes Complete Street elements including bike lanes.***Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)***This project will provide a new arterial street ready for future development.***Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)***The project will connect the bike lanes network and will add value to E 64th Street interconnect infrastructure system. It is part of a 3-phase project.*

East 64th Street : Pacific to McKinley (Phase 1)

<u>Type:</u>	Active	<u>CFP Section:</u>	Transportation
<u>Location:</u>	East 64th Street	<u>Project Cost:</u>	\$9,687,418

Description: This project will rehabilitate the roadway, add bike lanes, install and/or replace and widen sidewalks, and upgrade the stormwater system. The project will also interconnect signals at McKinley and Pacific.

Rationale: Roadway is in very poor condition and grant opportunities are available. This project will create a complete street.

East 64th Street : Pacific to McKinley (Phase 1)**Does the project address a public health or safety concern?**

Adds ADA compliant facilities and improves a roadway that is in very poor condition.

Is the project required or mandated by law?**Is the project substantially (75%+) funded by non-City sources?****Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?**

This project has the potential to leverage grant funding.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Facilities are in very poor condition, on a school route, etc. Upgrading roadway will reduce maintenance costs.

Does the project improve the equitable access to public facilities and services?

Upgrades ped facilities and adds bike lanes to provide non-motorized options to school, etc. Also installs ADA compliant ramps.

Does the project align with Tacoma 2025 or other City priorities?

Equitable access and leveraging transportation package funds.

Does the project have a high level of public support?**Does the project reduce greenhouse gas emissions or support the adaptation of climate change?**

Project includes Complete Street elements including bike lanes.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

This project will provide a new arterial street ready for future development.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The project will connect the bike lanes network and will add value to E 64th Street interconnect infrastructure system. It is part of a 3-phase project.

East 64th Street : Portland Ave to City limits (Phase 3)**Type:** Inactive **CFP Section:** Transportation**Location:** East 64th Street **Project Cost:** \$7,850,000**Description:** This project will rehabilitate the roadway, add bike lanes, install and/or replace and widen sidewalks, and upgrade the stormwater system.**Rationale:** Roadway is in very poor condition and grant opportunities are available. This project will create a complete street.**East 64th Street : Portland Ave to City limits (Phase 3)****Does the project address a public health or safety concern?***Adds ADA compliant facilities and improves a roadway that is in very poor condition.***Is the project required or mandated by law?****Is the project substantially (75%+) funded by non-City sources?****Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?***This project has the potential to leverage grant funding.***Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?***Facilities are in very poor condition, on a school route, etc. Upgrading roadway will reduce maintenance costs.***Does the project improve the equitable access to public facilities and services?***Upgrades ped facilities and adds bike lanes to provide non-motorized options to school, etc. Also installs ADA compliant ramps.***Does the project align with Tacoma 2025 or other City priorities?***Equitable access and leveraging transportation package funds.***Does the project have a high level of public support?****Does the project reduce greenhouse gas emissions or support the adaptation of climate change?***Project includes Complete Street elements including bike lanes.***Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)***This project will provide a new arterial street ready for future development.***Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)***The project will connect the bike lanes network and will add value to E 64th Street interconnect infrastructure system. It is part of a 3-phase project.*

East Portland Avenue Safety Improvements

Type: Active **CFP Section:** Transportation

Location: Portland Ave between E 72nd & Puyallup **Project Cost:** \$1,790,540

Description: This project will construct needed safety improvements along the Portland Ave corridor. The project will include a variety of safety improvements including signal system upgrades (12" signals with retroreflective backplates), flashing yellow arrow signal heads, countdown pedestrian signals, and audible pedestrian push buttons. The project will also improve signal timing, communication, and coordination.

Rationale: This project will improve safety of the corridor (vehicular, bicycles, and pedestrians).

East Portland Avenue Safety Improvements

Does the project address a public health or safety concern?

This project will improve the existing signal system, which will reduce vehicular and pedestrian conflicts and increase safety.

Is the project required or mandated by law?

The project will improve signal system along East Portland Ave. corridor.

Is the project substantially (75%+) funded by non-City sources?

The Highway Safety Improvement Program is funding 85% of the project.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The Highway Safety Improvement Program is funding 85% of the project.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The project will improve signal system along East Portland Ave. corridor.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

This project meets the safety policies and goals outlined in the Transportation Master Plan.

Does the project have a high level of public support?

As part of the Transportation Master Plan, the community expressed a high level of support to increase safety of pedestrians, bicyclists, and vehicles.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

This project will improve the mobility of the corridor at signals, which reduces gas emissions.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

This project will improve the signal system, which improves capacity of the corridor and future needs of increased growth.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Eastside Community Center and Campus

Type: Active **CFP Section:** Community Development

Location: Portland Avenue and 56th Street **Project Cost:** \$5,000,000

Description: The Eastside community center is public-private partnership that will build out a school campus to bring a swimming pool, a gym, after-school activities, and nature hikes to the Eastside neighborhood.

Rationale: The Eastside neighborhood is home to a dense and racially and ethnically diverse population. Yet, the neighborhood lacks safe and attractive places for children, youth and their families to gather, play, learn and grow.

Eastside Community Center and Campus

Does the project address a public health or safety concern?

This facility will provide a safe place for children, youth, and their families to gather.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

The project is funded through a public-private partnership. The majority of the funding is from Metro Parks.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The adds a recreational facility to Eastside neighborhood.

Does the project improve the equitable access to public facilities and services?

The Eastside neighborhood is racially and ethnically diverse, and historically has not see the same levels of investments as other areas of the City.

Does the project align with Tacoma 2025 or other City priorities?

The project supports multiple Tacoma 2025 focus areas including Human and Social Needs, Health and Safety, Education and Learning.

Does the project have a high level of public support?

In 2015, more than 350 people participated in 31 small group gatherings, called community cafes, to discuss their hopes and dreams for the neighborhood.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Fawcett Avenue: South 19th to South 21st**Type:** Active **CFP Section:** Transportation**Location:** S 19th & Fawcett Avenue **Project Cost:** \$1,263,290**Description:** This project enhances the Top 4 Bikeways corridor with new crossing treatment at S 21st & Fawcett and traffic calming/bike boulevard improvement on Fawcett from 19th to 21st.**Rationale:** This project will leverage city funds with a state grant.**Fawcett Avenue: South 19th to South 21st****Does the project address a public health or safety concern?***This project will address the expected increase in vehicle traffic, speeds, and potential conflicts on a designated bike corridor.***Is the project required or mandated by law?****Is the project substantially (75%+) funded by non-City sources?***The grant would fund approximately 85%.***Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?***The grant would fund approximately 85%.***Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?****Does the project improve the equitable access to public facilities and services?****Does the project align with Tacoma 2025 or other City priorities?***The project supports health and safety by providing devices in place to minimize conflicts between bicycles and cars.***Does the project have a high level of public support?***The active transportation community and City Council have supported the Top 4 Bikeways corridor development and success.***Does the project reduce greenhouse gas emissions or support the adaptation of climate change?***The project will encourage people to bicycle.***Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)***The enhanced bike corridor will serve new development in the Brewery District.***Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)***The project would add value to the current bike network along Fawcett Ave.*

First Creek Middle School Safe Routes to School

Type: Active **CFP Section:** Transportation

Location: E. 52nd and Portland Avenue **Project Cost:** \$398,885

Description: This project will improve safety for students by installing a HAWK signal on Portland Avenue. Infrastructure improvements will be enhanced by providing education through incentives and encouragement, as well as increased enforcement.

Rationale: This project will make a school crossing safer by leveraging City funds with a Safe Routes to School Grant.

First Creek Middle School Safe Routes to School

Does the project address a public health or safety concern?

There have been 3 reported student collisions in the past 4 years at this location. A signal will provide a better opportunity for a safer crossing.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

The project would be grant funded by 85%

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The project would be grant funded by 85%

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

The signal would allow more time for people to cross Portland Avenue, which benefits people with disabilities.

Does the project align with Tacoma 2025 or other City priorities?

This crossing will make the City more livable because it addresses a safety concern.

Does the project have a high level of public support?

The School District, parents, active transportation community support safer routes to schools.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The safer crossing will encourage people to walk more and be more comfortable crossing a busy arterial.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

FM: Deferred Repair & Replacement Program (Priority Needs)

Type: New **CFP Section:** General Government Municipal Facilities

Location: Varies **Project Cost:** \$10,100,000

Description: This program will address priority repair and replacement needs of City-owned facilities. Priority need projects will focus on asset preservation, historic facilities and critical building systems.

Rationale: This project will address priority repair & replacement needs to City-owned facilities, including Police, Fire, Public Works, City Hall and Community Service Facilities.

FM: Deferred Repair & Replacement Program (Priority Needs)

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Priority projects will focus on preservation of historic assets.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Repair and replacement of building systems will reduce operating expenses and avoid future costs.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Repair and replacements will correct deficiencies at existing public facilities.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Government Performance

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

System replacements will be energy efficient.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

FM: Municipal Complex, Tenant Improvement Program

Type: New **CFP Section:** General Government Municipal Facilities

Location: 747 Market Street **Project Cost:** \$3,625,000

Description: This program will provide for office remodels and reconfigurations. Many areas of the complex have not undergone significant improvements since it was occupied in 1979 and are in need of improvement.

Rationale: This project will provide for improvements to the Municipal Complex office areas, replacing finishes, furnishings, and building systems that are beyond their useful life.

FM: Municipal Complex, Tenant Improvement Program

Does the project address a public health or safety concern?

Many office areas have bulging carpet that can pose a safety concern.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Upgrading finishes and building systems will avoid future costs.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Upgrades will correct deficiencies in an existing public facility.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

FM: Permanent Fire Station #15 (Eastside)

<u>Type:</u>	New	<u>CFP Section:</u>	Public Safety
<u>Location:</u>	East Tacoma	<u>Project Cost:</u>	\$7,500,000

Description: Fire Station #15 has been operating at a temporary residential house since 2007. This project will provide for real estate acquisition and construction of a new purpose-built modern fire station in the Eastside neighborhood.

Rationale: TFD has an ongoing operational need for a permanent Fire Station serving East Tacoma. The temporary station is inefficient and does not meet long term operational needs.

FM: Permanent Fire Station #15 (Eastside)**Does the project address a public health or safety concern?**

The crew of Squad/Engine 15 has been quartered in a residence as the temporary station in East Tacoma for more than a decade. The project begins the process of providing permanent quarters and a more functional neighborhood facility.

Is the project required or mandated by law?**Is the project substantially (75%+) funded by non-City sources?****Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?****Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?**

The existing facility is small and marginally functional at best. The building does not meet critical facility standards and is incapable of serving as a regional care center in the event of a major emergency.

Does the project improve the equitable access to public facilities and services?

Provides for a new permanent Fire Station in East Tacoma, a historically under-invested area.

Does the project align with Tacoma 2025 or other City priorities?

The project promotes improved safer City facilities and infrastructure better able to protect and support employees and serve the public.

Does the project have a high level of public support?

The project has the support of East Tacoma representatives and residents. It would be the first new fire station in that part of Tacoma since before World War I.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?**Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)**

The proposed station would be large enough to provide for future growth and expansion in Fire services.

FM: TFD Facility Master Plan

Type: New **CFP Section:** Public Safety

Location: TBD **Project Cost:** \$1,000,000

Description: This project will provide for a Facility Master Plan for the Tacoma Fire Department, providing long-term planning of Fire Facilities and Emergency Response Program.

Rationale: TFD has 24 facilities, with an average age of 67-years. Many facilities are in need of seismic enhancements, are inefficient or obsolete, and lack capacity for future growth. This project will develop a comprehensive long-term facilities plan.

FM: TFD Facility Master Plan

Does the project address a public health or safety concern?

Provides a comprehensive plan for long-term needs of Fire facilities.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The plan will assess long-term needs to address the existing public facilities.

Does the project improve the equitable access to public facilities and services?

The plan will assess location of facilities.

Does the project align with Tacoma 2025 or other City priorities?

Health and Safety

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Plans for future improvements of the facilities will incorporate sustainable building elements.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The plan will incorporate the needs of future growth.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Hilltop Offsite Improvements

<u>Type:</u>	Active	<u>CFP Section:</u>	Community Development
<u>Location:</u>	Downtown	<u>Project Cost:</u>	\$342,767

Description: Using 2015-2016 catalytic funding, this project will construct off-site improvements required for development of 1.25 acres in the Hilltop.

Rationale: This project is a \$40 M investment to develop housing on property that has been vacant for a decade.

Hilltop Offsite Improvements

Does the project address a public health or safety concern?

This project will construct ADA ramps as part of the off-site improvements.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This project leverages \$40 M in private investment in the downtown.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Existing infrastructure in the area is degraded and not ADA compliant.

Does the project improve the equitable access to public facilities and services?

ADA improvements provide greater access for all

Does the project align with Tacoma 2025 or other City priorities?

Council supports economic development and working to garner private investment in the City

Does the project have a high level of public support?

There is support from the Hilltop Neighborhood Business District.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The project is in Downtown.

Historic Water Ditch Trail- Phase III & IV

<u>Type:</u>	Active	<u>CFP Section:</u>	Transportation
<u>Location:</u>	South Tacoma Way between S. Pine St & C	<u>Project Cost:</u>	\$9,761,556
<u>Description:</u>	Phase IV is complete. Phase III will complete 1.1 miles of shared use trail between Pine and M Street on the north side of South Tacoma Way and a sidewalk between Pine and Sprague on the south side of South Tacoma Way.		
<u>Rationale:</u>	Funding Availability/ Opportunities, Other Funding Opportunities City Council and South Tacoma Neighborhood Council priority project		

Historic Water Ditch Trail- Phase III & IV**Does the project address a public health or safety concern?**

The project provides for improved Active Transportation which can improve public health.

Is the project required or mandated by law?**Is the project substantially (75%+) funded by non-City sources?****Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?**

The project has grant funding for design of Phases III and IV and construction of Phase IV and will be seeking additional funding for Phase III

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?**Does the project improve the equitable access to public facilities and services?**

The project improves active transportation connections between South Tacoma and Downtown, adds mid-block crossings to correspond with transit stops, and adds transit, pedestrian and bicyclist amenities such as bus pads, bike racks, benches and trash cans.

Does the project align with Tacoma 2025 or other City priorities?

Yes the project aligns with Livability and Accessibility and Equity

Does the project have a high level of public support?

Yes the public has supported the first three phases of the project. Phase III will complete the Water Flume Line Trail.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Yes the project encourages active transportation which reduces greenhouse gas emissions.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The project ends in the Downtown Mixed-Use Center

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This is a continuation of Water Flume Line Trails Phase 1 and 2 and will make connections to the City Trail Network including Prairie Line Trail Phase 2.

Library Physical Infrastructure and Building Repairs

<u>Type:</u>	New	<u>CFP Section:</u>	Libraries
<u>Location:</u>	Six library branches	<u>Project Cost:</u>	\$3,766,000

Description: Roofs for 2 buildings, extensive exterior repair on 3 buildings, window replacement on 2 buildings, and HVAC replacement for 3 buildings.

Rationale: Six libraries are in major disrepair; further deferral will result in deteriorative/structural damage. Funding will prevent costly/ineffective 'Band-Aid' repairs, reduce utility costs, protect COT assets & library materials, & eliminate unsightly damage.

Library Physical Infrastructure and Building Repairs

Does the project address a public health or safety concern?

Roofs are leaking which could cause more mold issues, stucco exteriors are cracked and falling off, HVAC's are failing which will not provide heat or air for our buildings. All of these items are a public health or safety concern.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Making these repairs will reduce the need for costly or ineffective 'Band-aid' repair costs and will reduce utility consumption costs.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

These libraries are all in major disrepair and are at risk of failing which would cause us to close the branch. All of these repairs are needed to protect the City's assets and the library materials housed within them.

Does the project improve the equitable access to public facilities and services?

Libraries provide services to people of color, people living with disabilities, and people experiencing homelessness. Library's serve the underserved/underrepresented and if the building must close those services would longer be provided.

Does the project align with Tacoma 2025 or other City priorities?

It meets our department goals to increase access to library services and facilities. It is in line with the City priorities because it supports livability, accessibility and equity to keep the libraries open.

Does the project have a high level of public support?

Our patrons want the libraries to remain open. If these repairs are not completed we run the risk of having to close the buildings to public access as they fail.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Lincoln Business District Streetscape

Type: Active **CFP Section:** Transportation

Location: Lincoln Business District **Project Cost:** \$9,461,571

Description: Reconstruction of roadway and streetscape along S. 38th from Fawcett Ave. to S. J St, along S. G St from S 37th to S 38th, and along Yakima Ave. from S. 37th to S. 39th.

Rationale: Policy/Legislative Requirements, City Council Directives
2014 Council retreat identified this area as a priority.

Lincoln Business District Streetscape

Does the project address a public health or safety concern?

The project will provide improved pedestrian crossings on South 38th Street.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

This project is a key part of the Lincoln District revitalization.

Does the project improve the equitable access to public facilities and services?

The Lincoln District is culturally diverse and has been in need of infrastructure repairs for many years. These improvements are intended to support businesses & promote the district's economy. ADA improvements will be constructed as part of the project.

Does the project align with Tacoma 2025 or other City priorities?

This project is a key part of the Lincoln District revitalization.

Does the project have a high level of public support?

There has been significant outreach, public meeting and a local project office has been established that is open daily. An interpreter has also been hired as part of the staff for the project office.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Mixed Use Center.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Links to Opportunity

Type: Active **CFP Section:** Community Development

Location: MLK Jr. Way, Division, N. 1st **Project Cost:** \$10,500,000

Description: This project will include a Multimodal Mobility Plan and streetscape design to address non-vehicular access to the Tacoma Link Expansion Project. The project will also include an Equity and Empowerment Initiative focused on job access to encourage economic development in the Hilltop area of downtown Tacoma.

Rationale: Policy/Legislative Requirements, Community Requests
Project will incorporate concept of "Complete Streets" within Upper Tacoma mixed use zoning district increasing utility capacity, creating Urban Villages and providing for build out of adjacent parcels.

Links to Opportunity

Does the project address a public health or safety concern?

The project will add amenities for bicyclists and pedestrians in conjunction with the Tacoma Link Expansion project.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

The project has a 2 million dollar grant and a 500,000 City match

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The project leverages grant dollars. The project also is in conjunction with Sound Transit's Tacoma Link Expansion project and coordination will avoid additional costs that may occur if not coordinated.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

The project will improve access for pedestrians and bicyclists. The project also includes an Equity and Empowerment Initiative

Does the project align with Tacoma 2025 or other City priorities?

Economy and Workforce (Hilltop revitalization-business districts), Accessibility and Equity (Equity and Empowerment Initiative), and Livability

Does the project have a high level of public support?

The project has support from Bates Technical College, United Way of Pierce County, Tacoma Urban League, and others. The project has a Council Appointed Hilltop Engagement Committee to guide the project.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The project supports non-motorized - active transportation and therefore reduces greenhouse gas emissions with each user.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The project is in the Downtown Mixed Use Center

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project follows the Tacoma Link Extension (TLE) footprint and looks for opportunities to connect the corridor via parallel and connecting routes. The TLE adds 2.4 miles of LINK Light rail to the project.

Lister Elementary School Safe Routes to School

Type: Active **CFP Section:** Transportation

Location: E. 44th and Everett Street **Project Cost:** \$550,115

Description: This project will improve safety by relocating and improving a school crossing, installing school zone beacons, and improving bus/parent access. The project will be enhanced through education incentives, encouragement, and increased enforcement.

Rationale: This project will make a school crossing safer by leveraging City funds with a Safe Routes to School Grant.

Lister Elementary School Safe Routes to School

Does the project address a public health or safety concern?

The project will improve student access to school with enhanced crossings and traffic calming tools.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

The project will be funded by 85% State grant.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The project will be funded by 85% State grant.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

The project provides a more direct access to school, which shortens the walking route.

Does the project align with Tacoma 2025 or other City priorities?

The project addresses a safety concern about safe walking and speeding vehicles.

Does the project have a high level of public support?

The School District, school community, and active transportation community support safer routes to school.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The project will provide a more direct and safer route to school, which will encourage walking and biking.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Missing Link Sidewalks

Type: New **CFP Section:** Transportation

Location: E. 56th, Orchard St, Sheridan Ave. **Project Cost:** \$3,747,000

Description: This project will complete missing link sidewalks with a focus on providing continuous sidewalk access to Schools, Parks and Community Centers. Three locations will be improved with this project including E 56th St from McKinley to Portland providing improved pedestrian access to the Eastside Community Center, Orchard Street from N 35th St to N 46th St providing improved access to Jane Clark Park, Truman Middle School, and Sherman Elementary, and Sheridan Ave from S 61st St to S 71nd St providing improved access to Wapato Park, Frank Alling Park and Birney Elementary.

