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Completed and Removed Projects



Eastside Community Center and Campus

Completed

Type: Completed **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.

Fir Street Depression Engineering

Type: Completed **CFP Section:** Trans - Safety

Location: N Fir Street **Project Cost:** \$125,000

Description: Design and engineering to improve street grade along Fir Street.

Rationale: Improvement of Fir Street

FM: Lighthouse Center, Window Replacement

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

Location: 5016 "A" Street **Project Cost:** \$235,000

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: Point Defiance Senior Center, Roof Replacement

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

Location: 4716 North Baltimore **Project Cost:** \$163,000

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.

RFID Phase 3

Completed

Type: Completed **CFP Section:** Libraries

Location: All library branches **Project Cost:** \$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 .

South Tacoma Branch Library Refurbishment

Type: Completed **CFP Section:** Libraries

Location: 3411 South 56th Street **Project Cost:** \$555,046

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.

Tacoma Dome Wayfinding Signage Replacement

Type: Close-Out **CFP Section:** Cultural Facilities

Location: Tacoma Dome **Project Cost:** \$50,000

Description: Interior and exterior wayfinding and advertising signage.

Rationale: Operation/Maintenance Needs, Capacity/Level of Service/Concurrency
Signage to improve wayfinding and advertising opportunities.

Traffic Model Update/Mode Choice/Pvmt Mgmt Integration Project

Type: Active **CFP Section:** Trans - Traffic Signal/Lighting/ITS

Location: Citywide **Project Cost:** \$506,529

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.

Click! Network

Removed

Type: Active **CFP Section:** Tacoma Power

Location: Citywide **Project Cost:** \$28,858,339

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.

Esplanade Landscaping & Irrigation

Type: Inactive **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

FM: Emergency Operations Storage Facility

Type: Removed **CFP Section:** Public Safety

Location: TBD **Project Cost:** \$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.

Tier 1 Projects



11th Street Bridge Study

Tier 1

Type: Completed **CFP Section:** Trans - Bridges

Location: Portland Ave. to Milwaukee Way **Project Cost:** \$138,689

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

Rationale: 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?

Yes

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?

No

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

No

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?

No

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?

Yes

The bridge is closed due to structural deficiencies.

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

No

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

Yes

It is a priority to manage transportation infrastructure.

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

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.

15th Street Moorage and Waterway Park Launch

Tier 1

Type: Inactive **CFP Section:** Community Development

Location: Foss Waterway **Project Cost:** \$60,000

Description: Design a replacement for the 15th Street wood warf. The current structure is a floated gangway and is deteriorating. The new warf will be designed for lanuching 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?

Yes

The moorage poses a safety hazard due to its condition. The Washington State Dept. of Natural Resources is requiring its

Is the project required or mandated by law?

No

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

No

Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing

Yes

Grants will be applied for from the State based on these new documents that will include construction drawings and cost

Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in

Yes

The wood wharf is currently posted with a restricted weight limit of 1,000 pounds, the gangway is narrow and not ADA

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

Yes

The project provides for safe access for all, including meeting ADA standards.

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

Yes

Health & Safety – will improve the feeling of safety.

Does the project have a high level of public support?

Yes

Boating community sees a need for this.

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

No

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

Yes

Project is in a mixed-use center. There is a need for improved transient moorage at this location. Facility may serve as transient

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the

Yes

Will improve public transient moorage opportunities in the downtown area. Transient public moorages are limited in Tacoma.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

2019-2020 Priority Active Transportation Small Project Improvements

Tier 1

Type: Active **CFP Section:** Trans - Active Transportation

Location: Citywide **Project Cost:** \$408,589

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?

Yes

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

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

No

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?

Yes

Providing transportation alternatives.

Does the project have a high level of public support?

Yes

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?

Yes

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?)

Yes

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

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

2021-2022 Citywide Striping & Markings

Tier 1

Type: Active **CFP Section:** Trans - Safety

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

Description: This project would restripe the City's arterial roadways, bicycle facilities, crosswalks, other lane markings, and reflectors.

Rationale: This project has Transportation Master Plan Policy Support through 2.3 Improve Safety. This project will address community requests for traffic calming and crash reduction.

2021-2022 Citywide Striping & Markings

Does the project address a public health or safety concern?

Yes

This project will allow drivers, bicyclists, and pedestrians to see where the appropriate facilities for them are.

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

No

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

Yes

This project creates a livable and attractive city by clearly identifying travel lanes, crosswalks, and bicycle facilities. It also improves the look of the City with bright, clean markings.

Does the project have a high level of public support?

Yes

Drivers often call to complain about confusing roadway configurations.

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 2.3 Improve Safety

56th Street South and Cirque Drive Corridor Improvements

Tier 1

Type: Active **CFP Section:** Trans - Arterial Streets

Location: S. Washington St. to Tacoma Mall Blvd **Project Cost:** \$11,637,651

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. Proposed bicycle lanes will connect regional transportation systems, communities, and commercial areas.

56th Street South and Cirque Drive Corridor Improvements

Does the project address a public health or safety concern?

Yes

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?

No

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

Yes

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?

Yes

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?

Yes

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?

Yes

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?