Rationale: This project will provide missing link sidewalks with connections to schools, parks and community centers.

Missing Link Side walks

Does the project address a public health or safety concern?

This project will construct missing link sidewalks providing a safer walking route to schools, parks and a community center.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Project addresses missing link sidewalks along major thoroughfares.

Does the project improve the equitable access to public facilities and services?

This project will address missing link sidewalks in a historically underserved area in Tacoma.

Does the project align with Tacoma 2025 or other City priorities?

City council has requested this project.

Does the project have a high level of public support?

Supported by neighborhood councils and City council.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Project encourages active transportation.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project completes missing link sidewalks.

Transportation Master Plan Tie-In

Municipal Dock Deck Demolition

Type: Active **CFP Section:** Community Development

Location: Foss Waterway **Project Cost:** \$980,000

Description: Project includes demolition and complete removal of the timber elements including the deck and the stringers and timber header beams to eliminate further deterioration.

Rationale: The Municipal Dock is unsafe due to significant deck and superstructure failures that continue to deteriorate. The concrete substructure is in satisfactory condition and will support new decking options to be placed on it at a later date.

Municipal Dock Deck Demolition

Does the project address a public health or safety concern?

The condition of the dock was rated as Critical in the Collins assessment report.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The dock has already failed and continues to pose a significant hazard.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Help improves the City's waterfront for economic development.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The project is in the Downtown mixed-use center.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Site 10 and Site 9

NCS Beacon Center Improvements and Services Study

Type: New **CFP Section:** Community Development

Location: 415 South 13th Street **Project Cost:** \$700,000

Description: Study and evaluate current and potential services as the Beacon Senior Center. Complete necessary improvements at facility and partner facilities to implement desired programming.

Rationale: Based on the 2016 Community Needs Assessment, there are 4,000 seniors in Tacoma living in poverty and the senior population continues to increase. This project will provide improvement to the buildings that have deferred maintenance and/or renovation to make the buildings more useful.

NCS Beacon Center Improvements and Services Study

Does the project address a public health or safety concern?

Project will accommodate homeless young adult needs by relocating the Beacon Senior Center to People center.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Project will provide safety to the most vulnerable populations, youth and seniors by providing safety.

Does the project have a high level of public support?

Youth are currently at Beacon for temporary shelter and drop in center. Staff have met with the public.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

NCS Homeless Supportive Housing

Type: New **CFP Section:** Community Development

Location: TBD **Project Cost:** \$20,000,000

Description: NCS Supportive Housing Facility/Shelter

Rationale: Supportive housing is a tool to address the root cause of homelessness, which is a Council priority.

NCS Homeless Supportive Housing

Does the project address a public health or safety concern?

Supportive housing is the root cause of homelessness.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Improve services to youth and vulnerable populations.

Does the project have a high level of public support?

Increase number of individuals homeless is causing public concern. Supportive housing will address barriers to homelessness and provide hope to the residences.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

NCS Readiness Site

<u>Type:</u>	Active	<u>CFP Section:</u>	Community Development
<u>Location:</u>	TBD	<u>Project Cost:</u>	\$2,350,000

Description: Provide interim workforce housing to individuals experiencing homelessness. The facility will incentivize work and training, with the goal of securing livable wage jobs, establishing a good rental history, and securing housing.

Rationale: This project is related to Ordinance No. 28430 and supports Phase Three of Tacoma's Emergency Aid and Shelter Plan to develop Short-Term Transitional Housing options.

NCS Readiness Site

Does the project address a public health or safety concern?

This project will help address the health and safety concerns associated with homeless encampments.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

There is a limited supply of short-term transitional housing options available. Need far outceeds supply.

Does the project improve the equitable access to public facilities and services?

Services would be provided for some of Tacoma's most vulnerable populations.

Does the project align with Tacoma 2025 or other City priorities?

Addressing homelessness is a City Council priority.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

NCS Teen Home

Type: Active **CFP Section:** Community Development

Location: TBD **Project Cost:** \$700,000

Description: NCS Teen Home

Rationale: There currently is no Homeless Shelter for Youth. This facility will improve quality of life for homeless youth, reduce crime, and ensure additional opportunities for homeless youth.

NCS Teen Home

Does the project address a public health or safety concern?

Facility for Homeless Youth

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Initial 250k of purchase to be funded by Pierce County IF completed in 2016

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

There currently is no Homeless Shelter for Youth

Does the project improve the equitable access to public facilities and services?

Serves section of population currently not being served

Does the project align with Tacoma 2025 or other City priorities?

Reduce Homelessness

Does the project have a high level of public support?

Will improve quality of life for homeless youth, reduce crime, and ensure additional opportunities for homeless youth

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Will help reduce youth homelessness

NCS Youth Drop In Overnight Center

Type: Active **CFP Section:** Community Development

Location: TBD **Project Cost:** \$1,811,993

Description: NCS Drop In Overnight Center (Youth)

Rationale: There are currently no homeless youth shelters. This facility will provide beds/services to homeless youth.

NCS Youth Drop In Overnight Center

Does the project address a public health or safety concern?

Reduce Youth Homelessness

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Pierce County funding up to 250k if work done is in 2016.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

There are no homeless youth centers in Tacoma

Does the project improve the equitable access to public facilities and services?

Providing homeless youth access to beds/services

Does the project align with Tacoma 2025 or other City priorities?

Reduce Homelessness

Does the project have a high level of public support?

There are currently no homeless youth shelters. This will also help get services out to marginalized population

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Serves homeless youth population

Pedestrian Accessibility Improvements

<u>Type:</u>	New	<u>CFP Section:</u>	Transportation
<u>Location:</u>	Citywide	<u>Project Cost:</u>	\$1,499,000

Description: This project will replace curb ramps between McKinley and Pacific along S. 38th Street and various ADA curb ramps in the City of Tacoma ROW to current ADA standards as well as replacing substandard driveways. This project will also install bus pads.

Rationale: This project will improve the safety of pedestrians crossing in the City of Tacoma.

Pedestrian Accessibility Improvements

Does the project address a public health or safety concern?

Will construct new ADA ramps.

Is the project required or mandated by law?

ADA ramps will improve the safety of pedestrians.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

There are multiple non compliant ADA ramps that needs to be addressed.

Does the project improve the equitable access to public facilities and services?

Will provide new ADA ramps.

Does the project align with Tacoma 2025 or other City priorities?

Citywide safety improvements

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Policy 3.7 Special Needs of Transportation Users, #423: This project will improve pedestrian crossing at intersections identified by the community through the 2014 public outreach workshops, surveys, and projects that were not completed as part of Phase 1

Performing Arts Theaters Capital Campaign Contribution

Type: Active **CFP Section:** Cultural Facilities

Location: Pantages Theater, 901 Broadway **Project Cost:** \$7,000,000

Description: Council Resolution 39108 pledged up to \$10 million in funding by 2020 for the Theater District Centennial Campaign. The resolution anticipated providing \$3 million in Capital Campaign contributions in the 2017-2018 biennium.

Rationale: The outcomes achieved by the City's investments will preserve and improve the Pantages Theater, in anticipation of its 100th anniversary in 2018. The investment also supports the Centennial Campaign facilitated by BCPA.

Performing Arts Theaters Capital Campaign Contribution

Does the project address a public health or safety concern?

Project addresses safety and seismic concerns.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Non-City sources include private and corporate donations, government grants, and tax credits.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

BCPA will be conducting a fundraising campaign, access private and government grants, work with the City on tax credits to contribute significant dollars toward capital improvements at the Pantages Theater in anticipation of its 100th anniversary in 2018.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Project addresses structural and service deficiencies at the Pantages Theater.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Council Resolution 39108 pledged up to \$10 million in funding by 2020 for the Theater District Centennial Campaign, subject to future appropriation authority and funding availability and contingent upon funds generated by the Broadway Center.

Does the project have a high level of public support?

Support for the project is evidenced by outside contributions to the fundraising campaign.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Pipeline Trail/Cross County Commuter Connector--Phase II

Type: Active **CFP Section:** Transportation

Location: East 48th Pipeline Road to East D Street **Project Cost:** \$2,787,867

Description: This project will construct a 2.4 mile nonmotorized facility including a multiuse path, limited access gates, bike lanes, lighting, stormwater, curb ramps, sidewalks, pedestrian signals, safety enhancements, and user amenities as needed.

Rationale: Received a Puget Sound Regional Council grant in 2016.
Project will complete a ""spine"" of the City nonmotorized transportation system.

Pipeline Trail/Cross County Commuter Connector--Phase II

Does the project address a public health or safety concern?

Helps with active lifestyle/livable communities

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Grant funding eligible.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Grant funds would pay for 80%

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Improves safety by separating nonmotorized and vehicular travel modes.

Does the project improve the equitable access to public facilities and services?

Project located in underserved community

Does the project align with Tacoma 2025 or other City priorities?

Aligns with Transportation Master Plan Complete Streets policies.

Does the project have a high level of public support?

Neighborhood Council high priority project

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Reduces reliance on fossil fuel vehicles

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Serves recent investments in housing and schools

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Yes Pipeline Trail Phase 1 and Phase 3.

Pipeline Trail/Cross County Commuter Connector--Phase III

Type: Inactive **CFP Section:** Transportation

Location: E. 56th at E. Pipeline to SE City limit **Project Cost:** \$2,366,057

Description: This project will construct a nonmotorized facility including a multiuse path, lighting, limited access gates, stormwater, curb ramps, sidewalks, pedestrian signals, safety enhancements, and user amenities as needed.

Rationale: Potential candidate project for 2018 Countywide Grant Competition. Fund availability/opportunities, other funding opportunities. Project would complete a "spine" of the City nonmotorized transportation system.

Pipeline Trail/Cross County Commuter Connector--Phase III

Does the project address a public health or safety concern?

Helps with active lifestyle/livable communities

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Grant funding eligible

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Grant funds could pay for up to 86.5%

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Improves public safety by separating vehicle modes.

Does the project improve the equitable access to public facilities and services?

Project located in underserved community.

Does the project align with Tacoma 2025 or other City priorities?

TMP complete streets policies

Does the project have a high level of public support?

Eastside Neighborhood Council priority

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Reduces reliance on fossil fuel vehicles

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Serves recent investments in housing and schools

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Pipeline Trail Phase 1 and 2.

Prairie Line Trail Historic Interpretation Project

Type: Active **CFP Section:** Cultural Facilities

Location: 17th to 9th Street, 21st to south of 25th **Project Cost:** \$440,000

Description: This project will develop an historic interpretation plan for the City's segments of the Prairie Line Trail corridor, as well as design and implement projects identified and informed by that interpretation plan.

Rationale: This project meets multiple strategic goals and priorities including place-making, catalyzing development, providing active transportation options, and celebrating Tacoma's history and culture.

Prairie Line Trail Historic Interpretation Project

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

This project is funded through a grant from a Washington State Capital Heritage grant.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This project is funded through a grant from a Washington State Capital Heritage grant.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

This project will increase access to history through the interpretive nature of the project. This corridor is an historic landscape, which is very significant to the City.

Does the project align with Tacoma 2025 or other City priorities?

Cultivates a vibrant cultural sector that fosters a creative, cohesive community, and assures outstanding stewardship of the natural and build environment.

Does the project have a high level of public support?

The Prairie Line Trail was one of the top projects in the South Downtown subarea plan and has been a council and community priority for many years. Stakeholders have long called for historic interpretation in this corridor.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Supports active transportation through placemaking along this multi-use trail corridor.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Project is in the downtown regional growth center, an area which is planned for substantial growth and is in need of public spaces and cultural opportunities.

Prairie Line Trail Phase II

Type: Active **CFP Section:** Transportation

Location: S. 23rd and Hood Street **Project Cost:** \$8,102,222

Description: This project will construct the southern 1/3 mile of the Prairie Line Trail from South 21st Street to South 25th Street.

Rationale: Funding Availability/Opportunities, Other Funding Opportunities
Project would complete the downtown "spine" of the City nonmotorized transportation system.

Prairie Line Trail Phase II

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This project leverages substantial grant dollars.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Increased and dedicated funding for mobility.

Does the project have a high level of public support?

The Friends of the Prairie Line Trail, UWT, TAM, Children's Museum and the Thea Foss Waterway support this project.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The project builds a shared used path through downtown Tacoma connecting downtown and the Thea Foss waterway.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Project is in the downtown.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This is a phased project that links to multiple planned trails.

Puyallup Bridge F16A & F16B Replacement

Type: Active **CFP Section:** Transportation

Location: Portland Ave and Puyallup River **Project Cost:** \$42,129,749

Description: This project replaces two of the six Puyallup River Bridge segments (westerly two segments).

Rationale: Operation/Maintenance Needs, Major Maintenance
Replace bridge segments that are at the end of their design life.

Puyallup Bridge F16A & F16B Replacement

Does the project address a public health or safety concern?

The bridge is deteriorating and in need of replacement.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

The project is funded by state, federal and Port of Tacoma funds.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The project is funded by state, federal and Port of Tacoma funds.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

This project replaces a bridge that is deteriorating and will bring those bridge segments up to current code.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Maintaining current infrastructure is a priority.

Does the project have a high level of public support?

The project has been in local papers with positive reviews.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The project provides a transportation corridor that promotes economic activity.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project adds value to an interconnected infrastructure system.

Puyallup River Bridge Bearing Upgrades

Type: Active **CFP Section:** Transportation

Location: Portland Avenue at the Puyallup River **Project Cost:** \$1,100,000

Description: The F16 Series bearings are in poor condition and need to be upgraded.

Rationale: The loss of the bridge bearings would result in the closure of the bridge. The bridge carries about 15,000 cars per day. Closing the bridge would have a significant impact on the community.

Puyallup River Bridge Bearing Upgrades

Does the project address a public health or safety concern?

Bridge bearing are at risk of failing.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

If the bridge is not repaired, it may have to close.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Supports the goal of maintaining current infrastructure.

Does the project have a high level of public support?

The bridge serves an estimated 15,000 cars a day.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The bearing repair will not be implemented until the F16A and B bridge replacement projects are complete. Without the bridge replacement the bearing repair has no value.

Puyallup River Bridge Corridor Study

Type: Active **CFP Section:** Transportation

Location: Puyallup Avenue to east city limits **Project Cost:** \$150,000

Description: Determine cost, bridge type, permits, and right of way needs to complete this corridor.

Rationale: The Puyallup River Bridge Corridor needs preliminary investigation to determine the next phase for this structure.

Puyallup River Bridge Corridor Study

Does the project address a public health or safety concern?

The Puyallup River Bridge is deteriorated and Public Works needs to determine the next phase for this structure.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This bridge is deteriorated such that it is limiting the movement of freight and goods in the Port of Tacoma. This project is the first step toward resolving this issue.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The bridge needs repair or replacing.

Does the project improve the equitable access to public facilities and services?

The future repair or replacement will be open to all people.

Does the project align with Tacoma 2025 or other City priorities?

Keeping this transportation corridor open is a connection to the Port of Tacoma.

Does the project have a high level of public support?

All public input on this bridge has been positive.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

This bridge is necessary for the continued development of the Port of Tacoma.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Railroad Crossing Improvements

<u>Type:</u>	New	<u>CFP Section:</u>	Transportation
<u>Location:</u>	Multiple locations	<u>Project Cost:</u>	\$1,716,750

Description: Review existing rail crossings, gather public comment, recommend updates, and construct recommendations where applicable at 6th & Titlow, S. 19th & Narrows Marina, McCarver & Ruston Way, E. C and E. D Sts in the Dome District, and other locations.

Rationale: Encourages neighborhood revitalization, supports transportation, including non-motorized needs.

Railroad Crossing Improvements

Does the project address a public health or safety concern?

The study will identify any public need regarding potential improvements at the identified rail crossings.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

The project is funded 90% with City funds.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Improvements at the crossings could limit future costs, and City funds are being used to match grants.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Changes will enhance active transportation opportunities and livability for Tacoma residents and visitors.

Does the project have a high level of public support?

The public is very interested in reducing train noise and making other pedestrian improvements at the rail crossings.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Policy 4.9 System Maintenance & Rehabilitation

Revitalizing Tacoma's Brewery District with Complete Streets: Phase I

Type: New **CFP Section:** Transportation

Location: Fawcett/S. 19 to S. 6 & S 15/Fawcett to Yakima **Project Cost:** \$2,801,474

Description: This project will add bike lanes, curb ramps, pedestrian refuge islands, upgrade crossings, upgrade signals for bicycle detection/APS, improve ADA accessibility, add mid-block crossing, and bicycle amenities.

Rationale: This project will leverage City funds with a federal grant. The project will provide improvements for pedestrians and cyclists.

Revitalizing Tacoma's Brewery District with Complete Streets: Phase I

Does the project address a public health or safety concern?

This project will address the expected increase in vehicle traffic, speeds, and potential conflicts on a designated bike corridor.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

The project has received a Transportation Alternatives Program grant.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The project will leverage City funding with a federal grant.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

The project supports health and safety by providing devices in place to minimize conflicts between bicycles and cars.

Does the project have a high level of public support?

BPTAG and the active transportation community supported the Top 4 Bikeways and are supportive of Fawcett Avenue as a designated bicycle corridor.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The project will encourage people to bicycle.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The enhanced bike corridor will serve new development in the Brewery District, near UWT, and downtown Tacoma.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The project extends the bicycle network.

S. 19th St - S. Cedar to Bates Technical College Campus

Type: New **CFP Section:** Transportation

Location: S. 19th St. and Cedar to Bates Campus **Project Cost:** \$502,190

Description: Install approximately 1,200 LF of missing link sidewalk and ADA ramp/signal improvements at the Cedar/S. 19th St. intersection.

Rationale: Encourages neighborhood revitalization, supports transportation, including non-motorized needs.

S. 19th St - S. Cedar to Bates Technical College Campus

Does the project address a public health or safety concern?

Adding a missing link sidewalk will give residents a safer place to walk.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Yes, City funds were leveraged to obtain grant funds.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

By upgrading ramps to ADA standards and adding missing link sidewalk, the project provides improved accessibility.

Does the project align with Tacoma 2025 or other City priorities?

The project leverages transportation funds for right-of-way improvements.

Does the project have a high level of public support?

This is an important project for the Central Neighborhood district.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Approximately 1,200 LF in missing link sidewalk will be added to the City's network.

Transportation Master Plan Tie-In

Policy 3.7 Special Needs of Transportation Users

Safe Routes to School Improvements

Type: Active **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$1,200,000

Description: This project will implement strategies outlined in the Safe Routes to School Implementation Plan and construct improvements at schools throughout the City.

Rationale: This project will address community requests for Safer Routes to Schools and supports Transportation Master Plan policy 2.6 Safer Routes to Schools.

Safe Routes to School Improvements

Does the project address a public health or safety concern?

The project will create safer walking and bicycling routes.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

The project will provide safer access to schools. Studies show that low-income students are four times more likely to walk to school.

Does the project align with Tacoma 2025 or other City priorities?

The project encourages a healthy and safe community by providing safer walking and bicycling routes. It will also improve livability by promoting a safe neighborhood for biking and walking.

Does the project have a high level of public support?

The City Council, School District, school community, and active transportation community support safe routes to schools.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The project encourages people to walk or bike to school.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project will create safer crossings for students near schools where existing walk routes are considered hazardous. Typically, these improvements would connect sidewalks and fill a gap.

Safe Routes to School Infrastructure Assessment

Type: New **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$120,000

Description: This project includes identifying, assessing, and developing a cost estimate for needed infrastructure improvements at 10 schools per year, which provides for opportunities to partner.

Rationale: This project will address community requests for safer routes to schools and supports Transportation Master Plan policy 2.6 Safer Routes to School.

Safe Routes to School Infrastructure Assessment

Does the project address a public health or safety concern?

This project will identify safety needs for students walking and bicycling to school.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

An assessment for each school provides the opportunity to partner with other City programs, utility projects, school projects or potential grants.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

The schools to be assessed would follow the prioritization criteria in the Safe Routes to School Action Plan that utilizes equity and safety criteria.

Does the project align with Tacoma 2025 or other City priorities?

This project provide safe access for underserved communities and encourages safe walking and bicycling.

Does the project have a high level of public support?

The community has indicated that youth safety is a priority.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Assessing the infrastructure needs for safe walking and bicycling routes provides the opportunity to address those needs and encourage the use of alternative modes of transportation.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Currently, the City does not have an assessment of infrastructure needs around schools.

Transportation Master Plan Tie-In

This project directly supports Policy 2.6 Safer Routes to School.

Site 10 Seawall & Esplanade Removal

Type: New **CFP Section:** Community Development

Location: Foss Waterway **Project Cost:** \$1,710,000

Description: This project will address subsidence behind the seawall at Site 10. Repairs will remove the existing seawall and esplanade and install a new seawall to provide a service life of 30 years.

Rationale: The Site 10 Seawall is experiencing significant areas of undermining and slope migration/settlement. This is causing structural problems for the esplanade above and also causing a portion of the adjacent parking lot to sink.

Site 10 Seawall & Esplanade Removal

Does the project address a public health or safety concern?

Multiple areas along the Foss Waterway are at risk of failing and some sections are closed to pedestrians due to safety concerns. This investment could help correct some deficiencies.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Multiple areas along the Foss Waterway are at risk of failing or have already failed.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Supports Economic Development and Vitality

Does the project have a high level of public support?

Project has support of Foss Waterway Development Authority and Foss Harbor Marina.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

FWDA is in the downtown mixed-use center

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Municipal Dock and Site 11

Transportation Master Plan Tie-In

Policy 4.9 System Maintenance & Rehabilitation

Site 12 Seawall

<u>Type:</u>	Active	<u>CFP Section:</u>	Community Development
<u>Location:</u>	Foss Waterway	<u>Project Cost:</u>	\$1,700,000

Description: This project will address subsidence behind the seawall at Site 12. Repairs will remove the existing seawall and install a new seawall to provide a service life of 30 years.

Rationale: The Site 12 Seawall is experiencing significant areas of undermining and slope migration/settlement. This is causing structural problems for the esplanade above and also causing a portion of the adjacent parking lot to sink.

Site 12 Esplanade

Does the project address a public health or safety concern?

Esplanade is in poor condition and there is subsidence behind the seawall.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Project funded by FWDA property sale and potential grant.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Repairs waterfront esplanade on the Foss.

Does the project improve the equitable access to public facilities and services?

Provides waterfront access to all citizens and visitors.

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Supports development on the Foss.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Seaport Museum and Dock Street building

Site 8 Building Demolition

<u>Type:</u>	New	<u>CFP Section:</u>	Community Development
<u>Location:</u>	Foss Waterway	<u>Project Cost:</u>	\$1,004,250

Description: Demolish an old building at Site 8 on the Foss Waterway. Demolition will make the site more suitable to sale. Project will include abatement of hazardous materials and removal of debris from the property.

Rationale: Improvement of the Foss Waterway. May help secure the sale of the site.

Site 8 Building Demolition

Does the project address a public health or safety concern?

The building was condemned several years ago by the City and the tenants kicked out.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Demolition would be City contribution as incentive toward development of the property.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Demolition provides an incentive for the sale of the property and subsequent development by the private sector.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Demolition will “improve neighborhood safety” and encourage economic development.

Does the project have a high level of public support?

The redevelopment of the site is identified as a goal of the adopted FWDA Master Redevelopment Strategy.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Removal of the building makes the property more salable for private development and supports the FWDA Master Redevelopment Strategy.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Removal of the building will enable this property to be sold by the City and developed by a private developer. This will meet the redevelopment strategy for the FWDA.

Transportation Master Plan Tie-In

Sound Transit Link Expansion

<u>Type:</u>	Active	<u>CFP Section:</u>	Transportation
<u>Location:</u>	Tacoma Link Extension	<u>Project Cost:</u>	\$5,156,168

Description: Sound Transit selected a route to expand the existing Tacoma Link Streetcar and is completing design. Sound Transit has partnered with City of Tacoma and Pierce Transit to develop the expansion.

Rationale: Funding Availability/Opportunities, Competitive Grant Opportunities, City Council and regional priority project.

Sound Transit Link Expansion

Does the project address a public health or safety concern?

Alternative commute options can reduce emissions and improve health

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

This project is primarily funded by ST and grants with some City match.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This is a Sound Transit Project that the City of Tacoma applied for a grant to partner with Sound Transit.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

This project will allow citizens in a disadvantaged neighborhood to have better access to downtown and other employment opportunities and transit opportunity in general.

Does the project align with Tacoma 2025 or other City priorities?

It is a priority for the City to expand the link.

Does the project have a high level of public support?

Citizen initiatives passed ST2 and ST3 which are programs to expand link light rail transit

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Transit encourages less use of single passenger cars thus reducing emissions.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Stadium and Hilltop

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project extends the existing Tacoma Link and there is plans to extend it further with ST3 as well.

South 19th Street: Union to Mullen

<u>Type:</u>	New	<u>CFP Section:</u>	Transportation
<u>Location:</u>	South 19 Street from Union to Mullen	<u>Project Cost:</u>	\$3,367,865
<u>Description:</u>	Project consists of grinding the outer lane on each side of the street, overlaying the roadway with HMA and constructing ADA compliant ramps. Traffic signals will also be upgraded.		
<u>Rationale:</u>	Roadway is in very poor condition and grant opportunities are available. This project will increase pedestrian and vehicles safety.		

South 19th Street: Union to Mullen

Does the project address a public health or safety concern?

Adds ADA compliant facilities, install video detection, and upgrade pedestrian signals

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This project has the potential to leverage grant funding

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Facilities are in a poor condition (Longitudinal & transverse cracking), etc. Grading and overlay will reduce maintenance cost.

Does the project improve the equitable access to public facilities and services?

Grind and overlay, upgrade ADA ramps, install video detection and upgrade pedestrian signals will provide and increase pedestrian equitable access to public facilities and services.

Does the project align with Tacoma 2025 or other City priorities?

Equitable access and leveraging transportation package funds.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The project will install video detection that will reduce waiting time, reduce congestion, cut down on air pollution and make road safer.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Policy 4.9 System Maintenance & Rehabilitation

Policy 4.10 Fix It First

South 21st Street: Jefferson to Tacoma Avenue

Type: Inactive **CFP Section:** Transportation

Location: S. 21st and Jefferson Avenue **Project Cost:** \$4,263,220

Description: Rehabilitation of South 21st Street from Jefferson Ave. to Tacoma Ave. including a new concrete road, ADA compliant curb ramps and driveway approaches, curb and gutter, and sidewalks. A new signal will be added at Tacoma Ave. and South 21st St.

Rationale: Roadway is in poor condition and grant opportunities are available. New developments will also require utility upgrades within the roadway.

South 21st Street: Jefferson to Tacoma Avenue

Does the project address a public health or safety concern?

Roadway is in poor condition. An additional traffic signal is also needed.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

The project would be substantially grant funded.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Project will leverage developer funds/improvements with utility provider improvements, City funds and potentially grant funds.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

New roadway, ADA ramps, signal providing equitable access to existing neighborhood, transit routes, UWT, new developments, etc.

Does the project align with Tacoma 2025 or other City priorities?

Equitable access. If grant application is successful, it will leverage 2015 voter approved transportation package. It also supports further development in Brewery District.

Does the project have a high level of public support?

Developers very much in support of project along with UWT and others.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Signal retiming will help with congestion and encouragement of walking/biking.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Project will serve new development/redevelopment.

South Cedar and Pine Pedestrian Improvements

<u>Type:</u>	New	<u>CFP Section:</u>	Transportation
<u>Location:</u>	S Cedar/Pine St between S 23rd & S 38th	<u>Project Cost:</u>	\$550,000
<u>Description:</u>	Installation of new sidewalk along South Cedar, providing improved non-motorized connections between the Tacoma Mall subarea and the Tacoma Central Mixed Use Center.		
<u>Rationale:</u>	This project will improve safety for people walking along S Cedar under SR 16. Connecting the Tacoma Mall subarea and the Tacoma Central Mixed Use Ctr. S Cedar is one of few north-south connections across SR 16.		

South Cedar and Pine Pedestrian Improvements

Does the project address a public health or safety concern?

The project will make safety improvements for pedestrians using S Cedar, filling gaps in the existing sidewalk.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

This project is appropriate for a TIB sidewalk grant opportunity.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This project is appropriate for a TIB sidewalk grant opportunity.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The project is filling gaps in the sidewalk connections, one of few crossing SR 16.

Does the project improve the equitable access to public facilities and services?

By providing improvements to the non-motorized facilities in Tacoma, we are providing transportation options, particularly for people who are low income and unable to afford their own vehicle.

Does the project align with Tacoma 2025 or other City priorities?

This project was identified as part of the pedestrian priority network (TMP), as it falls within a 20-minute walkshed from two mixed use centers (Tacoma Central and Tacoma Mall)

Does the project have a high level of public support?

This project was brought forth by BPTAG.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

This project will provide a safety improvement for pedestrians, thus encouraging people to walk rather than drive the short distance.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

This project connects mixed use centers via active transportation (pedestrian) routes.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Sidewalk exists in sections of S Cedar and S Pine on either side of SR 16; however, the biggest gap is under SR 16. Other locations have been identified between S 23rd and S 35th along S Cedar.

Transportation Master Plan Tie-In

Policy 3.9 Pedestrian Facilities #328: Improved roadway to arterial standards

South Stevens/Tyler/66th Bike and Pedestrian Connector

Type: Active **CFP Section:** Transportation

Location: N. 7th to S. 66th and Tyler to Clement **Project Cost:** \$1,710,059

Description: This project will link existing bikeways north/south across Tacoma by closing the gap on the Tyler/Stevens bikeway and will add an east/west connection along S. 66th St. It will also add pedestrian improvements at certain intersections.

Rationale: Active transportation is a fundamental aspect of a sustainable transportation system. This project is included in the Mobility Master Plan, which was unanimously passed by City Council.

South Stevens/Tyler/66th Bike and Pedestrian Connector

Does the project address a public health or safety concern?

The project adds active transportation components, bike lanes and ADA ramps at specific intersections, which allows for increased safety for a healthier commuting options.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Design and ROW are city funded. A grant was applied for in 2016 and recommendation for award has been made by WSDOT for the 2017 funding cycle for 2018 construction.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The City applied for a grant for additional design (19th to Center along Tyler) and construction of 66th, Stevens, and Tyler and is on the recommendation list for 2017 funding.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

The project will improve access to the STAR Center and the Water Flume Line Trail as well as fill a missing bike lane gap just north of 6th Ave to Center St. The project will also add ADA ramps at 12th and Stevens and the South side of Adams and S. 66th.

Does the project align with Tacoma 2025 or other City priorities?

Supports livability, accessibility, and equity

Does the project have a high level of public support?

This area has been through the process of being added to the Mobility Master Plan and property owners contacted for right of way have been in favor of the project.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The project adds bike lanes/sharrows and ADA compliant curb ramps.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project will connect to existing bike lanes at N. 7th and Stevens, to bike lanes at Tyler, and to the Water Flume Line Trail.

South Tacoma Branch Library Refurbishment

Type: Active **CFP Section:** Libraries

Location: 3411 South 56th Street **Project Cost:** \$450,000

Description: Replace the roof, windows, carpet, furniture, heat pump and repair the walls at South Tacoma Library.

Rationale: This building was built in 1958 and was last remodeled in the 1980s. All of the items needed have been in service for over 25 years and are at the end of their life span.

South Tacoma Branch Library Refurbishment

Does the project address a public health or safety concern?

The leaks in the roof will mostly likely cause mold issues.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The repairs would help with the annual maintenance of the building and a new heat pump would cause a reduction in utilities. The costs to replace these items continues to go up.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The facility has not had any major work in over 25 years. If the roof or heat pump fails, the library will close.

Does the project improve the equitable access to public facilities and services?

Libraries provide services to people of color, people living with disabilities, and people experiencing homelessness. If branches have to close due to deferred maintenance, those services wo

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

South Tacoma Way Corridor Safety Improvements

Type: Active **CFP Section:** Transportation

Location: STW S. M St to E. G St, S. 25 & S. C St. **Project Cost:** \$972,552

Description: This project will construct needed safety improvements along the South Tacoma Way/E. 26th Street corridor. The project will include a variety of safety improvements including signal system upgrades (12" signals with retroreflective backplates), flashing yellow arrow signal heads, countdown pedestrian signals, and audible pedestrian push buttons. The project will also improve signal timing, communication, and coordination.

Rationale: This project will improve safety of the corridor (vehicular, bicycles, and pedestrians).

South Tacoma Way Corridor Safety Improvements

Does the project address a public health or safety concern?

The project will improve the existing signal system, which will reduce vehicular and pedestrian conflicts and increase safety.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

The Highway Safety Improvement Program is funding 85% of the project.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The Highway Safety Improvement Program is funding 85% of the project.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

The project meets the safety policies and goals outlined in the Transportation Master Plan.

Does the project have a high level of public support?

As part of the Transportation Master Plan, the community expressed a high level of support to increase safety of pedestrian, bicyclists, and vehicles.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The project will improve the mobility of the corridor at signals, which will reduce gas emissions.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

This project will improve the signal system, which improves capacity of the corridor and future needs of the increased growth.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

SR 7 (Pac Ave) Signal Corridor Improvements

Type: Active **CFP Section:** Transportation

Location: Pacific Ave from 34th St. to 96th St. **Project Cost:** \$995,166

Description: Improve the visibility of traffic signal heads and improve the phasing, timing, and coordination between signals. Upgrade to accessible countdown pedestrian signals and push buttons, improve crosswalks, and upgrade signs.

Rationale: This project will improve the visibility of traffic signal heads and improve the phasing, timing, and coordination between signals.

SR 7 (Pac Ave) Signal Corridor Improvements

Does the project address a public health or safety concern?

Improve the visibility of traffic signal heads and improve the phasing, timing, and coordination between signals

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

90% Federal (HSIP) and 10% local match

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

The project will construct ADA ramps

Does the project align with Tacoma 2025 or other City priorities?

Increase safety of the public

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

By coordinating between the signals, cars will emit less pollution.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Streetlight Infrastructure Deferred Maintenance

Type: New **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$850,000

Description: This project will restore service to 70 streetlights that are out due to failed assets and unrecoverable 3rd party damages. Work includes replacement of damaged circuits, ornamental streetlight poles, and other infrastructure requiring significant materials

Rationale: This project will restore streetlight service to numerous damaged lights throughout the City. This work increases transportation and public safety.

Streetlight Infrastructure Deferred Maintenance

Does the project address a public health or safety concern?

Restores streetlight service.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Restores streetlight service.

Does the project improve the equitable access to public facilities and services?

Restoration includes ornamental streetlights in Salishan and other areas of the City that have been historically underserved.

Does the project align with Tacoma 2025 or other City priorities?

Public Safety

Does the project have a high level of public support?

Yes, resident support for improved street lighting.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

New LED fixtures will be installed when the streetlights are restored.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Some of the lights are single outages which create dark areas on an otherwise lit street.

Transportation Master Plan Tie-In

Tacoma Dome Renovation Project

<u>Type:</u>	New	<u>CFP Section:</u>	Cultural Facilities
<u>Location:</u>	Tacoma Dome	<u>Project Cost:</u>	\$31,033,308

Description: Tacoma Dome capital projects approved in the 2017-2018 biennium including seating replacement; dressing room and restroom renovations; a new loading dock; fire, security, audio, and lighting upgrades; exterior renovation; and HVAC replacement.

Rationale: This project address safety and code issues, revenue enhancement, end of life issues, client expectations and patron expectations. The improvements will help preserve and maintain the Tacoma Dome as an important City asset.

Tacoma Dome Renovation Project

Does the project address a public health or safety concern?

The improvements include security upgrades, as well as improved audio, which would be important in an incident. This will also improve the safety of staff during seating conversions.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

The project makes use of the City's debt capacity to borrow funds for the project.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The improvements will help the Tacoma Dome maintain its value as an asset and also potentially lead to increased revenue generation.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Many systems in the Tacoma Dome are 30 years old and at the end of their useful life.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

The City Council approved bond funding for the project in the 2017-2018 Adopted Budget.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The new seats will reduce fleet emissions.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Taylor Way Rehabilitation

<u>Type:</u>	Active	<u>CFP Section:</u>	Transportation
<u>Location:</u>	Taylor Way from E. 11 St. to Tacoma/Fife	<u>Project Cost:</u>	\$22,860,120
<u>Description:</u>	Upgrade Taylor Way to Heavy Haul corridor standards, implement ITS, signal, streetlight, pedestrian, and other transportation corridor improvements.		
<u>Rationale:</u>	Support the manufacturing/industrial center of the Port of Tacoma, upgrade to heavy haul standards, improve freight mobility, reduce modal conflicts, enhance non-motorized access.		

Taylor Way Rehabilitation

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

The project is funded ~22% by City sources, the remainder is grant/private contributions.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

By constructing a concrete driving surface, the project will reduce long term road maintenance needs. The project is leveraging \$9.7M in private and public funding sources.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The asphalt roadway is failing and the SR 509 intersection is currently operating below acceptable standards.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Will leverage available transportation funding from the voted street initiative.

Does the project have a high level of public support?

The project is supported by the Port of Tacoma, PSE, and all businesses along Taylor Way.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The project will reduce travel time, idling and emissions in the Port of Tacoma area, which is currently a PM2.5 non-attainment zone. Travel time savings will be over 40,000 hours per year.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The project will support the planned growth of the manufacturing/industrial center of the Port of Tacoma per the Container Element of the Comprehensive Plan.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Sidewalk exists along Taylor Way from E. 11th St. to Lincoln Ave. The project will

Attachment 3 *complete sidewalk from Lincoln Ave. to SR 509.*

Traffic Model Update/Mode Choice/Pvmt Mgmt Integration Project

Type: Active **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$495,000

Description: This project will develop, update, and calibrate a citywide travel demand model used for traffic analysis, Growth Management Act concurrency and arterial grant funding. This project will include data collection and asset management.

Rationale: This project is a requirement of the GMA. Information from the model is important for transportation capacity planning and programming, pavement, and long-range land use plans.

Traffic Model Update/Mode Choice/Pvmt Mgmt Integration Project

Does the project address a public health or safety concern?

The outcomes of this project would identify the citywide transportation issues and would assist addressing public health or safety concerns.

Is the project required or mandated by law?

These tools will facilitate a GMA (Growth Management Act) mandated LOS currency analysis of the City's arterial system.

Is the project substantially (75%+) funded by non-City sources?

\$420,000 will be federally funded which is more than 75% of the total project budget.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The project leverages outside grant funding.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The project will assist conducting and assessing existing and future traffic operations.

Does the project improve the equitable access to public facilities and services?

The outcomes of this project would assist improving the equitable access to public facilities and services.

Does the project align with Tacoma 2025 or other City priorities?

The outcomes of this project would assist achieving City's priorities.

Does the project have a high level of public support?

The community will benefit with the outcomes of this project. A high level of public support is expected.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The outcomes of this project will identify the citywide traffic issues and addressing those traffic issues would assist reducing gas emissions.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The project will assist conducting and assessing existing and future traffic operations. and can assist assessing new development and redevelopment citywide.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The project will assist conducting and assessing existing and future traffic operations.

Unfit/Unsafe Sidewalk Program

Type: Active **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$2,450,000

Description: Program to administer and supplement grants that provide funding to reconstruct unfit/unsafe sidewalks and construct new sidewalks.

Rationale: This project funds a program to participate with property owners in the reconstruction of unfit or unsafe sidewalks citywide.

Unfit/Unsafe Sidewalk Program

Does the project address a public health or safety concern?

When sidewalk walking surfaces become deteriorated, uneven, or unstable, the sidewalk has the potential of becoming a safety issue for pedestrians.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The funds for this project are leveraged with property owner assessments.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Safe sidewalks provide safe, consistent and equitable access to pedestrian routes for all.

Does the project align with Tacoma 2025 or other City priorities?

Replacing damaged sidewalk assists in the efforts to connect neighborhoods, improve accessibility and provide access to alternative transportation and transit options.

Does the project have a high level of public support?

Sidewalks are an important part of the community. Property owners have demonstrated, by their contributions to the project, that they support improving sidewalk infrastructure in the City.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Having safe sidewalks can improve walkability in the community and thereby reduce the use of vehicles.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The work would improve the City's sidewalk network.

Yakima Ave Bridge Overlay

Type: New **CFP Section:** Transportation

Location: S. Yakima Ave and South Tacoma Way **Project Cost:** \$3,456,900

Description: Provide a concrete deck overlay with expansion joint replacement and minor bridge repair.

Rationale: The bridge deck has deteriorated such that an overlay is needed. This overlay will keep the bridge open and operating for 20 years.

Yakima Ave Bridge Overlay

Does the project address a public health or safety concern?

This project will keep this bridge in safe operating condition for the travelling public

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

86.5% of the funding is from the federal bridge program.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

86.5% of the funding is from the federal bridge program.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Maintaining public infrastructure is a city priority.

Does the project have a high level of public support?

All previous bridge projects have had good public support.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The project supports the downtown center by keeping this transportation corridor open and operating.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This bridge provides one of the few north south links that cross I-5 and provide a transportation corridor for the public to use.