Yes

Accessibility and Equity and Livability

Does the project have a high level of public support?

Yes

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?

Yes

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?)

Yes

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)

Yes

TMP includes S. 56th Street as an auto, transit, bike, and pedestrian priority and connects to freight routes running north and south at I-5 and South Tacoma Way.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

6th Avenue Pedestrian Crossing Safety Improvements

Tier 1

Type: Active **CFP Section:** Trans - Safety

Location: 6th Avenue between Jackson and Sprague **Project Cost:** \$3,564,600

Description: Upgrade existing traffic signal heads and signal phasing, install APS, improve signal timing, install ADA crossing improvements, median islands and pedestrian actuated rectangular rapid flashing beacons.

Rationale: Project will increase pedestrian crossing safety along 6th Avenue from Jackson to Sprague.

6th Avenue Pedestrian Crossing Safety Improvements

Does the project address a public health or safety concern?

Yes

This project will provide safety improvements to pedestrian crossings along 6th Avenue

Is the project required or mandated by law?

No

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

Yes

This project has grant 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?

Yes

This project has 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?

No

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

Yes

This project will provide ADA upgrades including accessible countdown pedestrian signals and pushbuttons.

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

Yes

This project provides pedestrian crossing safety improvements in the 6th Avenue business district and aligns with 20 minute neighborhoods in the Pedestrian Toolbox on page 74 of the Transportation Master Plan.

Does the project have a high level of public support?

Yes

Pedestrian crossing improvements have a high level of support with the public as demonstrated by high attendance at the earlier Pedestrian Crossing Improvement project open houses.

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

No

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

Yes

Supports the 6th Avenue business 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)

Yes

This project will improve traffic signal operations and the pedestrian crossing network along 6th Avenue.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Active Transportation Access to Pacific Avenue High Capacity Transit

Tier 1

Type: Wishlist **CFP Section:** Trans - Active Transportation

Location: Pacific Avenue and adjacent **Project Cost:** \$1,000,000

Description: Update description to: This project would provide pedestrian and bicycle access to and along the Pacific Avenue High Capacity Transit Corridor, including a Bike Boulevard on A Street.

Rationale: This project meets multiple strategic goals and priorities including place-making, catalyzing development, and providing active transportation options.

Active Transportation Access to Pacific Avenue High Capacity Transit

Does the project address a public health or safety concern?

Yes

The project allows for all modes of active transportation and separates pedestrians from the main roadway

This project would provide safe and connected access for pedestrians and bicyclists to a major transit facility.

Is the project required or mandated by law?

No

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

Yes

Design has grant funding above 75%, there is some construction funding and it is anticipated grant funding will be above 75% for construction as well.

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

The project leverages grant funding and is sustainable by creating a safe path for active transportation

This project would pursue grant funding and partnerships for completion.

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?

Yes

The existing facility requires maintenance frequently. The proposed project should reduce the need for maintenance

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

Yes

The project will be built to current ADA standards

This project is located in a community of low opportunity and provides access to a major transit facility.

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

Yes

This project increases livability in Tacoma by providing safe and convenient transportation to areas of low opportunity.

Does the project have a high level of public support?

Yes

Safe and convenient transportation, especially connecting alternative modes, is a priority for the community and Transportation Commission.

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

Yes

Pedestrians and bicyclists are alternative modes of transportation that do not contribute 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?)

No

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

This project would fill in gaps in pedestrian and bicycle networks to provide connectivity to a major transit facility.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

#87 High Capacity Transit investments in MLK, Division Avenue, Yakima Avenue, Tacoma, Avenue, Market Street, Stadium Way, Pacific Avenue, 6th Avenue, 9th Street, 13th Street, 14th street, 19th Street, Puyallup Avenue, Dog Street, Stadium District and 25t

ADA Curb Ramp Program

Tier 1

Type: New **CFP Section:** Trans - Safety

Location: Citywide **Project Cost:** \$500,000

Description: This program seeks to provide curb ramps to improve access to sidewalks and other facilities.

Rationale: The Americans with Disabilities Act requires state and local governments to prioritize the removal of barriers to accessibility. When a person with a disability makes a request for a curb ramp, the City is required to respond in a timely manner.

ADA Curb Ramp Program

Does the project address a public health or safety concern?

Yes

Curb ramps allow people with mobility issues access to sidewalk that lead to hospitals, medical offices, bus stops, social service agencies, places of employment and other municipal buildings. Without curb ramps, many people have to travel in the street.

Is the project required or mandated by law?

Yes

Per Title II of the Americans with Disabilities Act, state and local governments are federally mandated to construct curb ramps at each street crossing.

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

No

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?

No

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?

Yes

Curb ramps allow for increased access to public transportation, municipal buildings, and services agencies.

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

Yes

Curb ramps allow for increased access to public transportation, municipal buildings, and services agencies.

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

Yes

Curb ramps allow access to public transportation.

Does the project have a high level of public support?

Yes

Without curb ramps, pedestrians cannot safely access sidewalks and street crossings.

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

No

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

Yes

This project increases access of residents with diverse income levels to community facilities, services and employment.