Transportation Master Plan Tie-In

Policy 4.9 System Maintenance & Rehabilitation

Policy 4.10 Fix It First

Tier 2 Projects

15th Street Moorage and Waterway Park Launch

Type: New **CFP Section:** Community Development

Location: Foss Waterway **Project Cost:** \$60,000

Description: Design a replacement for the 15th Street wood wharf. The current structure is a floated gangway and is deteriorating. The new wharf will be designed for launching human powered craft.

Rationale: Improvement of the Foss Waterway

15th Street Moorage and Waterway Park Launch

Does the project address a public health or safety concern?

The moorage poses a safety hazard due to its condition. The Washington State Dept. of Natural Resources is requiring its replacement.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Grants will be applied to replace the moorage based on the documents that this funding will provide.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Grants will be applied for from the State based on these new documents that will include construction drawings and cost estimates.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The wood wharf is currently posted with a restricted weight limit of 1,000 pounds, the gangway is narrow and not ADA compliant, the moorage components are narrow and deteriorating.

Does the project improve the equitable access to public facilities and services?

The project provides for safe access for all, including meeting ADA standards.

Does the project align with Tacoma 2025 or other City priorities?

Health & Safety – will improve the feeling of safety.

Built & Natural Environment – improves water access for motorized and non-motorized craft.

Economic Vibrancy – May be utilized for tourist activities associated with a 2019 hotel development.

Does the project have a high level of public support?

Boating community sees a need for this.

Transient moorages are currently often full in season.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Project is in a mixed-use center. There is a need for improved transient moorage at this location. Facility may serve as transient moorage for future cruise ship.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Will improve public transient moorage opportunities in the downtown area.

Transient public moorages are limited in Tacoma.

Transportation Master Plan Tie-In

Attachment 4 *This project lays the foundation for improved water transportation options in the area.*

34th St. Bridge - Pacific Ave. to B St.

<u>Type:</u>	Inactive	<u>CFP Section:</u>	Transportation
<u>Location:</u>	East 34th St. & B St.	<u>Project Cost:</u>	\$10,000,000

Description: This project will rehabilitate the existing bridge. The bridge was constructed in 1937 and many elements have deteriorated. This bridge is the smaller of the two 34th St. bridges.

Rationale: This project will correct many deficiencies found during regular bridge inspection.

34th St. Bridge - Pacific Ave. to B St.**Does the project address a public health or safety concern?**

The bridge is deteriorating and in need of rehabilitation. This project will repair the bridge before it becomes a safety concern.

Is the project required or mandated by law?**Is the project substantially (75%+) funded by non-City sources?**

Public Works will submit grant applications for this project.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Public Works will submit grant applications for this project.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The bridge is not at risk of failing, but this work is needed to keep it in good operating condition.

Does the project improve the equitable access to public facilities and services?

The bridge is open to all people.

Does the project align with Tacoma 2025 or other City priorities?

Maintaining public infrastructure is a city priority.

Does the project have a high level of public support?**Does the project reduce greenhouse gas emissions or support the adaptation of climate change?****Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)****Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)**

This bridge provides a vital transportation corridor and this project will keep this bridge in good working order.

Bicycle & Pedestrian Education, Encouragement, and Safety Program

Type: Active **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$430,000

Description: This project will improve bicycle and pedestrian safety through education, encouragement, and engineering, which includes bicycle events, purchasing/installing bike racks, striping, signage, and other active transportation improvements.

Rationale: This program provides bicycle parking where needed around Tacoma, supporting the Commute Trip Reduction law. This also consists of education and outreach related to bike and pedestrian safety.

Bicycle & Pedestrian Education, Encouragement, and Safety Program

Does the project address a public health or safety concern?

This project will address public health and safety through bike and pedestrian education and outreach.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The project will install new facilities to address hazardous bicycle and pedestrian facilities.

Does the project improve the equitable access to public facilities and services?

By providing improvements to the non-motorized facilities in Tacoma, the City is providing transportation options, particularly for people who are low-income and unable to afford their own vehicle.

Does the project align with Tacoma 2025 or other City priorities?

This project will implement Complete Street type improvements, encourage active transportation, improve quality of life, and reduce emissions.

Does the project have a high level of public support?

The projects were approved and supported through the Transportation Master Plan community outreach and adoption process. This is an education and safety campaign to complement bike and pedestrian construction projects.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The project will increase the number of active transportation facilities that encourage alternative modes of transportation.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Bike rack locations will be prioritized in Mixed Use Centers.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Dock Street LID

Type: Inactive **CFP Section:** Local Improvement Districts

Location: Dock St from E 11th N 1350 **Project Cost:** \$26,861,695 ft.

Description: Being used as a placeholder for improvements to Dock Street from E 11th St North and the esplanade for a total of 2,735 feet including improvements to the seawall and dock abutting the Muni Dock Building site, site 10, 11, 12, and 535 wharf.

Rationale:
A majority of property owners abutting Dock Street have signed an advisory petition requesting pavement with a structural section, upsizing of the wastewater main, & surface water main, burying the utility lines, adding street lights and trees.

Dock Street LID

Does the project address a public health or safety concern?

Safety concern of seawall stability.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Fully funded by owners assessments

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Street portion of the project is funded through property owners LID assessments. The reconstruction of docks and esplanades will seek grants for construction.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The seawall and dock are in need of repair per an outside consultant and are nearing the end of their useful life.

Does the project improve the equitable access to public facilities and services?

The improvements would extend pedestrian access to 2,735 feet north of east 11th street, and reconstruct the dock abutting the Muni Dock bldg site, sites 10, 12, and 535 esplanades. It will also repair seawalls.

Does the project align with Tacoma 2025 or other City priorities?

The improvements to Dock Street would allow development on the sites abutting the street creating new businesses abutting the street and water frontages

Does the project have a high level of public support?

The project has support from 100 % of the abutting property owners

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Project will increase pedestrian and non-motorized transportation.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The infrastructure financed through this LID would allow for development of currently underdeveloped sites.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

E 29th Street Roundabout & Extension

Type: Active **CFP Section:** Transportation

Location: East 29th & R Street **Project Cost:** \$1,500,000

Description: The project will improve 29th Street by constructing a roundabout with asphalt paving, sidewalks, ADA ramp improvements, crosswalk pavers, lighting, and constructing a new segment of 30th Street which will intersect with the roundabout.

Rationale: This project is fully funded by the Puyallup Tribe of Indians.

E 29th Street Roundabout & Extension

Does the project address a public health or safety concern?

It improves access and circulation with construction of a roundabout.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

The Puyallup Tribe of Indians is fully funding the project.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The Puyallup Tribe of Indians is fully funding the project.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

It improves access and circulation with construction of a roundabout.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Roundabouts are proven to reduce emissions.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

E. 25th Street Right-of-Way Improvements

Type: Active **CFP Section:** Transportation

Location: E 25th St 550' W of G St to 150' E of G **Project Cost:** \$1,000,000

Description: This project includes off-site street improvement civil work at E. 25th Street. The project will increase the sidewalk width, change parking from pull in to parallel, resurface the driving lane, landscape, and improve stormwater.

Rationale: This project is funded through a fee-in-lieu to complete frontage improvements.

E. 25th Street Right-of-Way Improvements

Does the project address a public health or safety concern?

Is the project required or mandated by law?

The City received fee in lieu of funds from WSDOT to complete improvements associated with their development. If the project is not completed then by law the funds must be paid back with interest.

Is the project substantially (75%+) funded by non-City sources?

Funded by a WSDOT fee in lieu and with the project Environmental Services is completing some storm work and the City is paving the entire street instead of only what is required for the development.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Leverages WSDOT fee.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The project replaces a stormwater line that is over 100 years old.

Does the project improve the equitable access to public facilities and services?

The project improves ADA access.

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

There was a citizen advisory committee for this project in conjunction with the WSDOT building and road improvements and there was support.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The project is being completed due to redevelopment at Freighthouse Square completed by WSDOT for the new Amtrak Station.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project builds on construction completed by WSDOT on East 25th Street.

Esplanade Landscaping & Irrigation

Type: New **CFP Section:** Community Development

Location: Foss Waterway **Project Cost:** \$200,000

Description: Renovate and replace portions of the aging irrigation system and restore planters along the Foss Esplanade.

Rationale: Improvement of the Foss Waterway

Esplanade Landscaping & Irrigation

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The Foss Waterway Owners Association currently provides landscaping services. However, they do not have the financial capability to undertake this needed renovation project for the public esplanade.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

A portion of the irrigation system has failed or is failing. Vegetation has become root-bound in places and needs replacement, landscape beds have become compacted over the years and need replacing, and plants have not been properly maintained.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Natural & Built Environment – sustain and improve Tacoma’s natural environment.

Does the project have a high level of public support?

Residents and visitors expect the downtown waterfront to be a showcase for Tacoma.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Healthy and well maintained plants reduce carbon dioxide and reduce heat islands caused by impervious surfaces (albedo effect.)

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Esplanade use by residents and visitors continues to increase each year. They expect a positive and esthetically pleasing urban environment.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The project will enhance the walkable waterfront environment and improve its esthetic value.

Transportation Master Plan Tie-In

Walkability/Bicycle Access environment.

Esplanade Wayfinding

<u>Type:</u>	New	<u>CFP Section:</u>	Community Development
<u>Location:</u>	Foss Waterway	<u>Project Cost:</u>	\$180,000

Description: Install pedestrian signs at access points to the waterway. The signs will provide directions at points such as Pacific Avenue and the Dome District as well as along Dock Street.

Rationale: Improvement of the Foss Waterway

Esplanade Wayfinding

Does the project address a public health or safety concern?

Wayfinding elements help direct people to destinations and can relieve their uncertainty about which way to go, keeping them feeling safe and from getting lost.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Grants will be applied for from State and Federal sources.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Directional signage for residents & visitors is lacking at access points on Pacific Ave., the Dome District & 4th St./Ruston Way. Signage is needed at Dock St. landing points to direct people to museums, parks and the amphitheater.

Does the project align with Tacoma 2025 or other City priorities?

Natural & Built Environment, guides walkers and bicyclists; Health & Safety, will help to encourage leisure time physical activity, exploring.

Does the project have a high level of public support?

Lack of directional signage for walkers/bicyclists is often cited by residents and visitors to the Foss Waterway.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Provides elements typically integrated into a healthy walking and bicycling environment.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Wayfinding is an important component of thriving urban centers. Interpretative elements of the program will inform about Tacoma's history.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The project complements the downtown core and Dome District wayfinding system and expands it along the downtown waterfront.

Transportation Master Plan Tie-In

Walkability, wayfinding, strengthens safe access.

Fireman's Park Improvements

<u>Type:</u>	New	<u>CFP Section:</u>	Parks and Open Space
<u>Location:</u>	South 9th and A Street	<u>Project Cost:</u>	\$1,000,000

Description: This project will rehabilitate the park with an open concept plan making the park more visible from the street. Improvements will include timber removal, regrading, landscaping, lighting and other park amenities.

Rationale: This project will open the park to the street and provide a safer and more attractive environment for park users.

Fireman's Park Improvements

Does the project address a public health or safety concern?

This project will regrade the park to make it visible from the street and safer for park use.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

The project will include ADA improvements to make the park more accessible for all users.

Does the project align with Tacoma 2025 or other City priorities?

This project will sustain and improve Tacoma's parks and provide an opportunity for increased use of the park with higher user satisfaction.

Does the project have a high level of public support?

Public outreach has been conducted and the stakeholders are in support of park improvements.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

This project is located in the Downtown Mixed Use Center.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

FM: Beacon Center, Exterior Refurbishment

Type: Active **CFP Section:** General Government Municipal Facilities

Location: 415 South 13th Street **Project Cost:** \$277,000

Description: This project will provide for needed exterior repairs and roof replacement at this aging City-owned and operated facility. The facility was constructed in 1941 and exterior repairs including a new roof, siding replacement, and new paint are needed.

Rationale: This project is needed to address deferred maintenance needs of the facility.

FM: Beacon Center, Exterior Refurbishment

Does the project address a public health or safety concern?

Improvements will ensure continued safe operation of the facility to serve vulnerable populations.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Improvements will reduce operating and future costs, as prolonging the deferred maintenance will only increase the costs.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Improvements will correct deficiencies at an existing public facility that serves vulnerable populations.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Improvements will ensure continued services to vulnerable populations.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

FM: Emergency Operations Storage Facility

<u>Type:</u>	New	<u>CFP Section:</u>	Public Safety
<u>Location:</u>	TBD	<u>Project Cost:</u>	\$6,300,000

Description: This project will provide for real estate acquisition and construction of a new storage facility (approximately 6,400 square feet). The facility will store reserve apparatus, equipment and supplies for deployment during emergency events.

Rationale: TFD has an operational need for equipment and supply cache storage in the event of natural disaster or other emergency response. Existing facilities lack capacity for on-site storage or expansion.

FM: Emergency Operations Storage Facility

Does the project address a public health or safety concern?

TFD lost the use of covered warehouse space for supplies and equipment maintained for emergencies as part of the Metropolitan Medical Response Plan. TFD also has a general need for warehouse space to secure and protect equipment and other supplies.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

TFD has a significant shortage of warehouse space for apparatus, equipment and supplies. The shortage leaves equipment exposed to the elements or stored in substandard and hard to reach access.

Does the project improve the equitable access to public facilities and services?

A consolidated storage facility will enhance response capabilities during a natural disaster or emergency response.

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

FM: Lighthouse Center, Window Replacement**Type:** Active **CFP Section:** General Government Municipal Facilities**Location:** 5016 "A" Street **Project Cost:** \$110,000**Description:** This project will provide new energy efficient windows at the aging City-owned and operated facility. The facility was originally constructed in 1950 and the original windows have reached the end of their useful life and require replacement.**Rationale:** This project is needed to address deferred maintenance needs of the facility.**FM: Lighthouse Center, Window Replacement****Does the project address a public health or safety concern?***Improvements will ensure continued safe operation of the facility to serve vulnerable populations.***Is the project required or mandated by law?****Is the project substantially (75%+) funded by non-City sources?****Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?***Improvements will avoid future costs, as prolonging the replacement of the windows will only increase the costs.***Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?***Improvements will correct deficiencies at an existing public facility that serves vulnerable populations.***Does the project improve the equitable access to public facilities and services?****Does the project align with Tacoma 2025 or other City priorities?***Improvements will ensure continued services to vulnerable populations and furthers sustainability goals by installing energy efficient windows.***Does the project have a high level of public support?****Does the project reduce greenhouse gas emissions or support the adaptation of climate change?****Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)**

FM: Temporary FS #15 - Restroom Addition

Type: New **CFP Section:** Public Safety

Location: East Tacoma **Project Cost:** \$165,000

Description: Temporary Fire Station #15 is a residential house that is undersized for current operations and only has one restroom. This project will provide for the addition of a gender neutral restroom at the facility.

Rationale: Existing temporary station lacks restroom capacity.

FM: Temporary FS #15 - Restroom Addition

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Existing facility lacks sufficient restroom facilities.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Future Alley and Street Paving LIDs

<u>Type:</u>	Inactive	<u>CFP Section:</u>	Local Improvement Districts
<u>Location:</u>	Citywide	<u>Project Cost:</u>	\$6,205,250

Description: LID funding for participation of the returned adequate advisory petitions and future requests.

Rationale: Funding Availability/Opportunities
 A majority of property owners abutting the street/alleys have signed an advisory petition requesting permanent pavement with storm drainage. The improvements would eliminate maintenance for at least 3 decades.

Future Alley and Street Paving LIDs

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?
Project is partially funded by abutting property owners

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Reduces maintenance costs, filling potholes and grading, by providing a permanent alley surface funded by the abutting property owners

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Street surface was a deteriorated oil mat, the reconstruction provided a street section greater than what would have been rebuilt under the street initiative.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?
Improves access by providing hard stable surface

Does the project have a high level of public support?
Advisory survey signed by majority of abutting property owners who are paying for the improvement

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Project completes a network of streets with a structural section inclusive of curb and gutter. Curb and gutter conveys sheetflow to the surface water system.

GTCC Safety and Security Improvements

Type: New **CFP Section:** Cultural Facilities
Location: 1500 Broadway **Project Cost:** \$500,000

Description: Installation of new and updates to existing safety and security infrastructure.

Rationale: Safety and security needs in public assembly facilities have significantly changed since facility opened.

GTCC Safety and Security Improvements

Does the project address a public health or safety concern?

Safety and security concerns have significantly changed since facility opened.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

A safety and security assessment is being conducted in summer of 2018 that will detail our deficiencies.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

This aligns with Tacoma 2025 goals.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Library IT Uplift & Migration to COT IT Services

<u>Type:</u>	New	<u>CFP Section:</u>	Libraries
<u>Location:</u>	All library branches	<u>Project Cost:</u>	\$2,000,000

Description: Replace outmoded technology and migrate Library to COT network and services (end user device, network, and voice uplift).

Rationale: Supports the Library's digital equity, education & workforce development initiatives by replacing outmoded technologies. Connects TPL to COT services; this will improve internal services & operations, create efficiencies, produce innovative services.

Library IT Uplift & Migration to COT IT Services

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Libraries are not currently connected to the City network and the current system is at risk of failing. This would result in loss of internet access for patrons.

Does the project improve the equitable access to public facilities and services?

Libraries provide services to people of color, people living with disabilities, and many people experiencing homelessness. This will give all individuals better access to the internet, and improved access to library and City services.

Does the project align with Tacoma 2025 or other City priorities?

Yes. It will support Livability, Accessibility, and Equity.

Does the project have a high level of public support?

It will provide a better level of service with better computers and a more solid environment.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project will connect the Library to the COT network. It will add value to the interconnected infrastructure system between the Library and COT.

Transportation Master Plan Tie-In

LID 8662 - Bennett Street

Type: Active **CFP Section:** Local Improvement Districts

Location: Bennett St btwn N. 35th St and N. 37th S **Project Cost:** \$500,000

Description: A majority of the property owners have signed an advisory survey requesting pervious pavement with Storm drainage to replace existing surface.

Rationale: Funding Availability/Opportunities, Other Funding Opportunities
A majority of property owners abutting the street have signed an advisory survey requesting permanent pavement with storm drainage to pave their gravel street surface.

LID 8662 - Bennett Street**Does the project address a public health or safety concern?**

Project reduces particulate matter within the Asarco Plume area by providing a permanent roadway surface.

Is the project required or mandated by law?**Is the project substantially (75%+) funded by non-City sources?**

Project funded by abutting property owners and Environmental Services, Storm Sewer.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Reduces maintenance of existing gravel street by providing permanent roadway surface.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?**Does the project improve the equitable access to public facilities and services?**

Project includes permanent roadway and sidewalks, replaces gravel roadway.

Does the project align with Tacoma 2025 or other City priorities?

Improves access by providing hard stable surface.

Does the project have a high level of public support?

Project supported by majority of abutting property owners.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?**Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)****Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)**

Currently a gravel and dead end street. Local Improvement District will provide connection between N 35th and N 37th streets and will add to the City street grid system.

LID 8663 Alley Paving

<u>Type:</u>	Inactive	<u>CFP Section:</u>	Local Improvement Districts
<u>Location:</u>	Alley btwn Mullen and Ferdinand from N. 37th	<u>Project Cost:</u>	\$281,500
<u>Description:</u>	Received adequate survey from owners on the alley between Mullen St and Ferdinand St from N. 36th St to N. 37th St.		
<u>Rationale:</u>	A majority of property owners abutting the alley and McBride Street have signed an advisory petition requesting permanent pavement to replace their temporary surface.		

LID 8663 Alley Paving

Does the project address a public health or safety concern?
Improves air quality by reducing airborne particulates. Location within the Asarco Plume area with 40-100ppm of contaminants.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?
Project is 100% funded by the abutting property owners.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Reduces the City maintenance cost for filling potholes and grading alleys by providing for paved alley surface funded by the abutting property owners.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?
Improves access by providing for a hard stable surface.

Does the project have a high level of public support?
Passed by a majority of the abutting property owners who are paying for the improvement.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

LID-8664 Street Paving Commerce Street

Type: New **CFP Section:** Local Improvement Districts

Location: Commerce Street from S. 21st to S. 23rd **Project Cost:** \$5,500,000

Description: Festival Street with curb, gutter, sidewalk, streetlighting and undergrounding of the overhead utility lines. Also, the east half of C Street from South 21st to South 23rd St to be repaved and new sidewalks installed.

Rationale: Part of redevelopment, the owner is requesting an LID for street paving, street lighting, and burying the overhead utility lines within the brewery district.

LID-8664 Street Paving Commerce Street

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?
Property owners to be financially responsible for 100% of the costs.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Current infrastructure aged, reconstruction will allow utilities and Street Ops to substantially reduce future maintenance costs.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?
The new improvements would reconfigure the driving and pedestrian spaces making them more pedestrian friendly.

Does the project have a high level of public support?
A majority of the property owners willing to sign an advisory survey requesting the improvements.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Owner requesting improvements will be redeveloping the block into commercial and residential use creating 200 plus additional residential units.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

LID-8665 Street Paving St. Helens

<u>Type:</u>	Inactive	<u>CFP Section:</u>	Local Improvement Districts
<u>Location:</u>	St. Helens from South 7th to South 4th	<u>Project Cost:</u>	\$6,900,000
<u>Description:</u>	Owners have expressed an interest in extending the Broadway LID northward on Market Street.		
<u>Rationale:</u>	Developers have expressed interest in extending the Broadway LID improvements on Market St to South 4th Street.		

LID-8665 Street Paving St. Helens**Does the project address a public health or safety concern?**

Street surface has deteriorated creating a hazard to the driving public. At some locations there is structural sidewalk to be replaced.

Is the project required or mandated by law?**Is the project substantially (75%+) funded by non-City sources?**

Property owners will be responsible for 100%. We will be applying for TIB grants to help offset the property owner expense associated with the project.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Project to be funded by property owners and TIB grants.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Current street surface has depressions in driving surface due to deteriorated streetcar timbers. Sidewalks condition at some locations forces pedestrians to walk in barricaded pedestrian pathway.

Does the project improve the equitable access to public facilities and services?**Does the project align with Tacoma 2025 or other City priorities?**

Project will help eliminate vacant properties, add additional retail and businesses to the downtown core and provide employment during the construction phase. Will also increase the number of available residential units in the downtown core.

Does the project have a high level of public support?

A majority of the abutting property owners are willing to sign an advisory survey requesting this project.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?**Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)**

Currently the property is underutilized (vacant land), development of the site would add at least 150 additional residential units in the downtown core with retail space along the street frontage.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Extends the improvements of the Broadway LID and provides facilities for non motorized vehicles.

Main Branch Library Improvements Feasibility Study

Type: New **CFP Section:** Libraries

Location: 1102 Tacoma Ave S **Project Cost:** \$350,000

Description: Investigate feasibility of two options for improvements to the Main Library; Option 1 - Renovation Only, Option 2 - Extensive Redesign

Rationale: Current design & infrastructure are outdated; to better meet the needs of the social & economic demographic in the downtown area, the study would investigate the feasibility of co-locating services inside the library & redesign to update service delivery.

Main Branch Library Improvements Feasibility Study

Does the project address a public health or safety concern?

The main library is in disrepair; deferral of the repairs only compounds the problems. The exterior and HVAC system for the buildings are failing. The study could identify other potential public health or safety concerns.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The study aims to understand the feasibility of co-locating services with other organizations, which could have utility cost savings. The study will also examine the possibility of solar energy to drive down costs.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The main library design and infrastructure are outdated. This study will identify what is failing and how to better use the current space.

Does the project improve the equitable access to public facilities and services?

This project will identify what we are lacking in ADA requirements and how to fix the problems.

Does the project align with Tacoma 2025 or other City priorities?

This supports livability, accessibility and equity. The study will investigate how the main building can better meet the social and economic demographics in the downtown area and redesign itself to update service delivery.

Does the project have a high level of public support?

Many of our patrons would support this project. Informal feedback from the community has made the Libraries aware that the public perceives the building as dated and that it does not fully utilize our space.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The possibility of using solar energy to heat and cool the main library will be examined in this study.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The study will investigate the feasibility of co-locating services inside the main library.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

A future project will be requested based on the findings of the study.

Neighborhood Programs (PW)

Type: Active **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$520,989

Description: This project designs and constructs neighborhood traffic calming devices, such as speed humps, traffic circles, and bulbouts to address citizen and community requests.

Rationale: Transportation Master Plan Policy Support This project will address community requests for Traffic Calming Measures

Neighborhood Programs (PW)

Does the project address a public health or safety concern?

It addresses reported speeding and collision.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

The project will create a more livable and safe environment by addressing speed and collision concerns.

Does the project have a high level of public support?

The Transportation Master Plan, which was vetted by the community, supports traffic calming measures.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Pedestrian Crossing Improvement Project Phase II

Tier 2

Type:	New	CFP Section:	Transportation
Location:	Multiple locations	Project Cost:	\$1,000,000

Description: Improve pedestrian crossings at intersections across the City.

Rationale: Policy/Legislative Requirements, City Council Directives, Comprehensive Plan Policy CF-EDNR3 states: Encourage capital improvements in areas in need of neighborhood revitalization and provide services to neighborhoods

Pedestrian Crossing Improvement Project Phase II

Does the project address a public health or safety concern?

This project will provide ADA accessible pedestrian crossings.

Is the project required or mandated by law?

American with Disabilities Act

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The project will add and/or improve pedestrian crossings across the city and add ADA compliant ramps.

Does the project improve the equitable access to public facilities and services?

The project will provide ADA accessible pedestrian crossings.

Does the project align with Tacoma 2025 or other City priorities?

The project aligns with the goal of livability: improving accessible and efficient transportation and connected neighborhoods.

Does the project have a high level of public support?

This project would be a continuation of the first phase of the Pedestrian Crossings project where significant public outreach was done and much support for the project expressed by citizens.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The project provides missing pedestrian crossings to serve neighborhoods, schools, and other facilities. It continues work completed in Phase I.

Transportation Master Plan Tie-In

The Transportation Master Plan places a priority on pedestrian mobility. Appendix D of the Transportation Master Plan contains a summary of the Pedestrian Crossing

Attachment 4 *ments project.*

Performing Arts Theaters Capital Projects Management

Type: Active **CFP Section:** Cultural Facilities

Location: Pantages Theater, 901 Broadway **Project Cost:** \$3,000,000

Description: This funding allows the Broadway Center for the Performing Arts (BCPA) to provide capital improvements at the Pantages, Rialto, Theater On The Square and the Jones Building.

Rationale: The outcomes achieved by the City’s investments will preserve and improve these nearly century-old, national historic landmarks, and hubs of economic impact.

Performing Arts Theaters Capital Projects Management

Does the project address a public health or safety concern?

The capital projects throughout the theaters will address safety concerns

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

BCPA is conducting a fundraising drive to contribute significant dollars to the capital improvements in anticipation of the Pantages and Rialto's 100 year anniversary

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The capital projects will address service deficiencies at the Pantages and Rialto.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

The upkeep of the City's cultural facilities is a Tacoma 2025 priority.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Prairie Line Trail- Art Park

Type: Active **CFP Section:** Parks and Open Space

Location: Pacific Avenue and S. 16th **Project Cost:** \$900,000

Description: This project will construct an Art Park adjacent to the trail between Pacific Avenue and S. 15th Street along the United Way property.

Rationale: Policy/Legislative Requirements, Community Requests
Project would complement and enhance the downtown Prairie Line Trail.

Prairie Line Trail- Art Park

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Project is required as part of the Municipal Art Program requirement of the Prairie Line Trail project.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Prairie Line Trail project leverages significant grant funding.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

The Friends of the Prairie Line Trail, UWT, TAM, Childrens Museum and the Thea Foss Waterway support this project.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The art park is off a shared use path through downtown Tacoma connecting downtown and the Thea Foss waterway.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Project is in the downtown.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Project is in the Prairie Line Trail.

Puyallup River Bridge Replacement

Type: New **CFP Section:** Transportation

Location: Puyallup Avenue to east city limits **Project Cost:** \$150,000,000

Description: Replace all spans of the Puyallup River Bridge

Rationale: 2 of the 6 bridge segments that make up this bridge corridor is funded for replacement. This project will remove and replace all other bridge segments to provide a new corridor.

Puyallup River Bridge Replacement

Does the project address a public health or safety concern?

Bridge is deteriorated and in need of replacement.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

New grants will be needed to fund this large project.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

New grants will be needed to fund this large project.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Bridge is deficient and in need of replacement.

Does the project improve the equitable access to public facilities and services?

Bridge will be open to all people and all modes of transportation.

Does the project align with Tacoma 2025 or other City priorities?

Improving transportation infrastructure is a priority.

Does the project have a high level of public support?

All contacts with the public has been positive.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Bridge provides link to the Port of Tacoma and city of Fife.

Transportation Master Plan Tie-In

#150: This project replaces two of the six Puyallup River Bridge segments (westerly two segments) and a portion of the bridge segment just to the west with a new cable stay bridge. F16D replacement is a separate item in the TIP.

RFID Phase 3

<u>Type:</u>	Active	<u>CFP Section:</u>	Libraries
<u>Location:</u>	All library branches	<u>Project Cost:</u>	\$202,000

Description: This phase will provide each branch with an Intelligent-Automated Book Drop. These "smart" book drops will automatically check-in the materials the instant the patron places the item in the drop.

Rationale: Currently staff members manually check-in all items and are unable to determine the time at which items are returned in the book drops. This project allows the patron to instantly and accurately update their account.

RFID Phase 3

Does the project address a public health or safety concern?

Reduces repetitive motion injuries to staff. The smart book drops will not allow people to put unsafe items in book drops.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

It hugely impacts daily operating expense because the staff currently spends hours checking in materials. It also prevents book drop damage, it preserves the materials because they receive less wear and tear, and it may bring in more fine revenue.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Service deficiencies are affected because it currently takes a long time for processing.

Does the project improve the equitable access to public facilities and services?

Allows patron to return materials 24/7 and immediately updates the patron account which allows them to immediately checkout more materials. This is secure, private, and provides multilingual interactions.

Does the project align with Tacoma 2025 or other City priorities?

This provides services when the library is open and after hours. This will provide the library with staff efficiencies. Manually checking in items is very time and staff intensive.

Does the project have a high level of public support?

Patrons will enjoy being able to immediately check out new materials and not have to wait until the items returned are checked in by our staff.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Scott Pierson Trail Access

Type: New **CFP Section:** Transportation

Location: Various connections to Scott Pierson Trail **Project Cost:** \$600,000

Description: This project will improve connections from City right of way to the Scott Pierson Trail.

Rationale: This project will provide safe, defined connections for bikes and pedestrians to access the Scott Pierson.

Scott Pierson Trail Access

Does the project address a public health or safety concern?

The improvements will make it safer for pedestrians and bicyclists to access the Scott Pierson Trail, one of the spines of Tacoma's bike network.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

This project increases active transportation options, reducing trips people would have otherwise traveled in a single-occupancy vehicle.

Does the project have a high level of public support?

This has been vetted through the Transportation Master Plan, and the public would like to see safer ways to access the Scott Pierson Trail.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The project will increase/encourage active transportation, which will reduce greenhouse gases.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The Scott Pierson is a 5-mile trail within the city of Tacoma (almost 7 miles overall), linking neighborhoods to mixed use centers. Providing better access to the trail would provide better access to the mixed use centers.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This will provide safe linkages to the Scott Pierson Trail, a nearly 7-mile trail that connects from Central Tacoma to Gig Harbor across the Tacoma Narrows bridge.

Transportation Master Plan Tie-In

#15: Evaluation to provide a connection across SR16 between Scott Pierson Trail and the Historic Water Flume Trail and #35: Protected bicycle facilities between 6th Ave - S 74th St.

Sidewalk Abatement Program

<u>Type:</u>	Active	<u>CFP Section:</u>	Transportation
<u>Location:</u>	Citywide	<u>Project Cost:</u>	\$403,685

Description: This project replaces unfit or unsafe sidewalks following the process outlined in Tacoma Municipal Code 10.18 and Revised Code of Washington 35.68 and assesses the cost upon the abutting property owner.

Rationale: The Sidewalk Abatement Program reconstructs unfit or unsafe sidewalk to improve mobility and safety for those sites where the property owner did not take advantage of the City's cost sharing program.

Side walk Abatement Program

Does the project address a public health or safety concern?

When sidewalk walking surfaces become deteriorated, uneven, or unstable, the sidewalk has the potential of becoming a safety issue for pedestrians.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This project is initially funded 100% by the City. After acceptance of the project, property owners are billed for their share of the project.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Safe sidewalks provide safe, consistent and equitable access to pedestrian routes for all.

Does the project align with Tacoma 2025 or other City priorities?

Replacing damaged sidewalk assists in the efforts to connect neighborhoods, improve accessibility and provide access to alternative transportation and transit options.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Having safe sidewalks can improve walkability in the community and thereby reduce the use of vehicles.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

South Tacoma Business District Streetscape

Type: Active **CFP Section:** Transportation

Location: South Tacoma Way, 47th-57th **Project Cost:** \$1,700,000

Description: Infrastructure improvements such as landscaping, green street-scaping, de-paving, and street repair in the South Tacoma Business District.

Rationale: Policy/Legislative Requirements, City Council Directives
City Council Priority Project Area

South Tacoma Business District Streetscape

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This is planned as an LID project that would leverage City funds with private property owner funds.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Improved streetscape in an underserved area.

Does the project align with Tacoma 2025 or other City priorities?

This was a council priority and funds were budgeted in 2015.

Does the project have a high level of public support?

Several public meetings have been held with business owners on South Tacoma Way.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

South Tacoma Way mixed use center

South Tacoma Way: 47th to 56th Street

<u>Type:</u>	Inactive	<u>CFP Section:</u>	Transportation
<u>Location:</u>	South Tacoma Way	<u>Project Cost:</u>	\$6,000,000

Description: Asphalt overlay of South Tacoma Way from S. 47th to S. 56th Street. The project will include curb & gutter, ADA compliant curb ramps, replace hazardous sidewalks, add sidewalks where necessary, street-lighting as needed, and landscaping.

Rationale: Funding Availability/Opportunities, complete link between previously complete segments of South Tacoma Way.

South Tacoma Way: 47th to 56th Street

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Project will provide improved ADA compliant curb ramps & sidewalks and improve the roadway which is in poor condition.

Does the project improve the equitable access to public facilities and services?

Provides continuous sidewalks and ADA compliant ramps on a transit route.

Does the project align with Tacoma 2025 or other City priorities?

If grant is received, it will leverage 2015 voter approved transportation package.

Does the project have a high level of public support?

There has been significant public outreach on South Tacoma Way.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Promotes access to transit facilities with new sidewalks and ADA compliant ramps.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Steele Street Lighting and Pedestrian Improvements

Type: New **CFP Section:** Transportation

Location: Steele Street from 42nd to 43rd **Project Cost:** \$173,000

Description: This project will make improvements to the right-of-way including illumination, sidewalk, and landscaping of the southern portion of Steele Street that was vacated by Tacoma Mall owners between S. 42nd and S. 43rd.

Rationale: The draft Tacoma Mall Subarea Plan identifies this connection as one of the key components of the future roadway network in that area. This project would improve access for people with disabilities.

Steele Street Lighting and Pedestrian Improvements

Does the project address a public health or safety concern?

This project will create safe and accessible pedestrian routes.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This project is primarily funded by Street Vacation funds.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

This project will allow access for users of all ability and with alternative modes of transportation.

Does the project align with Tacoma 2025 or other City priorities?

This project will enhance economic development by improving access within a Regional Growth Center and will increase safety by providing a separated pathway for pedestrians.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Construction of a sidewalk will allow for alternative modes of transportation.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project will continue existing sidewalk to the north.

Transportation Master Plan Tie-In

Policy 3.7 Special Needs of Transportation Users, Policy 3.9 Pedestrian Facilities, Policy 6.1 Land Use Considerations, Policy 6.7 Street Rights-of-Way

Streetlight Series Circuit Replacement

<u>Type:</u>	New	<u>CFP Section:</u>	Transportation
<u>Location:</u>	Citywide	<u>Project Cost:</u>	\$2,450,000

Description: This project replaces 14 failing series circuits throughout the City (190 fixtures) over a six year period. Maintenance is substantial and the fixtures cannot be converted to LED economically.

Rationale: This project will replace failing infrastructure and ensure streetlighting service. Converting to LED will increase transportation and public safety.

Streetlight Series Circuit Replacement

Does the project address a public health or safety concern?

Maintains public safety and improves safety through conversion of LED.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This will reduce operations and maintenance costs associated with ongoing repair and with energy efficiency.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Failure is imminent and replacement is needed to keep service.

Does the project improve the equitable access to public facilities and services?

Work is required throughout the City, including historically underserved areas.

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

For those affected, it will provide more consistent service.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

By conversion to LED.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Streets Initiative Gravel Streets

Type: Active **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$1,000,630

Description: Upgrading various existing gravel roads across the city to paved roads with associated stormwater upgrades, signage, and other requirements.

Rationale: Policy/Legislative Requirements, Community Requests, Operation Maintenance Needs, City Council Directives

Streets Initiative Gravel Streets

Does the project address a public health or safety concern?

Is the project required or mandated by law?

The project is part of the voter-approved streets proposition.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

This project will pave existing and deteriorating gravel roads, improving ridability.

Does the project improve the equitable access to public facilities and services?

This project will bring gravel roads to paved roads and serve some low income areas.

Does the project align with Tacoma 2025 or other City priorities?

Supports livability and accessibility and equity by paving existing gravel roads to address social inequities existing now for those living on public gravel roads.

Does the project have a high level of public support?

This project was part of the Proposition 3 and A voted in by the public.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Tacoma Dome Food & Beverage Improvements

Type: New **CFP Section:** Cultural Facilities
Location: Tacoma Dome **Project Cost:** \$4,000,000

Description: Improvements to food & beverage spaces to improve service delivery and increase revenue.

Rationale: Food and beverage spaces throughout the Dome are not equipped to handle modern equipment that is needed to serve guests at expected service levels.

Tacoma Dome Food & Beverage Improvements

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Our food and beverage partner has pledged \$2,000,000 in capital investment in the Tacoma Dome over the term of their contract.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

There are several service deficiencies within the Tacoma Dome food and beverage operation that would be corrected.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

This aligns with Tacoma 2025 goals.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Tacoma Dome Security Modernization

Type: New **CFP Section:** Cultural Facilities

Location: Tacoma Dome **Project Cost:** \$2,500,000

Description: Overhaul security CCTV, add barriers in strategic locations, replace analog two-way radios with digital, and change out all locks in facility.

Rationale: Due to recent national/world events, there is a need to update security systems to better address potential threats.

Tacoma Dome Security Modernization

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
There are several holes in the Dome's security systems.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?
This aligns with Tacoma 2025 goals.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Tacoma Dome Telecommunication and Data Upgrade

Type: New **CFP Section:** Cultural Facilities

Location: Tacoma Dome **Project Cost:** \$500,000

Description: Replacing and upgrade 35 yr old data infrastructure

Rationale: Telecommunication and data infrastructure is not sufficient for modern data transport

Tacoma Dome Telecommunication and Data Upgrade

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

There are significant service deficiencies in our data transport capabilities.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

This project aligns with Tacoma 2025 goals.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Traffic Enhancements

<u>Type:</u>	Active	<u>CFP Section:</u>	Transportation
<u>Location:</u>	Citywide	<u>Project Cost:</u>	\$331,084

Description: This project designs and constructs guardrails, fences, medians, islands, and other vehicle/bicycle/pedestrian barriers for safety and mobility.

Rationale: This project will address the need street improvement such as barriers for safe vehicle, pedestrian, and bicycle access.

Traffic Enhancements

Does the project address a public health or safety concern?

This project would install barriers for safe vehicle, pedestrian, and bicycle access. The barriers will help reduce crashes or prevent severe crashes.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

The installation of barriers or barrier type devices can protect existing infrastructure that can be costly to repair, such as street lights and signals.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

This project will improve livability by promoting a safe neighborhood to walk and bicycle.

Does the project have a high level of public support?

The City receives numerous complaints about crashes and potential for crashes.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Waterway Park

<u>Type:</u>	Active	<u>CFP Section:</u>	Parks and Open Space
<u>Location:</u>	Foss Waterway	<u>Project Cost:</u>	\$6,200,000

Description: This project includes planning, design, permitting, remediation and construction of the future Waterway Park and rowing center on the Foss Waterway.

Rationale: Tied to the Foss Master Plan, an element of the City's Shoreline Master Plan in the Comprehensive Plan. Funding is available from FWDA and Metro Parks for match with grant potential and private funding potential.

Waterway Park

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Will leverage FWDA and Metro Parks funds.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Provides an open public access waterfront park for all visitors and citizens. Will provide ADA compliant facilities.

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

This project was highlighted during outreach for the Foss Master Plan.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Supports development on the Foss Waterway.

Tier 3 Projects (and Utilities)

Arterial Overlay Program

Type: New **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$1,734,100

Description: Provide overlay of arterial streets in Tacoma.

Rationale: Fund overlay projects for arterial streets in Tacoma

Arterial Overlay Program

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Will apply for federal grants.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Will apply for federal grants.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Projects will improve the roadway surface of arterial streets that are deficient.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Improving transportation infrastructure is a city priority.