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Required consideration for transportation projects

Adding New Streetlights (2021/2022)

Tier 1

Type: New **CFP Section:** Trans - Traffic Signal/Lighting/ITS

Location: Citywide **Project Cost:** \$2,500,000

Description: This project will add 200 new streetlights to existing Tacoma Public Utility Poles during the 2019-2020 Biennium.

Rationale: This project will add streetlighting to dark street segments throughout the City.

Adding New Streetlights (2021/2022)

Does the project address a public health or safety concern?

Yes

Maintains public safety and improves safety through conversion of LED.

Is the project required or mandated by law?

No

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

No

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

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?

Yes

Failure is imminent and replacement is needed to keep service.

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

Yes

Work is required throughout the City, including historically underserved areas.

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

No

Does the project have a high level of public support?

Yes

For those affected, it will provide more consistent service.

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

Yes

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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Arterial Overlay Program

Tier 1

Type: Active **CFP Section:** Trans - Arterial Streets

Location: Citywide **Project Cost:** \$2,735,100

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?

No

Is the project required or mandated by law?

No

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

Yes

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?

Yes

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?

Yes

Projects will improve the roadway surface of arterial streets that are deficient.

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

Yes

Streets are open to all of the public.

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

Yes

Improving transportation infrastructure is a city priority.

Does the project have a high level of public support?

Yes

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?

No

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

Yes

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 3.15 Inter-modal Conflict,

Policy 4.9 System Maintenance & Rehabilitation

Beautification at South Tacoma Way and Pacific Avenue

Type: Active **CFP Section:** Parks and Open Space

Location: South Tacoma Way between A St. and C St. **Project Cost:** \$263,100

Description: This project will landscape an area around a Sound Transit Art project. The project will also provide landscaping and hardscaping in the Sound Transit Art project Area as agreed upon by the City in conjunction with Sound Transit Art Program.

Rationale: This project is a gateway location into the City and Sound Transit placed a steel sculpture on this parcel. Sound Transit provided \$200,000 for maintenance including landscaping when the property was transferred to the City.

Beautification at South Tacoma Way and Pacific Avenue

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

Yes

Sound Transit provided funds to maintain this location.

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

Leverages funding and cost sharing capabilities from Sound Transit

Leverages funding from 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?

No

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

No

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

Yes

Increases Livability with vibrant arts and culture

Does the project have a high level of public support?

Yes

This is an area that the community would appreciate having a gateway.

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

Yes

plants 29 additional trees within an exposed space contributing to the Cities 30/30 tree canopy coverage goal.

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Bicycle & Pedestrian Education, Encouragement, and Safety Program Tier 1

Type: Active **CFP Section:** Trans - Active Transportation

Location: Citywide **Project Cost:** \$520,000

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?

Yes

This project will address public health and safety through bike and pedestrian education and outreach.

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

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?

Yes

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?

Yes

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?

Yes

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?

Yes

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?)

Yes

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

This project ties to the goal of creating a more multi-modal network through encouraging and educating the public on safe walking and biking.

City Contribution to Streets Initiative

Tier 1

Type: Active **CFP Section:** Trans - Street Rehabilitation

Location: Various **Project Cost:** \$27,000,000

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?

No

Is the project required or mandated by law?

Yes

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

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

No

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

CityNet MPLS Phase 2 - HFC Network Replacement

Tier 1

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?

Yes

This network serves TPD

Is the project required or mandated by law?

No

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

No

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

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?

Yes

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?

Yes

New network technology increases the broadband capacity for all CityNet users

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

Yes

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?

Yes

CityNet is utilized internally and externally by a wide variety of entities through out the community including Tacoma Public Schools, Pierce County, Metor 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?

Yes

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?)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

East 11th Street Bridge Replacement

Tier 1

Type: Inactive **CFP Section:** Trans - Bridges

Location: E. 11 St. from Portland Ave to Milwaukee **Project Cost:** \$150,000,000

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

Rationale: 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?

Yes

Replacement of the bridge is necessary due to deterioration.

Is the project required or mandated by law?

No

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

Yes

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?

Yes

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?

Yes

Bridge provides access to the Port of Tacoma.

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

Yes

Bridge will be open to all.

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

Yes

Improving transportation infrastructure is a priority.

Does the project have a high level of public support?

Yes

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

No

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

No

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

Bridge provides link over Puyallup River.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

#357: 11th St Rehab-As of 2014, this project includes repair of structural deficiencies. A routine bridge inspection found many

East 26th Street Bridge Repair

Tier 1

Type: New **CFP Section:** Trans - Bridges

Location: A St to I-5 off ramp **Project Cost:** \$2,000,000

Description: Project consists of installing external post tensioning to improve the load carrying capacity of the bridge.

Rationale: Repair bridge to add external pre-stressing and address EV and SHV load restrictions

East 26th Street Bridge Repair

Does the project address a public health or safety concern?

Yes

This repair would increase TFD fire response in the New Tacoma area and allow all truck types to use the existing structure.

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

No

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

Yes

The project focuses on the livability indicator and improves the efficient transportation options for the city.

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

East 29th Street Roundabout & Extension

Tier 1

Type: Active **CFP Section:** Trans - Major Projects

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.

East 29th Street Roundabout & Extension

Does the project address a public health or safety concern?

Yes
It improves access and circulation with construction of a roundabout.