Does the project have a high level of public support?

Past overlay projects have all had a high level of support.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Project locations are unknown at this time, but likely in a mixed use center.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Policy 3.15 Inter-modal Conflict,

Policy 4.9 System Maintenance & Rehabilitation

Bridge Capital Projects

<u>Type:</u>	New	<u>CFP Section:</u>	Transportation
<u>Location:</u>	Citywide	<u>Project Cost:</u>	\$400,000

Description: This project supports capital improvements to the City of Tacoma's 43 bridges. This includes replacement, rehabilitation, and maintenance of all bridges.

Rationale: Keeping Tacoma's bridges open and operating is necessary for the movement of people, freight, and goods throughout the City.

Bridge Capital Projects

Does the project address a public health or safety concern?

Keeping Tacoma's bridges open provides for access to all city services including hospitals and places of medical care.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Many bridge projects have been funded by federal funds in the past. Public Works will continue to pursue grants for bridge projects.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Since bridges do not last forever, it is understood that some bridges will need improvements prior to failure.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Keeping infrastructure open and operating is a city priority.

Does the project have a high level of public support?

Past bridge projects have had support from the Council and Neighborhood Councils.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

All new bridge projects improve sidewalk and bike lane access for pedestrian and bicycle use.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Bridges are needed to complete our transportation network.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Policy 4.9 System Maintenance & Rehabilitation

East 11th Street Bridge Replacement

<u>Type:</u>	New	<u>CFP Section:</u>	Transportation
<u>Location:</u>	E. 11 St. from Portland Ave to Milwaukee	<u>Project Cost:</u>	\$150,000,000
<u>Description:</u>	Replace the 11th Street over the mouth of the Puyallup River		
<u>Rationale:</u>	This bridge is currently closed due to deterioration. This project will replace this deteriorated bridge.		

East 11th Street Bridge Replacement

Does the project address a public health or safety concern?

Replacement of the bridge is necessary due to deterioration.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Project is not funded, but the large cost will need federal and state funds.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Not funded, but will apply for grants.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Bridge provides access to the Port of Tacoma.

Does the project improve the equitable access to public facilities and services?

Bridge will be open to all.

Does the project align with Tacoma 2025 or other City priorities?

Improving transportation infrastructure is a priority.

Does the project have a high level of public support?

Public has asked for this bridge to be back in service.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Bridge provides link over Puyallup River.

Transportation Master Plan Tie-In

#357: 11th St Rehab-As of 2014, this project includes repair of structural deficiencies. A routine bridge inspection found many deficiencies. This project will investigate these deficiencies and provide solutions

FM: Float Installation (MSOC)

Type: New **CFP Section:** Public Safety
Location: 3301 Ruston Way **Project Cost:** \$1,500,000

Description: This project will provide for a new float system at the Marine Security Operations Center (MSOC), located at 3301 Ruston Way.

Rationale: This project will allow The Tacoma Fire Department and Tacoma Police Department to moor vessels at the center enhancing maritime response capabilities for the Commencement Bay and south Puget Sound area.

FM: Float Installation (MSOC)

Does the project address a public health or safety concern?

Enhances public safety response to Commencement Bay.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Project is partially funded through other sources.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Prior float system failed, this will replace a key facility.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Health and Safety

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

FM: Pt Defiance Senior Center, Roof Replacement**Type:** Active **CFP Section:** General Government Municipal Facilities**Location:** 4716 North Baltimore **Project Cost:** \$94,000**Description:** This project will provide for a new roof at the aging City-owned Point Defiance Senior Center, operated by an outside agency. The existing roof has reached the end of its useful life and is in need of replacement.**Rationale:** This project is needed to address deferred maintenance needs of the facility.**FM: Pt Defiance Senior Center, Roof Replacement****Does the project address a public health or safety concern?***Improvements will ensure continued safe operation of the facility to serve vulnerable populations.***Is the project required or mandated by law?****Is the project substantially (75%+) funded by non-City sources?****Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?***Improvements will reduce operating and future costs, as prolonging the deferred maintenance will only increase the costs.***Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?***Improvements will correct deficiencies at an existing public facility that serves vulnerable populations.***Does the project improve the equitable access to public facilities and services?****Does the project align with Tacoma 2025 or other City priorities?***Improvements will ensure continued services to vulnerable populations.***Does the project have a high level of public support?****Does the project reduce greenhouse gas emissions or support the adaptation of climate change?****Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)**

FM: TMB - Elevator Upgrades

<u>Type:</u>	Active	<u>CFP Section:</u>	General Government Municipal Facilities
<u>Location:</u>	747 Market Street	<u>Project Cost:</u>	\$1,850,000

Description: This project will modernize the elevators to address deferred maintenance. The elevators have not been modernized for more than 20 years and modernization is needed to extend elevator life, reduce service calls, and increase ride comfort and reliability.

Rationale: This project is needed to address deferred maintenance needs of the facility.

FM: TMB - Elevator Upgrades

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Improvements will reduce operating and future costs, as prolonging the deferred maintenance will only increase the costs.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Improvements will correct deficiencies at an existing public facility that serves the public.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

FM: TMB, 10th Floor - Tenant Improvement**Type:** Active **CFP Section:** General Government Municipal Facilities**Location:** 747 Market Street **Project Cost:** \$700,000**Description:** This project will provide for improvements to the 10th Floor to provide new offices and conference rooms. Improvements include new finishes, HVAC, lighting conversion, new hard walled offices and conference rooms, and new office furnishings.**Rationale:** This project is needed to provide for operational needs.**FM: TMB, 10th Floor - Tenant Improvement****Does the project address a public health or safety concern?****Is the project required or mandated by law?****Is the project substantially (75%+) funded by non-City sources?****Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?***Improvements will avoid future costs, as prolonging the improvements will only increase the costs.***Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?****Does the project improve the equitable access to public facilities and services?****Does the project align with Tacoma 2025 or other City priorities?****Does the project have a high level of public support?****Does the project reduce greenhouse gas emissions or support the adaptation of climate change?***The project will install energy efficient lighting and mechanical systems.***Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)**

GTCC 3rd Floor Terrace

Type: New **CFP Section:** Cultural Facilities

Location: 1500 Broadway **Project Cost:** \$650,000

Description: Modify GTCC 3rd floor terrace to create exterior seating area and repair south exterior wall.

Rationale: Renovate 3rd floor terrace outside GTCC to repair the building's south wall and modify the space to allow for exterior functions.

GTCC 3rd Floor Terrace

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

50% of funding has been provided by hotel developer.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

This project aligns with Tacoma 2025 goals.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

GTCC Office Expansion

Type: New **CFP Section:** Cultural Facilities
Location: 1500 Broadway **Project Cost:** \$75,000

Description: Modify GTCC office space to add more cubicles for municipal arts and special events staff (5 or 6 FTE). One wall would be removed and 6 cubicles with electrical and telcom infrastructure would be added.

Rationale: This project would accommodate staff members of municipal arts and special events moving offices from TMB to GTCC.

GTCC Office Expansion

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

GTCTC LED Lighting Retrofit

Type: Inactive **CFP Section:** Cultural Facilities

Location: 1500 Broadway **Project Cost:** \$450,000

Description: Retrofit all incandescent and CFL lamps to LED lighting.

Rationale: Decrease power and replacement demands, and increase lamp capability for client event requirements.

GTCTC LED Lighting Retrofit

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

LED lighting consumes significantly less energy than incandescent or CFL lighting. LED's also last longer which requires less maintenance.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

LED lighting consumes less energy which contributes to the reduction of greenhouse gas emissions.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

GTCTC Waste Stream Management

<u>Type:</u>	Inactive	<u>CFP Section:</u>	Cultural Facilities
<u>Location:</u>	1500 Broadway	<u>Project Cost:</u>	\$100,000

Description: Purchase new waste containers to allow more efficient way to divert landfill waste

Rationale: Operation/Maintenance, Capacity, Level of Service. Waste stream management enhancements will allow us to meet City of Tacoma and WA state waste stream diversion goals.

GTCTC Waste Stream Management

Does the project address a public health or safety concern?

Waste stream management is a public health concern.

Is the project required or mandated by law?

While not mandated by law, City of Tacoma resolution 38907 states a 70% waste stream diversion goal.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Waste stream diversion has a high level of public support

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Waste stream diversion does reduce greenhouse gas emissions.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Harrison Range Update

Type: Inactive **CFP Section:** Public Safety

Location: 101 McMurray Road NE **Project Cost:** \$200,000

Description: Replace the Harrison Range building incorporating new classrooms, restroom facilities, storage, resource room, armored area, gun cleaning area, range control area, ammunitions vault and firearms vault.

Rationale: Harrison Range needs major maintenance and upgrades

Harrison Range Update

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

This project is funded by range fees revenue.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This project is funded by range fees revenue.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Infrastructure Fund (CED)

<u>Type:</u>	Active	<u>CFP Section:</u>	Community Development
<u>Location:</u>	Downtown, NBDs, Mixed-use Centers	<u>Project Cost:</u>	\$750,000
<u>Description:</u>	Funds to cost-share off-site improvements to enable the development of substantial market rate residential and office projects in downtown Tacoma that may not otherwise occur due to inadequate or antiquated public infrastructure.		
<u>Rationale:</u>	Policy/Legislative Requirements, Strategic Plan Objectives Project supports the Strategic Plan for Community Development		

Infrastructure Fund (CED)

Does the project address a public health or safety concern?

Off-site improvements are in the public right-of-way and impact pedestrian safety

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Projects are in priority areas and impact public access

Does the project align with Tacoma 2025 or other City priorities?

Impacts Economic Vibrancy & Employment by supporting adaptive reuse and infill development projects

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Projects are in priority/mixed-use center

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Mildred Street Improvements from South 12th to North 9th

<u>Type:</u>	Inactive	<u>CFP Section:</u>	Transportation
<u>Location:</u>	Mildred Street between S 12th and N 9th	<u>Project Cost:</u>	\$3,500,000
<u>Description:</u>	This project will rehabilitate and upgrade the existing street to a cement concrete street and provide a "Complete Street."		
<u>Rationale:</u>	Operation/Maintenance Needs, Capacity/Level of Service/Concurrency This project will provide nonmotorized facilities.		

Mildred Street Improvements from South 12th to North 9th

Does the project address a public health or safety concern?

Provides ADA facilities

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Project improves aging infrastructure

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

TCC and other agency's support this work

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

By providing bike lanes, gas emissions will be reduced.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

This project will provide traffic infrastructure improvements for future growth patterns.

Municipal Garage Deferred Maintenance

Type: Inactive **CFP Section:** General Government Municipal Facilities

Location: 747 Market Street **Project Cost:** \$570,000

Description: Deferred maintenance needs identified for the facility including interior finishes and electrical repairs.

Rationale: Highly performing and safe facilities are important for the continued success of the Parking System. Addressing the deferred maintenance needs of each facility will prolong the usable life and enhance public safety for users of the facilities.

Municipal Garage Deferred Maintenance

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Current investment in correcting the deficiency will save repair costs in later years

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Municipal Lot Deferred Maintenance

Type: Inactive **CFP Section:** General Government Municipal Facilities

Location: 740 Market Street **Project Cost:** \$300,000

Description: Deferred maintenance needs identified for the facility including site improvements and electrical utility upgrades.

Rationale: Highly performing and safe facilities are important for the continued success of the Parking System. Addressing the deferred maintenance needs of each facility will prolong the usable life and enhance public safety for users of the facilities.

Municipal Lot Deferred Maintenance

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Current investment in correcting the deficiency will save repair costs in later years

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Northshore Parkway

Type: Inactive **CFP Section:** Transportation

Location: Northshore Parkway **Project Cost:** \$4,400,000

Description: Grind and overlay of Northshore Parkway from easterly city limits to Nassau Ave. NE. Project will include installation of ADA compliant curb ramps and driveway approaches.

Rationale: Roadway is in poor condition and grant opportunities are available.

Northshore Parkway

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Project will repair roadway that is in poor condition and construct ADA compliant ramps.

Does the project improve the equitable access to public facilities and services?

ADA compliant ramps will be included in this project.

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Over the Street Banners

Type: New **CFP Section:** Community Development

Location: Citywide **Project Cost:** \$135,000

Description: This project is for capital enhancements in 2 designated Neighborhood Business Districts.

Rationale: This project will increase activity in our Neighborhood Business Districts and increase attendance at art and cultural events

Over the Street Banners

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Increase district activity and Increase attendance at arts and cultural events.

Does the project have a high level of public support?

This project will complete a project already supported and requested by business district associations and neighborhood councils.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Locations are at gateway locations within the 6th Ave and South Tacoma Mixed Use Centers

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Transportation Master Plan Tie-In

Pacific Plaza Green Roof

<u>Type:</u>	Inactive	<u>CFP Section:</u>	General Government Municipal Facilities
<u>Location:</u>	1137 Commerce	<u>Project Cost:</u>	\$350,000

Description: Re-establish the Green Roof on top of the Pacific Plaza structure.

Rationale: Highly performing and safe facilities are important for the continued success of the Parking System. Addressing the deferred maintenance needs of each facility will prolong the usable life and enhance public safety for users of the facilities.

Pacific Plaza Green Roof

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Green roof technologies represent opportunities for significant social, economic and environmental benefits.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Site 8 Esplanade Completion

<u>Type:</u>	New	<u>CFP Section:</u>	Community Development
<u>Location:</u>	Foss Waterway	<u>Project Cost:</u>	\$895,105

Description: Construct sidewalk along site 8 to connect two sections of the Esplanade.

Rationale: Improvement of the Foss Waterway

Site 8 Esplanade Completion

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This project will aid future private development of the site.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The project removes an overwater wood esplanade and replaces it with an on-shore concrete esplanade. This new esplanade is intended to tie into the existing concrete esplanade along the Foss.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

The project will position the adjacent property for development, thereby improving the quality of the neighborhood, including growing water related businesses.

Does the project have a high level of public support?

This project supports the adopted FWDA Master Redevelopment Strategy.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The project will serve new adjacent development and support the continued redevelopment of the Foss Waterway.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The project will fill in a missing link by providing a concrete esplanade intended to tie into the existing concrete esplanade along the Foss.

Transportation Master Plan Tie-In

Helps to provide a cohesive walkable/bicycle friendly environment.

Union and Scott Pierson Trail Crossing Improvements

Type: New **CFP Section:** Transportation

Location: S Union & Scott Pierson Trail **Project Cost:** \$100,000

Description: This project will upgrade the median, add bicycle detection, and implement leading pedestrian intervals.

Rationale: This project will make the intersection of Union at Scott Pierson more pedestrian- and bike-friendly, aligning with council priorities to encourage active transportation, shifting the transportation mode split.

Union and Scott Pierson Trail Crossing Improvements

Does the project address a public health or safety concern?

This project will make safety improvements for bicycles and pedestrians to reduce collisions.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

This project will address infrastructure deficiencies to make Union and Scott Pierson a safer crossing.

Does the project improve the equitable access to public facilities and services?

By providing improvements to the non-motorized facilities in Tacoma, we are providing transportation options, particularly for people who are low income and unable to afford their own vehicle.

Does the project align with Tacoma 2025 or other City priorities?

This project encourages mode-shift, supports the Commute Trip Reduction law, and decreases emissions through shifting of trips to non-motorized transportation.

Does the project have a high level of public support?

This project has repeatedly been identified as an area of need from BPTAG and other community members.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Through encouraging people to walk or bike rather than drive, this has the potential to reduce greenhouse gas emissions.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

This is in the Tacoma Central mixed use center.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This will add value to the Scott Pierson Trail, a nearly 7-mile trail that exists mostly within the City of Tacoma.

Transportation Master Plan Tie-In

#15: Evaluation to provide a connection across SR16 between Scott Pierson Trail and the Historic Water Flume Trail and #35: Protected bicycle facilities between 6th Ave- S 74th St

Union Avenue: South 19th to Center Street

<u>Type:</u>	Inactive	<u>CFP Section:</u>	Transportation
<u>Location:</u>	Union Avenue	<u>Project Cost:</u>	\$1,130,000

Description: Rehabilitation of Union Ave. from S. 19th to SR16 including new asphalt and ADA compliant curb ramps and driveway approaches.

Rationale: Roadway is in poor condition and grant opportunities are available. Extends improvements from where prior work was completed by developer to SR16.

Union Avenue: South 19th to Center Street

Does the project address a public health or safety concern?

Project will improve roadway that is in poor condition and add ADA compliant ramps.

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Project is anticipated to leverage grant dollars.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

The public street is deficient.

Does the project improve the equitable access to public facilities and services?

Provides ADA ramps, connects to medical facilities.

Does the project align with Tacoma 2025 or other City priorities?

If grant application is successful, it will leverage 2015 voter approved transportation package funding.

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Central Treatment Plant Improvements

Type: Active **CFP Section:** Wastewater
Location: Central Treatment Plant, 2201 Portland A **Project Cost:** \$33,621,697

Description: These projects maintain and replace aging infrastructure and equipment that is either no longer reliable or is too costly to maintain. Projects may also increase the effectiveness of wastewater treatment and reduce operation and maintenance costs.

Rationale: These improvements will maintain and replace aging infrastructure and equipment that is no longer reliable or is too costly to maintain. Projects may increase the effectiveness of wastewater treatment and reduce operation and maintenance costs.

Central Treatment Plant Improvements

Does the project address a public health or safety concern?

Capital improvements are necessary to ensure the proper treatment of municipal wastewater generated by the citizens and adjacent customers of Tacoma.

Is the project required or mandated by law?

Capital improvements are necessary to ensure compliance with the City's NPDES Permits for municipal wastewater discharge to Commencement Bay.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Wastewater treatment facility assets are aging and in some cases are over 60 years old. Older assets can have a high consequence and risk of failure therefore must be improved.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

CLICK! Network

<u>Type:</u>	Active	<u>CFP Section:</u>	Tacoma Power
<u>Location:</u>	Citywide	<u>Project Cost:</u>	\$6,139,000

Description: CLICK! provides data-transfer to improve the reliability of the Tacoma Power electric system, fiber-optic cable access, and high-speed telecommunication. Sample projects include system capacity enhancements and internet bandwidth infrastructure growth.

Rationale: Operation/Maintenance Needs, Capacity/Level of Service/Concurrency
 Projects improve reliability of the Tacoma Power electric systems and fiber-optic cable access and high-speed telecommunication. Consistent with Tacoma Power's 10-Year Capital Plan.

CLICK! Network

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Utility-funded project

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Communications

Type: Active **CFP Section:** Tacoma Rail

Location: Tacoma Rail Service Area **Project Cost:** \$235,000

Description: Upgrading Tacoma Rail's radio system with a radio repeater system and installing more remote health and location monitoring systems on locomotives.

Rationale: Operations/Maintenance Needs, Capacity/Level of Service/Concurrency
 Projects provide additions, replacements and improvements to communications, operation systems, and other utility business systems.

Communications

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

This project is funded by Tacoma Rail.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Facilities Projects

<u>Type:</u>	Active	<u>CFP Section:</u>	Surface Water
<u>Location:</u>	Citywide	<u>Project Cost:</u>	\$4,707,096

Description: Provides funding for Surface Water Facilities Projects to include upgraded pump stations and holding basins. Various projects to provide periodic ongoing maintenance, rehabilitation, or upgrades to existing surface water facilities throughout the city.

Rationale: These improvements will maintain and replace aging infrastructure and equipment that is no longer reliable or is too costly to maintain.

Facilities Projects

Does the project address a public health or safety concern?

Capital improvements are necessary to ensure the proper collection, conveyance, and some treatment of stormwater within Tacoma.

Is the project required or mandated by law?

The Surface Water utility is required to plan for future capacity demands to ensure compliance with the NPDES permit.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This program competes for grant funding on some individual projects where there are grant opportunities.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Surface Water assets are aging and in some cases are over 100 years old. Older assets can have a high consequence and risk of failure, and they should be improved.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Surface Water improvement projects help to ensure Health and Safety and the Natural and Built Environment within Tacoma.

Does the project have a high level of public support?

Surface Water capital projects typically have a high level of public support since the proactive management of Tacoma's surface water is critical to the Health and Safety and the Natural and Built Environment within Tacoma.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Tacoma's Surface Water Utility is required by its NPDES permit to maintain and upgrade facilities. These projects will serve and support service to existing areas, growth areas and new development and redevelopment areas.

Facility Upgrades

Type: Active **CFP Section:** Tacoma Rail

Location: Tacoma Rail Service Area **Project Cost:** \$1,025,000

Description: Replacing Tacoma Rail's west end track pans and stormwater treatment and filtration and upgrading the secondary fueling facility and Tacoma Rail's portion of the Tideflats Intelligent Transportation Systems.