Is the project required or mandated by law?

No

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

Yes
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?

Yes
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?

No

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

No

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

Yes
It improves access and circulation with construction of a roundabout.

Does the project have a high level of public support?

No

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

Yes
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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes
Policy 1.1 Intergovernmental Coordination. This project is fully funded by the Puyallup Tribe of Indians.

East 31st Street Rehabilitation Project

Tier 1

Type: Wishlist **CFP Section:** Trans - Major Projects

Location: East 31st & Portland Avenue **Project Cost:** \$500,000

Description: 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.

Rationale: Policy/Legislative Requirements, Community Requests
This is a project requested by the Puyallup Tribe.

East 31st Street Rehabilitation Project

Does the project address a public health or safety concern?

Yes

East 31st Street does not have sidewalks or curb ramps for pedestrians. The project will provide a separated pathway for pedestrians and will provide traffic calming improvements.

Is the project required or mandated by law?

No

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

Yes

The Puyallup Tribe of Indians will be fully funding 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?

Yes

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?

Yes

East 31st Street pavement condition is failing and not on the City's priority list for repair.

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

No

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

Yes

This project is located in a community opportunity and will provide Complete Street type improvements.

Does the project have a high level of public support?

No

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

No

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

No

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

This project will reconstruct the street to include Complete Street elements, primarily for pedestrians, that will connect to existing features on Portland Avenue and on R Street.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 1.1 Intergovernmental Coordination. This project would be a partnership with the Puyallup Tribe of Indians.

East 32nd Street Rehabilitation Project

Tier 1

Type: Wishlist **CFP Section:** Trans - Major Projects

Location: East 32nd Street & Portland Avenue **Project Cost:** \$500,000

Description: 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.

Rationale: Policy/Legislative Requirements, Community Requests
This project is a community request and will improve nonmotorized access.

East 32nd Street Rehabilitation Project

Does the project address a public health or safety concern?

Yes

East 32nd Street does not have any sidewalks or curb ramps. This project will provide a separated place for pedestrians to use, in addition to providing traffic calming improvements for safer pedestrian access.

The project is providing a separated path for pedestrians.

Is the project required or mandated by law?

No

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

Yes

This project is fully funded by the Puyallup Tribe of Indians.

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?

No

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?

Yes

East 32nd Street pavement rating is currently failing and not on the City's priority list for repair.

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

No

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

Yes

This project is located within a community of opportunity and includes Complete Street type improvements.

Does the project have a high level of public support?

No

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

No

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

No

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

This project will include Complete Street features, primarily for pedestrians, that will connect to existing facilities on Portland and R Street.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 1.1 Intergovernmental Coordination. This project would be a partnership with the Puyallup Tribe of Indians.

East 64th Street : McKinley to Portland Ave (Phase 2)

Tier 1

Type: Active **CFP Section:** Trans - Arterial Streets

Location: East 64th Street **Project Cost:** \$7,665,000

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?

Yes

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

Is the project required or mandated by law?

No

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

No

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

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?

Yes

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?

Yes

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?

Yes

Equitable access and leveraging transportation package funds.

Does the project have a high level of public support?

No

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

Yes

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

Yes

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)

Yes

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

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Project will incorporate art.

Transportation Master Plan Tie-In

No

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

Tier 1

Type: Active **CFP Section:** Trans - Arterial Streets

Location: East 64th Street **Project Cost:** \$8,721,975

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?	Yes
	Adds ADA compliant facilities and improves a roadway that is in very poor condition.
Is the project required or mandated by law?	No
Is the project substantially (75%+) funded by non-City sources?	No
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
	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?	Yes
	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?	Yes
	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?	Yes
	Equitable access and leveraging transportation package funds.
Does the project have a high level of public support?	No
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?	Yes
	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?)	Yes
	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)	Yes
	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.
Does the project qualify for the Municipal Art Program (TMC 1.28)?	Yes
	Project will incorporate art.
Transportation Master Plan Tie-In	No

East Portland Avenue Safety Improvements

Tier 1

Type: Active **CFP Section:** Trans - Traffic Signal/Lighting/ITS

Location: Portland Ave between E 72nd & Puyallup **Project Cost:** \$2,909,594

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)

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?

Yes

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?

No

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

Yes

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?

Yes

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?

No

Yes

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

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

No

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

Yes

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

Does the project have a high level of public support?

Yes

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?

Yes

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?)

Yes

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

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

Esplanade Wayfinding

Tier 1

Type: Inactive **CFP Section:** Community Development

Location: Foss Waterway **Project Cost:** \$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?

No

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?

No

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

No

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

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?

No

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

Yes

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?

Yes

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?

Yes

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?

Yes

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?)

Yes

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)

Yes

The project complements the downtown core and Dome District wayfinding system and expands it along the downtown waterfront.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Apparently, all CIP projects participate in this program.

Transportation Master Plan Tie-In

Yes

Walkability, wayfinding, strengthens safe access.

Fawcett Avenue: South 19th to South 21st

Tier 1

Type: Active **CFP Section:** Trans - Active Transportation

Location: S 19th & Fawcett Avenue **Project Cost:** \$2,893,290

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?

Yes

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?

No

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

Yes

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?

Yes

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?

No

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

No

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

Yes

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?

Yes

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?

Yes

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?)

Yes

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)

Yes

The project would add value to the current bike network along Fawcett Ave.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Bike facilities on Fawcett Ave.

First Creek Middle School Safe Routes to School

Tier 1

Type: Active **CFP Section:** Trans - Safety

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?
Yes
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?
No

Is the project substantially (75%+) funded by non-City sources?
Yes
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?
Yes
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?
No

Does the project improve the equitable access to public facilities and services?
Yes
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?
Yes
This crossing will make the City more livable because it addresses a safety concern.

Does the project have a high level of public support?
Yes
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?
Yes
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?)
No

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)
No

Does the project qualify for the Municipal Art Program (TMC 1.28)?
No

Transportation Master Plan Tie-In
No

Fishing Wars Memorial Bridge D Puyallup River Bridge Replacement

Type: Inactive **CFP Section:** Trans - Bridges

Location: Puyallup River Bridge **Project Cost:** \$11,000,000

Description: Replace bridge segment F16-D in the Puyallup River Bridge series. This 117 ft. span is located on the Fife side of the Puyallup River

Rationale: Bridge has significant deficiencies and is in need of replacement.

Fishing Wars Memorial Bridge D Puyallup River Bridge Replacement

Does the project address a public health or safety concern?

Yes

This bridge is deteriorated and in need of replacement.

Is the project required or mandated by law?

No

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

No

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

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?

Yes

The bridge is load restricted to 10 tons and this project will correct that restriction.

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

Yes

The bridge is open to all people.

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

Yes

Maintaining existing infrastructure is a city priority.

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

FM: Beacon Center, Renovation

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

Location: 415 South 13th Street **Project Cost:** \$5,700,000

Description: This project will provide for the renovation of the Beacon Center to address deferred repair and replacement needs as well as enhance programming level of service.

Rationale: This project is needed to address deferred repair and replacement needs as well as enhance programming level of service.

FM: Beacon Center, Renovation

Does the project address a public health or safety concern?

Yes
Improvements will ensure continued safe operation of the facility to serve vulnerable populations.

Is the project required or mandated by law?

No

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

No

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
\$980k of State Funding provided and 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?

Yes
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?

No

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

Yes
Improvements will ensure continued services to vulnerable populations.

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes
Improvements will be visible to the public.

Transportation Master Plan Tie-In

No

FM: Deferred Repair & Replacement Program

Tier 1

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

Location: Varies **Project Cost:** \$53,620,000

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

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

Yes

Priority projects will focus on preservation of historic assets.

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

No

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

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?

Yes

Repair and replacements will correct deficiencies at existing public facilities.

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

No

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

Yes

Government Performance

Does the project have a high level of public support?

No

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

Yes

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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Projects will be visible to the public.

Transportation Master Plan Tie-In

No

FM: Municipal Complex, Tenant Improvement Program

Tier 1

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

Location: 747 Market Street **Project Cost:** \$7,460,000

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?

Yes

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

Is the project required or mandated by law?

No

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

No

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

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?

Yes

Upgrades will correct deficiencies in an existing public facility.

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

FM: Police Headquarters - Energy Efficiency Improvements

Tier 1

Type: Wishlist **CFP Section:** Public Safety

Location: 3701 S. Pine **Project Cost:** \$2,000,000

Description: This proposed project would provide for energy conservation measures to the Police Headquarters, allowing the facility to qualify for LEED EBOM certification.

Rationale: Preliminary reports indicate the facility could require a reduction of 25% in total energy consumption in order to qualify for LEED EBOM.

FM: Police Headquarters - Energy Efficiency Improvements

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

Yes

Required by the City's Green Building Policy Res 38249

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

No

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

Improvements would reduce energy 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?

No

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

No

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

Yes

Built and Natural Environment; Government Performance

Does the project have a high level of public support?

No

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

Yes

Improvements align with sustainability goals and would reduce energy consumption.

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

FM: TFD Facility Master Plan

Tier 1

Type: Inactive **CFP Section:** Public Safety

Location: Citywide **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?

Yes

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

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

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?

Yes

The plan will assess location of facilities.

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

Yes

Health and Safety

Does the project have a high level of public support?

No

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

Yes

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?)

Yes

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Gas Station Park

Type: New **CFP Section:** Parks and Open Space

Location: 4801 S Park Ave **Project Cost:** \$350,000

Description: Design and renovate Gas Station Park in South Tacoma in partnership with MetroParks Tacoma and the surrounding community. The new park will provide a recreation area for the community at a defunct gas station site.

Rationale: This project will improve the park and increase its use.

Gas Station Park

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

This project will increase access, desirability, and enjoyment of a neighborhood park.

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

Yes

This park is located in an area with fewer opportunities to access open space. This helps correct that deficiency.

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

Yes

Improve Livability and Walkability.

Does the project have a high level of public support?

Yes

The surrounding community supports improving this park and will be included in the design process.

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Parks are specifically identified in TMC.

Transportation Master Plan Tie-In

No

Historic Water Ditch Trail- Phase III & IV

Tier 1

Type: Active **CFP Section:** Trans - Active Transportation

Location: South Tacoma Way between S. Pine St & C **Project Cost:** \$9,761,556

Description: 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.