Rationale: Operations/Maintenance Needs, Capacity/Level of Service/Concurrency
 Projects provide necessary additions, replacements, and improvements to Tacoma Rail facilities and equipment.

Facility Upgrades

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

This project is funded by Tacoma Rail.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

General Plant

Type: Active **CFP Section:** Tacoma Power

Location: Various Locations **Project Cost:** \$11,928,000

Description: General Plant projects include additions, replacements and modifications to general facilities and equipment including office buildings, warehouses, parking areas and the SAP system.

Rationale: Operation/Maintenance Needs, Capacity/Level of Service/Concurrency
 Projects provide necessary additions, replacements and improvements to Tacoma Power general plant facilities and equipment. Consistent with Tacoma Power 10- Year Capital Plan.

General Plant

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Utility-funded project

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

North End Treatment Plant Projects

Type: Active **CFP Section:** Wastewater

Location: North End Treatment Plant, 4002 N. Water **Project Cost:** \$5,657,497

Description: These projects maintain or replace aging infrastructure and equipment that is either no longer reliable and/or is excessively costly to maintain. Several of these projects will also provide new infrastructure

Rationale: These improvements will maintain and replace aging infrastructure and equipment that is no longer reliable or is too costly to maintain. Projects may increase the effectiveness of wastewater treatment and reduce operation and maintenance costs.

North End Treatment Plant Projects

Does the project address a public health or safety concern?

Capital improvements are necessary to ensure the proper treatment of municipal wastewater generated by the citizens and adjacent customer of Tacoma's service area.

Is the project required or mandated by law?

Capital improvements are necessary to ensure compliance with the City's NPDES Permits for municipal wastewater discharge to Commencement Bay.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Wastewater treatment facility assets are aging and in some cases over 60 years old. Older assets can have a high consequence and risk of failure therefore must be improved.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Power Generation

Type: Active **CFP Section:** Tacoma Power

Location: Tacoma Power Hydro Projects **Project Cost:** \$47,124,000

Description: Power Generation projects include work at Tacoma Power's four hydroelectric generating projects (Cowlitz, Cushman, Nisqually, and Wynoochee Projects) and the associated recreational facilities, fish hatcheries and other project lands.

Rationale: Operation/Maintenance Needs, Capacity/Level of Service/Concurrency
 Projects support reliable operations and licensing requirements of Tacoma Power Hydro projects and associated facilities. Consistent with Tacoma Power's 10-Year Capital Plan.

Power Generation

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Utility-funded project

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Power Management

Type: Active **CFP Section:** Tacoma Power

Location: Tacoma Power Service Area **Project Cost:** \$28,850,000

Description: Power Management manages Tacoma Power's long and short term power supply portfolio to meet customer needs. Energy conservation is the primary project. This is an ongoing program.

Rationale: Operation/Maintenance Needs, Capacity/Level of Service/Concurrency
Provides energy conservation services to Tacoma Power customers as required by the Energy Independence Act. Consistent with Tacoma Power's 10-Year Capital Plan.

Power Management

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Provides energy conservation services to Tacoma Power customers as required by the Energy Independence Act.

Is the project substantially (75%+) funded by non-City sources?

Utility-funded project

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Project supports energy conservation.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Pump Station Projects

<u>Type:</u>	Active	<u>CFP Section:</u>	Wastewater
<u>Location:</u>	Citywide	<u>Project Cost:</u>	\$7,479,111

Description: These projects maintain and or replace aging pump station infrastructure and equipment that is either no longer reliable and or is excessively costly to maintain.

Rationale: These improvements will maintain and replace aging infrastructure and equipment that is no longer reliable or is too costly to maintain. Projects may increase the effectiveness of wastewater treatment and reduce operation and maintenance costs.

Pump Station Projects

Does the project address a public health or safety concern?

Capital improvements are necessary to ensure the proper treatment of municipal wastewater generated by the citizens and adjacent customer of Tacoma's service area.

Is the project required or mandated by law?

Capital improvements are necessary to ensure the compliance with the City's NPDES Permits for municipal wastewater discharge to Commencement Bay.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Wastewater pump station assets are aging and in some cases are over 60 years old. Older assets can have a high consequence and risk of failure therefore must be improved.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Rail Equipment/Vehicles

Type: Active **CFP Section:** Tacoma Rail

Location: Tacoma Rail Service Area **Project Cost:** \$1,000,000

Description: Locomotive repowers to continue to modernize Tacoma Rail's locomotive fleet.

Rationale: Operations/Maintenance Needs, Capacity/Level of Service/Concurrency
 Projects provide necessary additions, replacements, and improvements to Tacoma Rail facilities and equipment.

Rail Equipment/Vehicles

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

This project is funded by Tacoma Rail.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

RWSS Cost Share Eligible Projects

Type: Active **CFP Section:** Tacoma Water

Location: Various Locations **Project Cost:** \$1,396,845

Description: Capital projects eligible for cost-sharing with the partners in the Regional Water Supply System. Project costs include First Diversion and RWSS related project costs for Tacoma Water.

Rationale: Policy/Legislative Requirements, Federal/State Mandates
Consistent with the Tacoma Water Comprehensive Water System, Second Supply Partnership Agreement, Green River Filtration Plant Financing, Repayment and Tacoma Water Habitat

RWSS Cost Share Eligible Projects

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Projects in this category are funded through the Tacoma Water utility.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Solid Waste Management Facilities Upgrades and Maintenance

<u>Type:</u>	Active	<u>CFP Section:</u>	Solid Waste
<u>Location:</u>	3510 South Mullen	<u>Project Cost:</u>	\$14,753,566

Description: Provides funds for capital improvement projects associated with the operational needs of the Solid Waste Utility which include improvements and repairs to existing facilities and upgrades to traffic flow and scale houses.

Rationale: Projects under this program provide the necessary infrastructure for the City to provide solid waste collection and disposal services.

Solid Waste Management Facilities Upgrades and Maintenance

Does the project address a public health or safety concern?

Capital improvements are necessary to ensure the proper handling, processing, transfer, and disposal of municipal solid waste generated by the Tacoma Solid Waste customers.

Is the project required or mandated by law?

Capital improvements are necessary to ensure compliance with the City's Solid Waste Handling permits for municipal solid waste, and to ensure compliance with the consent decree with the EPA and State department of Ecology.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Capital improvements to improve and maintain solid waste management assets based on asset management principles will avoid future costs and have a sustainable impact on the operating budget by maximizing the usability and life of these assets.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Some solid waste management facility assets are aging and in need of upgrades or replacement. Older assets can have greater maintenance costs and potential for failure and therefore need to be improved.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Solid Waste Management improvements promote Livability in the City of Tacoma by providing and maintaining facilities to support programs for Tacoma customers to decrease waste.

Does the project have a high level of public support?

Solid Waste Management capital projects have a high level of public support since these facilities are used directly by public customers and the effective management of municipal solid waste is critical to health and safety and the environment.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Some individual SWM capital projects support initiatives that have a positive net impact with respect to greenhouse gas emissions.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Solid Waste Management facilities upgrades are planned to accommodate future capacity needs.

Surface Water Collection System Projects

Type: Active **CFP Section:** Surface Water

Location: Citywide **Project Cost:** \$74,583,035

Description: These projects rehabilitate or replace existing surface water collection pipes within the City's 400-mile network of underground pipes.

Rationale: These improvements will maintain and replace aging underground pipes that are no longer reliable and are too costly to maintain.

Surface Water Collection System Projects

Does the project address a public health or safety concern?

Capital improvements are necessary to ensure the proper collection, conveyance, and some treatment of stormwater within Tacoma.

Is the project required or mandated by law?

The Surface Water utility is required to plan for future capacity demands to ensure compliance with the NPDES permit.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This program competes for grant funding on some individual projects where there are grant opportunities.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Surface Water assets are aging and in some cases are over 100 years old. Older assets can have a high consequence and risk of failure, and they should be improved.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Surface Water improvement projects help to ensure Health and Safety and the Natural and Built Environment within Tacoma.

Does the project have a high level of public support?

Surface Water capital projects typically have a high level of public support since the proactive management of Tacoma's surface water is critical to the Health and Safety and the Natural and Built Environment within Tacoma.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

These projects will serve and support service to existing areas, growth areas, and new development and redevelopment areas.

T&D Projects

Type: Active **CFP Section:** Tacoma Power

Location: Tacoma Power Service Area **Project Cost:** \$52,391,000

Description: Transmission & Distribution Projects include those associated with electrical transmission lines, distribution lines and related substations. Some sample projects include 230 kV System reliability improvements and downtown infrastructure development.

Rationale: Operation/Maintenance Needs, Capacity/Level of Service/Concurrency
 Projects provide additions, replacements and improvements to the transmission & distribution systems. Consistent with Tacoma Power's 10-Year Capital Plan.

T&D Projects

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Utility-funded project

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Track Improvements

Type: Active **CFP Section:** Tacoma Rail
Location: Tacoma Rail Service Area **Project Cost:** \$3,400,000

Description: Multiple track relays, switch replacements, and rail rehabilitation projects.

Rationale: Operations/Maintenance Needs, Capacity/Level of Service/Concurrency
 Projects provide necessary additions, replacements, and improvements to Tacoma Rail facilities and equipment.

Track Improvements

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

This project is funded by Tacoma Rail.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Treatment and Low Impact Projects

<u>Type:</u>	Active	<u>CFP Section:</u>	Surface Water
<u>Location:</u>	Citywide	<u>Project Cost:</u>	\$16,509,389

Description: Various projects that will install water quality or flow control facilities to include green stormwater infrastructure to improve localized flooding and improve water quality.

Rationale: These projects will support NPDES requirements and support various local, state, and federal green stormwater initiatives.

Treatment and Low Impact Projects

Does the project address a public health or safety concern?

Capital improvements are necessary to ensure the proper collection, conveyance, and, some treatment of stormwater within Tacoma.

Is the project required or mandated by law?

The Surface Water utility is required to plan for future capacity demands to ensure compliance with the NPDES permit.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

This program competes for grant funding on some individual projects where there are grant opportunities.

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Surface Water assets are aging and in some cases are over 100 years old. Older assets can have a high consequence and risk of failure therefore must be improved.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Surface Water improvement projects help to ensure Health and Safety and the Natural and Built Environment within Tacoma.

Does the project have a high level of public support?

Surface Water capital projects typically have a high level of public support since the proactive management of Tacoma's surface water is critical to the Health and Safety and the Natural and Built Environment within Tacoma.

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

These projects will serve and support service to existing areas, growth areas, and new development and redevelopment areas.

Wastewater Collection System Projects

<u>Type:</u>	Active	<u>CFP Section:</u>	Wastewater
<u>Location:</u>	Citywide	<u>Project Cost:</u>	\$101,533,149

Description: These projects rehabilitate or replace existing wastewater collection pipes within the City's 700-mile network of underground pipes.

Rationale: These improvements will maintain and replace aging underground pipes that are no longer reliable and are too costly to maintain.

Waste water Collection System Projects

Does the project address a public health or safety concern?

Capital improvements are necessary to ensure the proper treatment of municipal wastewater generated by the citizens and adjacent customer of Tacoma.

Is the project required or mandated by law?

Capital improvements are necessary to ensure compliance with the City's NPDES Permits for municipal wastewater generated discharge to Commencement Bay.

Is the project substantially (75%+) funded by non-City sources?

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Wastewater collection systems assets are aging and in some cases are over 60 years old. Older assets can have a high consequence and risk of failure therefore must be improved.

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Water Distribution

Type: Active **CFP Section:** Tacoma Water
Location: Citywide **Project Cost:** \$27,935,816

Description: Upgrading/renewing Tacoma Water's distribution system through capital programs such as Public Road Projects; Distribution Main Upgrade/Renewal; LIDs; Hydrant Upgrade/Replacement; Water Service Replacement/Renewal; Valve Upgrade/Replacement.

Rationale: Operation/Maintenance Needs, Capacity/Level of Service/Concurrency
 Consistent with the Tacoma Water Comprehensive Water System Plan.

Water Distribution

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?
Projects in this category are funded through the Tacoma Water utility.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Water Quality

<u>Type:</u>	Active	<u>CFP Section:</u>	Tacoma Water
<u>Location:</u>	Citywide	<u>Project Cost:</u>	\$5,301,255

Description: Projects to maintain the quality of Tacoma Water's water supply which includes treatment and watershed management. Projects that are cost share eligible with the Regional Waster Supply System appear under the title "RWSS Cost Share Eligible Projects."

Rationale: Policy/Legislative Requirements, Federal/State Mandates
Consistent with the Tacoma Water Comprehensive Water System Plan and Muckleshoot Indian Tribe Agreement.

Water Quality

Does the project address a public health or safety concern?

Is the project required or mandated by law?

Is the project substantially (75%+) funded by non-City sources?

Projects in this category are funded through the Tacoma Water utility.

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?

Does the project improve the equitable access to public facilities and services?

Does the project align with Tacoma 2025 or other City priorities?

Does the project have a high level of public support?

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Projects Removed from the 2019-2024 Capital Facilities Program

Project Title	Reason for Removal
Boathouse for Fireboat Defiance	New approach for Fire facilities projects
Central Park Phase II	Replaced with new Central Park project
Fern Hill Library Refurbishment	New approach for Library facilities projects
Fire Training Center Addition	New approach for City facilities projects
FM: Beacon Center, Heating & Cooling Improvements	New approach for City facilities projects
FM: Fire Communications, Training Room Tenant Improvement	New approach for Fire facilities projects
FM: Fire Communications/Emergency Ops Ctr, Roof Replacement	New approach for Fire facilities projects
FM: Fire Electrical Maintenance Building, Exterior Refurbishment	New approach for Fire facilities projects
FM: Fire HQ / Station #1, Exterior Refurbishment	New approach for Fire facilities projects
FM: Fleet Maintenance, Heating/Ventilation Replacements	New approach for City facilities projects
FM: Municipal Complex, Exterior Refurbishment & Cleaning	New approach for City facilities projects
FM: TMB, 12th & 15th Floor - Tenant Improvement	New approach for City facilities projects
FM: TMB, 5th Floor - Tenant Improvement	New approach for City facilities projects
FM: TMBN, Office Improvements	New approach for City facilities projects
Main Branch Library Refurbishment	New approach for Library facilities projects
Moore Branch Library Window Replacement	New approach for Library facilities projects
New Training Tower	New approach for Fire facilities projects
Seismic Retrofit and Renovation of Station 2	New approach for Fire facilities projects
Swasey Branch Library Refurbishment	New approach for Library facilities projects
Tacoma Dome Audio Replacement	Rolled into single project reflecting 2017 bond package
Tacoma Dome Bowl Seating	Rolled into single project reflecting 2017 bond package
Tacoma Dome Dressing Room and Production Renovation	Rolled into single project reflecting 2017 bond package
Tacoma Dome Event Level Restrooms	Rolled into single project reflecting 2017 bond package
Tacoma Dome Exterior Improvements	Rolled into single project reflecting 2017 bond package
Tacoma Dome Fire Alarm Upgrade	Rolled into single project reflecting 2017 bond package
Tacoma Dome HVAC Replacement	Rolled into single project reflecting 2017 bond package
Tacoma Dome Lighting Upgrade	Rolled into single project reflecting 2017 bond package
Tacoma Dome Loading Docks	Rolled into single project reflecting 2017 bond package
Tacoma Dome Security Modernization	Rolled into single project reflecting 2017 bond package
Wheelock Branch Library Refurbishment	New approach for Library facilities projects
Thea Foss - Site 10 Esplanade	Replaced with new Site 10 Seawall project

Future Projects

Overview

The table below includes a list of desirable future projects for which funding has not yet been identified and which are not prioritized to occur within the next six years.

Project	Description	Total Cost
Active Transportation Access to Pacific Avenue High Capacity Transit	This project would provide pedestrian and bicycle access to and along the Pacific Avenue High Capacity Transit Corridor.	\$ 1,000,000
Arterial Traffic Calming	This project will enhance four corridors selected for traffic calming: N. 30th, N. 21st, S. 12th, and S. 74th Street.	\$ 600,000
East 31st Street Rehabilitation Project	This project will improve E. 31st St with asphalt paving, adding sidewalks, ADA improvements, landscaping, traffic calming, and stormwater improvements. The project includes Portland Ave & E. R St.	\$ 500,000
East 32nd Street Rehabilitation Project	This project will improve E 32nd St with asphalt paving, adding sidewalks, ADA improvements, landscaping, traffic calming, and stormwater improvements. The project includes Portland Ave and cul de sac.	\$ 500,000
FM: Deferred Repair & Replacement Program	This proposed project would address the remaining deferred repair and replacement needs of City-owned facilities, including Police, Fire, Public Works, City Hall, and Community Service Facilities.	\$44,000,000
FM: Police Headquarters - Energy Efficiency Improvements	This proposed project would provide for energy conservation measures to the Police Headquarters, allowing the facility to qualify for LEED EBOM certification.	\$ 2,000,000
FM: Public Works Maintenance Facility	This proposed project would provide for a new consolidated Public Works Maintenance Facility.	\$50,000,000
Pearl Street Lighting & Pedestrian Improvements	The project will improve/include street and pedestrian lighting, sidewalks, banners poles, bike lanes, 2-3 mid-block crossings, traffic calming (49th, 52nd, and 48th), bus shelters, wayfinding, and streetscape.	\$ 850,000
S. 21st Prairie Line Trail Crossing	This project will construct a new overpass, underpass, or bypass for the Prairie Line Trail at South 21st Street.	\$ 5,200,000
Tacoma Mall/I-5 Direct Access	This project will construct a new overpass from southbound I-5 at S. 38th St to Tacoma Mall Blvd. It will include roadway modifications, new signals, streetlighting, landscaping, and utility work.	\$22,290,000
Tideflats Area Short-Term ITS Improvements	This project implements the Intelligent Transportation Systems (ITS) projects identified in the Tideflats and Port of Tacoma ITS Strategic Plan.	\$ 3,100,000
Walters Road	Project will include widening and replacing the existing roadway section to include two 11' vehicle lanes, new curb and gutter, 7' sidewalks, and 5' bike lanes on both sides of the road. Other elements include LED lights and a new stormwater system.	\$ 3,967,500
Grand Total		\$134,007,500



To: Planning Commission
From: Lauren Flemister, Senior Planner
Subject: Residential Infill Pilot Program Phase II
Meeting Date: May 16, 2018
Memo Date: May 9, 2018

Action Requested:

Staff requests that Planning Commission: Review Scope of Work, Provide Guidance

Discussion:

The Residential Infill Pilot Program, a part of the City's 2015 Annual Code Amendments, aims to promote innovative residential infill pilot development types that are underutilized or expanding the areas in the Tacoma where certain development types are permitted.

The discussion will focus on specific program improvements, changes in process, and the consideration of allowing detached accessory dwelling units outright in certain zoning districts.

Project Summary:

As the program evolves, program evaluation and improvements must be made and considerations of how learnings from the program should be implemented. Modifications to process with two-family and multifamily projects, surveying projects before and after construction, and allowing detached accessory dwelling units outright in certain zoning districts should be considered.

Prior Actions:

3/1/2017 – Round 1 Application Review, Lessons Learned
9/21/2016 – Review of the Handbook Design, Program Next Steps
2014-2015 – 2015 Annual Amendment Package

Staff Contact:

Lauren Flemister, Senior Planner, lflemister@cityoftacoma.org, 253-591-5660

Attachments:

1. Residential Infill Pilot Program Information Sheet
2. Resolution No. 39886, December 12, 2017

c: Peter Huffman, Director

Residential Infill Pilot Program

Summary

Detached Accessory Dwelling Units	Two Family Housing	Multifamily Housing	Cottage Housing
			
15 Statements of Interest 13 Applications 3 Selected Projects	3 Statements of Interest 2 Applications 1 Review Committee <u>Approved Project</u>	0 Statements of Interest 0 Applications 0 Selected Projects	6 Statements of Interest 2 Applications 1 Selected Projects

Purpose

To promote innovative residential infill development types, while ensuring that such development demonstrates excellent building and site design that is responsive to and harmonious with neighborhood patterns and character.