Rationale: 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?

Yes

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

Is the project required or mandated by law?

No

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

No

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

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?

No

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

Yes

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

Yes the project aligns with Livability and Accessibility and Equity

Does the project have a high level of public support?

Yes

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

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?)

Yes

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)

Yes

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.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

I-5/S. 56th Interchange

Tier 1

Type: Active **CFP Section:** Trans - Major Projects

Location: I-5 and South 56th Street **Project Cost:** \$631,322

Description: Design and construct a new interchange from I-5 onto S. 56th Street, near the Tacoma Mall

I-5/S. 56th Interchange

Does the project address a public health or safety concern?
Yes
This project improves safety on a major highway interchange
Is the project required or mandated by law?
No
Is the project substantially (75%+) funded by non-City sources?
Yes
The project leverages state grant 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?
Yes
The project leverages state 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?
No
Does the project improve the equitable access to public facilities and services?
No
Does the project align with Tacoma 2025 or other City priorities?
No
Does the project have a high level of public support?
No
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
No
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Yes
This project is near the Tacoma Mall area
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)
No
Does the project qualify for the Municipal Art Program (TMC 1.28)?
No
Transportation Master Plan Tie-In
Yes

Infrastructure Fund (CED)

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

Location: Downtown, NBDs, Mixed-use Centers **Project Cost:** \$407,233

Description: 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.

Rationale: 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?

Yes

Off-site improvements are in the public right-of-way and impact pedestrian safety

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

Yes

Projects are in priority areas and impact public access

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

Yes

Impacts Economic Vibrancy & Employment by supporting adaptive reuse and infill development projects

Does the project have a high level of public support?

No

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

No

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

Yes

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Kobetich Branch Library Refurbishment

Tier 1

Type: Close-Out **CFP Section:** Libraries

Location: 212 Browns Point Blvd NE **Project Cost:** \$162,000

Description: Replace the roof and furniture at Kobetich Library.

Rationale: The roof is at the end of its life and the furniture is old and failing.

Kobetich Branch Library Refurbishment

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

The roof is past the end of its life. It needs to be replaced before it starts leaking. The cost would increase if it starts leaking.

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

Yes

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 would no longer be provided.

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 would no longer be provided.

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

No

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Library Physical Infrastructure and Building Repairs

Tier 1

Type: Active **CFP Section:** Libraries

Location: Six library branches **Project Cost:** \$3,641,000

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?

Yes

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?

No

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

No

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

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?

Yes

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?

Yes

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?

Yes

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?

Yes

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?

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

LID 8655 Streets

Tier 1

Type: Close-Out **CFP Section:** Local Improvement Districts

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

Description: A majority of property owners abutting the streets have signed an advisory petition requesting permanent pavement with storm drainage to replace their temporary oil mat surface. Utility adjustment or replacement may be required.

Rationale: Funding Availability/Opportunities, Other Funding Opportunities
This project will improve neighborhood access.

LID 8655 Streets

Does the project address a public health or safety concern?

Yes

Project improves air quality by reducing particulate matter in the air.

Is the project required or mandated by law?

No

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

Property owners are currently paying a portion of the cost for the roadway improvements based upon previous agreements with the City.

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

Project utilizes partial property owner funding, it reduces City maintenance costs by eliminating the need to fill potholes and grade roadway surfaces.

Property owner contributions

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?

Yes

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?

No

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

Yes

Project improves access by providing a hard, stable surface.

Does the project have a high level of public support?

Yes

City staff have advisory survey signed by a majority of the abutting property owners who are paying for the project.

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

No

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

No

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

Project completes a network of streets with a structural section inclusive of curb and gutter. Curb and gutter conveys streetflow to the surface water system.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

LID 8660 Alley Paving

Tier 1

Type: Close-Out **CFP Section:** Local Improvement Districts

Location: Alley btwn N 30 - N 31st St from Monroe **Project Cost:** \$335,000

Description: Permanent alley pavement with storm main extension.

Rationale: Funding Availability/Opportunities, Other Funding Opportunities
A majority of property owners abutting the alley have signed an advisory survey requesting permanent alley pavement with storm drainage to replace their temporary

LID 8660 Alley Paving

Does the project address a public health or safety concern?

Yes

Improves air quality by reducing particulate matter.

Is the project required or mandated by law?

No

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

Yes

Project is 100% 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?

Yes

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?

No

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

No

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

Yes

Improves access by providing hard stable surface.

Does the project have a high level of public support?

Yes

Passed 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?

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

This project is consistent with City policy 4.8 Reliable Funding and 4.9 System Maintenance and Rehabilitation.

LID 8665 Street Paving St. Helens

Tier 1

Type: Inactive **CFP Section:** Local Improvement Districts

Location: St. Helens from South 7th to South 4th **Project Cost:** \$6,900,000

Description: Have received an adequate survey for extending the Broadway LID northward on Market Street contingent upon obtaining a TIB grant. Grant was not approved in 2019.

Rationale: Majority of property owners returned an adequate survey for 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?

Yes

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?

No

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

Yes

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?

Yes

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?

Yes

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?

No

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

Yes

Livable communities

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?

Yes

A majority of the abutting property owners are willing to sign an advisory survey requesting this project. All council areas and constituents agree.

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

No

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

Yes

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)

Yes

Extends the improvements of the Broadway LID and provides facilities for non motorized vehicles.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Project is consistent with sections 3.7, 3.9, 4.8 and 4.9 of the Transportation Master Plan.

LID 8668

Tier 1

Type: New **CFP Section:** Local Improvement Districts

Location: S 66th and Wapato, S 43rd Pacific **Project Cost:** \$923,300

Description: Wapato St S. 66th to 68th and alley between Pacific-Bell from S 43rd to 45th

Rationale: A majority of property owners abutting the street and alley have signed an advisory petition requesting the improvements.

LID 8668

Does the project address a public health or safety concern?

Yes

Improves air quality by reducing airborne particulates.

Is the project required or mandated by law?

No

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

No

Project is partially funded (70%) 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?

Yes

Reduces the City maintenance cost for filling potholes and providing for paved 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?

No

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

No

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

Yes

Improves access by providing for a hard stable surface.

Does the project have a high level of public support?

Yes

A majority of the abutting property owners signed an advisory survey requesting the improvement.

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Project is consistent with sections 3.7, 3.9, 4.8 and 4.9 of the Transportation Master Plan.

Links to Opportunity

Type: Active **CFP Section:** Trans - Active Transportation

Location: MLK Jr. Way, Division, N. 1st **Project Cost:** \$20,640,000

Description: This project will include a Multimodal Mobility Plan and streetscape design to address non-vehicular access to the Tacoma Link Extension Project. The project will also include an Equity and Empowerment Initiative focused on job access

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?
Yes
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?
No
Is the project substantially (75%+) funded by non-City sources?
Yes
The project has a 2 million dollar grant and a 500,000 City match for design. Construction is funded by several sources. \$3.5M grant from Sound Transit, \$2M CDBG, \$3M City GF, \$1.82M Streets Initiative
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
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?
No
Does the project improve the equitable access to public facilities and services?
Yes
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?
Yes
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?
Yes
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?
Yes
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?)
Yes
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)
Yes
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.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
No

Although FTA funding does not fund art, possible art locations and the streetscape design will be aware of future art possibilities, locations, and how art may work in conjunction with the streetscape design. Interpretive displays may be included.

Lister Elementary School Safe Routes to School

Tier 1

Type: Active **CFP Section:** Trans - Safety

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?

Yes

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

Is the project required or mandated by law?

No

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

Yes

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?

Yes

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?

No

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

Yes

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?

Yes

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

Does the project have a high level of public support?

Yes

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?

Yes

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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Mary Lyon Elementary Safe Routes to School

Tier 1

Type: Active **CFP Section:** Trans - Safety

Location: S46/Pac Ave, S46/S Bell St, S45/S A St **Project Cost:** \$348,440

Description: School safety improvements including installation of ADA compliant curb ramps at S46th St & Pacific Ave, at S46th St & S Bell St, and at S45th & S A St.

Rationale: Project will improve crossing safety at schools.

Mary Lyon Elementary Safe Routes to School

Does the project address a public health or safety concern?

Yes

Safe crossings at schools

Is the project required or mandated by law?

No

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

Yes

This project has grant 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?

Yes

This project has 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?

No

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

Yes

The Safety Needs Analysis in the Safe Routes to School Action Plan indicated Mary Lyon was one of the top prioritized schools with 69% non-white students, 84% free/reduced lunch students, and 27 bike/ped youth crashes within a one mile radius.

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

Yes

2017 Tacoma Safe Routes to School Action Plan

Does the project have a high level of public support?

Yes

parents, students, teachers, etc.

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Pg 74 Pedestrian Toolbox App. B, page 1 #5 and Page 57, section 2.6 Safe Routes to Schools

Missing Link Sidewalks

Tier 1

Type: Active **CFP Section:** Trans - Active Transportation

Location: E. 56th, Orchard St, Sheridan **Project Cost:** \$3,015,000

Description: This project will complete missing link sidewalks with a focus on providing continuous sidewalk access to Schools, Parks and Community Centers. Complete build out 61st to 72nd design.

Rationale: This project will provide missing link sidewalks with connections to schools, parks and community centers. Full street design build out from 61st St to 72nd St.

Missing Link Sidewalks

Does the project address a public health or safety concern?

Yes

This project will construct missing link sidewalks providing a safer walking route to schools, parks and a community center. Complete streets for section between 61st and 72nd streets

Is the project required or mandated by law?

No

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

Yes

TIB grant will be applied for summer of 2020

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

Project will be funded with both grant and city 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?

Yes

Project addresses missing link sidewalks along major thoroughfares. Complete streets section between 61st and 72nd Streets. 72nd to 84th will be sidewalks only

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

Yes

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?

Yes

Does the project have a high level of public support?

Yes

Supported by neighborhood councils and City council.

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

Yes

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?)

No

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

This project completes missing link sidewalks.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 3.7 special needs of Transportation Users and Policy 3.9 Pedestrian Facilities.

NCS Readiness Site

Tier 1

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

Location: TBD **Project Cost:** \$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?