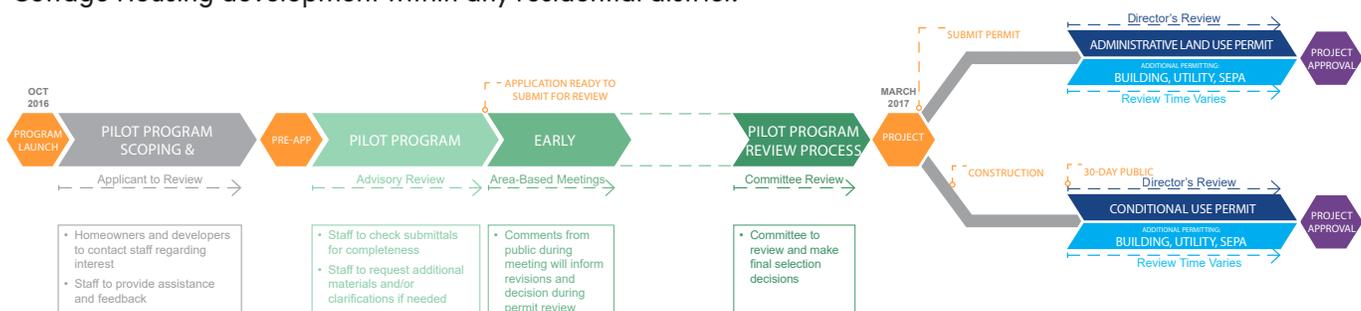
In addition, the Pilot Program is intended to develop a body of successful, well-regarded examples of innovative residential infill which inform a Council decision whether at some future point to finalize development regulations and design standards for some or all of these infill housing types.

In December of 2017, City Council passed a resolution requesting staff to study the increase of DADU pilot program openings available and to consider refinements to the program.

Applicability

The provisions of this section apply to the following categories of residential infill:

- Detached Accessory Dwelling Units within the R-1, R-2, R-2SRD and HMR-SRD Districts
- Two-family or townhouse development within the R-2 District
- Multifamily development within the R-3 District, and
- Cottage Housing development within any residential district.



Design Direction

Compatibility with the following patterns established by existing neighborhood development:

- (1.) Street frontage characteristics
- (2.) Rhythm of development along the street
- (3.) Building orientation on the site and in relation to the street
- (4.) Front setback patterns
- (5.) Landscaping and trees
- (6.) Backyard patterns and topography
- (7.) Architectural features
- (8.) Historic character, if located within a designated Historic District.



RESOLUTION NO. 39886

1 BY REQUEST OF COUNCIL MEMBER WALKER LEE

2 A RESOLUTION relating to zoning; requesting the Planning Commission to
3 consider modifications to Tacoma Municipal Code 13.05.115, the
4 Residential Infill Pilot Program, for the purpose of increasing the number of
5 allowed Detached Accessory Dwelling Units and modifying the design
6 standards and review process pertaining to Two-family, Multi-family, and
7 Cottage Housing developments.

8 WHEREAS, on December 1, 2015, pursuant to Ordinance No. 28336, the
9 City Council established the Residential Infill Pilot Program ("Program"), as codified
10 in Tacoma Municipal Code ("TMC") 13.05.115, and

11 WHEREAS the purpose of the Program is to promote innovative residential
12 infill development types while ensuring that such development demonstrates
13 high-quality building and site design that is responsive to and harmonious with
14 neighborhood patterns and character, and applies to the following four categories
15 of residential infill: Detached Accessory Dwelling Unit ("DADU"), Two-family or
16 Townhouse, Multi-family, and Cottage Housing, and

17 WHEREAS the Program launched at the end of 2016, and by the application
18 deadline of March 31, 2017, a total of 16 applications were received, consisting of
19 12 DADU applications, three Cottage Housing applications, and one Two-family
20 application, and

21 WHEREAS in May 2017, following the review process and with the
22 assistance of a special advisory review committee, the Planning Director issued an
23 official determination selecting three DADU projects and one Cottage Housing
24 application, and

25
26



1 project to move forward; to date, only one of the four selected projects has
2 proceeded, and

3 WHEREAS, leading up to, during, and after the initial implementation of the
4 Program in 2017, Tacoma residents and members of the development community
5 reached out to staff to express concerns about barriers to participation in the
6 Program, and have suggested ways that the Program may be improved, and

7 WHEREAS, based on feedback from the community and staff evaluation of
8 Program implementation, it has been determined that Program modifications
9 should be considered in order to increase access to and participation in the
10 Program, thus creating avenues for broader and more affordable housing choices
11 in response to varied cultural norms, aging-in-place needs, and changing values
12 about housing, and

13 WHEREAS potential modifications to the Program may include, but are not
14 limited to, the following:

- 15 • Increasing the number of DADUs from three to a greater number, such as 15,
16 to allow for more example projects in more areas of the community;
- 17 • Modifying the standards for Cottage Housing developments to provide
18 flexibility on certain standards, such as open space requirements, to better
19 accommodate small cottage housing developments;
- 20 • Modifying the process for Two-family and small Multi-family proposals to allow
21 for a two-phase design review process, so that developers could receive
22 preliminary approval by presenting a “concept design” before having to
23 acquire a specific property; and
- 24 • Modifying pertinent aspects of the regulations to provide clearer authority for
25 the design review and discretionary Director review process, to include
26 consideration of flexible approaches to standard requirements, and



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WHEREAS, at its meeting of November 9, 2017, the Community, Vitality and Safety Committee reviewed this issue and recommended that it be brought before the City Council for consideration, and

WHEREAS the City Council recognizes the need to increase access to and participation in the Program, and is requesting the Planning Commission to consider modifications to the Program to achieve this desired outcome; Now, Therefore,

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

That the City Council hereby requests the Planning Commission to consider modifications to Tacoma Municipal Code 13.05.115, the Residential Infill Pilot Program, for the purpose of increasing the number of allowed Detached Accessory Dwelling Units, and modifying the design standards and review process pertaining to Two-family, Multi-family, and Cottage Housing developments.

Adopted _____

Mayor

Attest:

City Clerk

Approved as to form:

Deputy City Attorney



May 3, 2018

Tacoma Dome Link Extension Project
c/o Steve Kennedy, Senior Environmental Planner
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Mr. Kennedy,

Thank you for the opportunity to provide early scoping comments on the Tacoma Dome Link Extension Project (TDLE). As noted by the Tacoma City Council, it is important to recognize that substantial projects like the TDLE are fifty-plus year decisions – investments that are made only once every few generations. Therefore, it is most critical to ensure that the decisions about how and where these facilities will be located and designed are done through a decision making process that is strategic, comprehensive, thoughtful, and collaborative with the entire community – particularly with the Puyallup Tribe, one of our most significant community partners.

The Tacoma City Council, on April 10, 2018, adopted Resolution No. 39981. In addition to authorizing the City to enter into a partnership agreement with Sound Transit to facilitate coordination on this significant project, the Resolution provided early guidance from the Council on this project, and particularly how the Alternatives Analysis and scope for this project should be considered. As opposed to repeating those comments herein, I have attached a copy of the Resolution, and would specifically draw your attention to the guidance and comments provided on pages 2–4.

In addition to the general guidance and comments provided by our City Council, I would also like to provide some additional information that has been assembled for your consideration as part of the early scoping process:

1. The overall project design and consideration for station locations shall not only directly promote ridership and efficient service, but also catalyze transit-oriented development, support multi-modal access and connectivity, and enhance economic opportunity, housing affordability, social equity, healthy communities, environmental sustainability, and the preservation and support of unique cultural and community character. These, as well as factors that would minimize any potential negative impacts, should all be analyzed and considered as part of the Alternatives Analysis process to ensure the decision on the preferred alternative is balanced, effective, and durable.
2. The Alternatives Analysis process must include an examination of consistency with regional transportation and land use plans and the City's adopted policies and plans, including the *One Tacoma* Comprehensive Plan and some of its elements that are most relevant to the projects, such as the Transportation Master Plan and the South Downtown

Tacoma Dome Link Extension Project

Early Scoping Comments

May 3, 2018

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Subarea Plan. Of note, the City will also be initiating a subarea planning process for the Port/Tideflats area in partnership with the Port of Tacoma and Puyallup Tribe.

3. Recognizing that the representative project includes an “East Tacoma” station that is not located in Tacoma’s Eastside and is separated from that area by a significant barrier (Interstate 5), the Alternatives Analysis should include options that more effectively connect Tacoma's Eastside and its current and future residents, employment, and destinations to the regional transit system.
4. The Alternatives Analysis must include evaluation of factors relative to how this transit investment can be developed in a manner that is supportive of transit-oriented development and that directly promotes the vision outlined in the *One Tacoma Plan*. It appears that the representative project may not directly promote the *One Tacoma Plan*, particularly as it relates to the potential East Tacoma station:
 - The preliminary location is within the regionally-designated Port/Tideflats Manufacturing/Industrial Center (M/IC), across the freeway from the Lower Portland Avenue Mixed-Use Center, and just east of the Downtown Regional Growth Center.
 - While the Downtown and Lower Portland Avenue areas are currently planned as high-density, transit-supportive commercial and residential areas, current policies direct that industrial land, such as within the Port/Tideflats M/IC, should generally not be used for non-industrial purposes.
 - If the East Tacoma Station is located in the area currently identified, it may necessitate a significant rethink of our *One Tacoma Plan* or a reconsideration of how that station might operate and what function it may serve in that area. Additionally, significant pedestrian improvements for safe passage to the Lower Portland Crossroads Center will be necessary and will need to be closely coordinated with City and Tribe.
5. The area in which the proposed extension is planned is already a complicated and, in some cases, congested area for traffic. This is particularly true at the two potential station areas. For example, the I-5/Portland Avenue interchange is complicated, currently being modified, and is a key connection point for significant employment and population centers and destinations, including the Emerald Queen Casino I-5, the Port of Tacoma, the Tacoma Dome, Tacoma’s Eastside neighborhoods and the Parkland-Spanaway-Midland area. Similarly, the Tacoma Dome Station area is one of the most concentrated (and complicated) multi-modal hubs in the region. The Alternatives Analysis process should include, at a minimum, a preliminary traffic impact and connectivity analysis to inform the decision-making process for the preferred alternative. The analysis will need to take into consideration numerous local transportation planning goals and policies and planned and anticipated projects, such as:
 - South Downtown Subarea Plan transportation goals
 - Transportation Master Plan (including planned connections/corridors)

Tacoma Dome Link Extension Project

Early Scoping Comments

May 3, 2018

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- Coordinate with the ongoing Puyallup Avenue corridor planning
 - Coordinate with Tacoma Link (including possible future extensions) and Sounder Commuter Rail
 - Coordinate with Pacific Avenue BRT planning
 - Coordinate with Pierce Transit and Intercity Transit
 - Coordinate with Amtrak relocation
 - Coordinate with the Puyallup Tribe on transportation/access/parking, particularly for the Emerald Queen Casino I-5 and other potential future development
 - Coordinate with the Tacoma Dome on event transportation/access/parking
 - Coordinate with existing and planned pedestrian and bike connections
 - Coordinate with ST2 Pedestrian Access Study/Improvements
6. As we move forward in the Alternatives Analysis process Sound Transit should strive to be as clear as possible with the community and stakeholders about the planning timeline, the various steps involved, what level of analysis will be done to support each part of the process, what flexibility there is in the alternatives being considered, and what decisions will be made at what points in the process.
 7. The City has concerns about the aesthetic, development and economic impacts associated with a fully elevated corridor, particularly as it travels into urban areas designated for high-intensity development. This should be evaluated during the Alternatives Analysis process.
 8. The corridor passes through areas in close proximity to both known culturally significant areas, archaeological sites and designated historic structures, as well as areas that are considered to have a high probability of containing archaeological sites. The Alternatives Analysis should include at least a preliminary analysis of potential impacts so those can be considered as part of identifying the preferred alternative.
 9. Locational decisions need to include other necessary infrastructure (e.g., the equipment stations) and where/how they fit in existing development and plans.
 10. The Puyallup River crossing, depending on location, will require local shoreline permitting as well as Corps of Engineer, State, and Tribe coordination and permitting. The shoreline permit timeline needs to be built in with other land use entitlements.
 11. Tacoma Water has conducted a very cursory review of initial TDLE alignment. Tacoma Water has several assets in the proposed alignment as summarized below. At this time it is too early to comment on the implications of the TDLE on our infrastructure, but Tacoma Water is requesting that Sound Transit keep us closely engaged on this project moving forward. Our infrastructure in the alignment include but aren't limited to:
 - 48" Transmission main along E 26th St, from Portland Ave to E G St.

Tacoma Dome Link Extension Project

Early Scoping Comments

May 3, 2018

Page 4 of 4

- 8” cast iron main along E 26th St, from Portland Ave to E G St.
- 48” Transmission main along Portland Ave, from E 26th St to E 27th St
- 42” Transmission main along Portland Ave, from E 26th St to E 27th St
- 8” ductile iron main along Portland Ave, from E 26th St to E 27th St
- 8” cast iron main along Bay St, from Portland Ave to E G St.
- Pipeline 5 (60”) transmission main at Interstate 5 and S 320th St.

The City of Tacoma looks forward to our continued partnership on this very exciting project. We believe that these types of high-capacity connections are absolutely key to providing the full menu of transportation alternatives necessary to meeting the needs of the region and our growing population in a more sustainable and resilient way. We appreciate Sound Transit’s early, continuous and broad-based community and stakeholder engagement efforts for the project and look forward to a very collaborative process as we work through the Alternatives Analysis process and move forward to making critical decisions.

If you have any questions regarding the above comments, please contact Brian Boudet, Manager of the Planning Services Division, at (253) 573-2389 or bboudet@cityoftacoma.org.

Sincerely,



Peter Huffman, Director

Attachment – Tacoma Resolution No. 39981, adopted April 10, 2018

- c. Elizabeth Pauli, Tacoma City Manager
Kurtis Kingsolver, Tacoma Public Work Director
Alisa O’Hanlon, Tacoma Government Relations Office
Shirley Schultz, SEPA Official, City of Tacoma



RESOLUTION NO. 39981

1 BY REQUEST OF MAYOR WOODARDS

2 A RESOLUTION relating to transportation; approving the execution of a negotiated
3 Partnership Agreement with Sound Transit for the purpose of enhancing
4 coordination on the planning, design, and construction of the Tacoma Dome
Link Extension Project.

5 WHEREAS the Sound Transit 3 ("ST3") high-capacity transit system
6 expansion, approved by voters in November 2016, includes a variety of projects to
7 be implemented over the next 25 years, and
8

9 WHEREAS connecting the South Sound area and the second largest city in
10 the region to the Puget Sound light rail spine is critical to our success and the
11 region's long-term success, and

12 WHEREAS Tacoma is committed to implementing the principles of the state
13 Growth Management Act and the regional growth and transportation strategies
14 (Vision 2040, Transportation 2030, and their updates), of which a key component
15 is ensuring that we link infrastructure investments and growth in a way that
16 reduces our dependence on single-occupancy vehicles and growing commutes,
17 and
18

19 WHEREAS these high-capacity connections are absolutely key to providing
20 the full menu of transportation alternatives necessary to meeting the needs of our
21 growing population in a more sustainable, flexible and resilient way, and
22

23 WHEREAS it is critical to recognize that these types of substantial
24 investments are fifty plus year decisions on investments that are made only once
25 every few generations, and
26



1 WHEREAS the decision making process must be strategic, thoughtful, and
2 collaborative, with the entire community and particularly with the Puyallup Tribe,
3 one of our most significant community partners, and

4 WHEREAS, we must understand that these types of projects have the
5 power to create, shift and catalyze growth in communities and to create value and
6 opportunity for some, but the past also shows us that such projects, if done without
7 sufficient consideration, can divide communities, exacerbate equity issues, and
8 reduce value and opportunity for others, and

9 WHEREAS, the City is fully committed to getting this done on schedule, if
10 not sooner, and within available resources, but we are even more committed to
11 getting it right, and

12 WHEREAS Tacoma is supportive of the intent of identifying a preferred
13 alternative early in the process as a mechanism to facilitate a streamlined
14 environmental review and design process, but recognizes that this type of early
15 decision-making is going to necessitate that the process is grounded in equitable
16 community engagement and is designed to get broad consensus and buy-in, at the
17 legislative, administrative, and public levels, and

18 WHEREAS all parties must recognize that this is part of a regional system
19 that also has local impacts, it is critical to ensure that the process reflects a
20 balance of regional perspectives and local perspectives, and the process must be
21 very clear about what decisions are being made at what points in the process, and
22 what the criteria are that are used to make such decisions, and
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1 WHEREAS, the decision making process must ensure the validity and
2 strength of the resulting decisions by making them only after significant analysis of
3 the various alternatives and the potential benefits, costs and tradeoffs, and

4 WHEREAS Tacoma is committed to a project design and station locations
5 that directly promote ridership and efficient service while also catalyzing transit-
6 oriented development and supporting multi-modal access and connectivity,
7 economic opportunity, housing affordability, social equity, healthy communities,
8 environmental sustainability, and the preservation and support of unique cultural
9 and community character, and

10 WHEREAS the Alternatives Analysis shall be comprehensive enough to
11 examine all viable alternatives to facilitate the best long-term decision, and shall
12 include the specific elements enumerated in this Resolution, and

13 WHEREAS the Alternatives Analysis shall include an examination of
14 consistency with regional transportation and land use plans and the City's adopted
15 policies and plans, including the One Tacoma Plan, the Transportation Master
16 Plan, and the South Downtown Subarea Plan, and

17 WHEREAS the Alternatives Analysis shall include early consideration of key
18 environmental, economic and operational impacts and issues, and

19 WHEREAS the Alternatives Analysis shall include options that effectively
20 connect Tacoma's Eastside and its current and future residents, employment, and
21 destinations

22 WHEREAS the Alternatives Analysis shall include examination of how this
23 project will integrate, interact and support the other transportation systems and
24



1 modes in the station areas, particularly near the Tacoma Dome Station, which is
2 the most concentrated multi-modal hub in the region with Tacoma LINK, Sounder
3 Commuter Rail, Pierce Transit, Intercity Transit, Greyhound, Amtrak and planned
4 Bus Rapid Transit service, and

5 WHEREAS the Alternatives Analysis shall include recognition that this is not
6 the endpoint of this system, and project design needs to reflect and facilitate future
7 expansions to the City's other growth centers, as well as potential improved
8 connections to the Downtown Core and potential connections to other communities
9 in the South Sound, and

10 WHEREAS implementing the ST3 plan consistent with the scope, budget,
11 and schedule approved by the voters will require coordination and collaboration by
12 Sound Transit and its federal, state, and local partners, and

13 WHEREAS Sound Transit is beginning the initial planning phases for the
14 STE Project, and the City will play a key role as one of the primary partners for this
15 multi-jurisdictional transit project, and

16 WHEREAS the ST3 plan includes the Tacoma Dome Link Extension
17 ("TDLE") Project, which includes two key elements: (1) the Central Link light rail
18 expansion from Federal Way to the Tacoma Dome area; and (2) a Light Rail
19 Operations and Maintenance Facility along the Federal Way-to-Tacoma corridor,
20 and
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22 WHEREAS, in order to facilitate a smooth planning, design, and
23 construction process, Sound Transit is pursuing Partnership Agreements with each
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of the jurisdictions along the route, and moving the Alternatives Analysis phase to
1 earlier in the process, and

2 WHEREAS these changes will allow for more and earlier community and
3 inter-jurisdictional engagement, with the intent of ensuring that solid, supported
4 decisions can be made progressively through the process and then sustained as
5 the design and development process continues forward, and
6

7 WHEREAS providing early direction on City/local priorities and issues is one
8 way the City can support the shared goal of moving the project forward efficiently
9 and ensuring that it results in a regional transit project that appropriately balances
10 and best meets both regional and local goals, and
11

12 WHEREAS this issue was presented to the Planning Commission at its
13 meeting of February 21, 2018; to the Infrastructure, Planning and Sustainability
14 Committee at its meeting of February 28, 2018; and to the City Council at its Study
15 Session of March 20, 2018, with input from those discussions incorporated herein,
16 particularly as it relates to the stated City/local goals and interests, and
17

18 WHEREAS this formalized partnership expresses the City's general
19 commitment to the TDLE Project, as well as a commitment to work cooperatively
20 with Sound Transit and the other jurisdictions on planning, design and construction
21 of the project; and will provide early direction and input on high-level City/local
22 goals and interests that should be considered as part of the upcoming planning
23 process, and
24

25 WHEREAS, while it would be outlined in detail through a future, separate
26 agreement, the proposed Partnership Agreement incorporates a commitment from



Sound Transit to reimburse the City for staff costs associated with future services that support the TDLE Project; Now Therefore,

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

1. That the Recitals of this Resolution are hereby adopted as the Council's legislative findings regarding the Alternatives Analysis.

2. That the proper officers of the City are hereby authorized to execute the Partnership Agreement with Sound Transit for the purpose of enhancing coordination on the planning, design, and construction of the Tacoma Dome Link Extension Project, said document to be substantially in the form of the agreement on file in the office of the City Clerk.

Adopted APR 10 2018

W Woodard
Mayor

Attest:

Dennis Berum
City Clerk

Approved as to form:
[Signature]
Deputy City Attorney

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