Yes

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

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

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?

Yes

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

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

Yes

Addressing homelessness is a City Council priority.

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Transportation Master Plan Tie-In

No

Park Plaza North Deferred Maintenance

Tier 1

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

Location: 923 Commerce Street **Project Cost:** \$4,200,000

Description: Deferred maintenance needs identified for the facility including superstructure repairs, interior finishes, elevator replacement, 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.

Park Plaza North Deferred Maintenance

Does the project address a public health or safety concern?
Yes
Superstructure repairs and seismic upgrades needed
Is the project required or mandated by law?
No
Is the project substantially (75%+) funded by non-City sources?
No
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
Current investment in correcting the deficiencies 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?
Yes
Potential catastrophic failure of facility if superstructure repairs are not addressed
Does the project improve the equitable access to public facilities and services?
No
Does the project align with Tacoma 2025 or other City priorities?
No
Does the project have a high level of public support?
No
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
No
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
No
Does the project qualify for the Municipal Art Program (TMC 1.28)?
No

Pedestrian Crossing Improvement Project Phase II

Tier 1

Type: Inactive **CFP Section:** Trans - Active 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?

Yes

This project will provide ADA accessible pedestrian crossings.

Is the project required or mandated by law?

Yes

American with Disabilities Act

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

No

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?

No

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?

Yes

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?

Yes

The project will provide ADA accessible pedestrian crossings.

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

Yes

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?

Yes

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?

No

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

No

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

The project provides missing pedestrian crossings to serve neighborhoods, schools, and other facilities. It continues work completed in Phase I of the project.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

The Transportation Master Plan places a priority on pedestrian mobility. Appendix D of the Transportation Master Plan contains a summary of the Pedestrian Crossing Improvements project.

Pipeline Trail/Cross County Commuter Connector--Phase II

Tier 1

Type: Active **CFP Section:** Trans - Active Transportation

Location: East 48th Pipeline Road to East D Street **Project Cost:** \$2,858,248

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?

Yes

Helps with active lifestyle/livable communities

The project separates active transportation users from the main roadway

Is the project required or mandated by law?

No

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

Yes

Grant funding eligible.

The design is funded at 86.5%, there is some federal funding for construction and it is anticipated more will become available

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

Grant funds would pay for 80%

The project encourages active transportation which is more sustainable and leverages 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?

Yes

Improves safety by separating nonmotorized and vehicular travel modes.

The existing public facility does not allow for all modes of active transportation and has more maintenance needs than the proposed project will have

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

Yes

Project located in underserved community

The project will be built to meet current ADA standards

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

Yes

Aligns with Transportation Master Plan Complete Streets policies.

The project is part of the Dome to Defiance

Does the project have a high level of public support?

Yes

add language from the planning documents

Neighborhood Council high priority project

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

Yes

Reduces reliance on fossil fuel vehicles

The project encourages active transportation which can 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?)

Yes

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

Yes

Yes Pipeline Trail Phase 1 and Phase 3.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Capital project

Transportation Master Plan Tie-In

No

Pipeline Trail/Cross County Commuter Connector--Phase III

Tier 1

Type: Active **CFP Section:** Trans - Active Transportation

Location: E. 56th at E. Pipeline to SE City limit **Project Cost:** \$2,511,057

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 are available for this project. It completes 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?
 Yes
 Helps with active lifestyle/livable communities

Is the project required or mandated by law?
 No

Is the project substantially (75%+) funded by non-City sources?
 Yes
 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?
 Yes
 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?
 Yes
 Improves public safety by separating vehicle modes.

Does the project improve the equitable access to public facilities and services?
 Yes
 Project located in underserved community.

Does the project align with Tacoma 2025 or other City priorities?
 Yes
 TMP complete streets policies

Does the project have a high level of public support?
 Yes
 Eastside Neighborhood Council priority

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
 Yes
 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?)
 Yes
 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 2.

Does the project qualify for the Municipal Art Program (TMC 1.28)?
 Yes
 Capital project

Transportation Master Plan Tie-In
 No

Portland Avenue Freight and Access Improvements

Tier 1

Type: Active **CFP Section:** Trans - Arterial Streets

Location: Portland Ave, Lincoln to 27th **Project Cost:** \$4,358,000

Description: Portland Ave, north leg of Lincoln to north leg of E 27th, east along Lincoln approx 200'. Replacement of asphalt with concrete, rechannelization, new signal at SR-509 off ramp, signal improvements & ITS, ADA improvements.

Rationale: Portland Ave is in poor condition and has a substantial amount of truck traffic. This project will replace the asphalt road with concrete, repair bridge deck, rechannelize, add signal at SR509 off ramp, ITS, missing link sidewalks & ADA improvements.

Portland Avenue Freight and Access Improvements

Does the project address a public health or safety concern?

Yes

A new traffic light will be added at the off-ramp of SR509 and Portland Ave. to improve safety. Road surface will be concrete to also improve driving condition/safety.

Is the project required or mandated by law?

No

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

Yes

Application will be submitted April 2016 for PSRC Countywide grant to fund 86.5% 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?

Yes

Applying for grant funds April 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?

No

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

No

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

Yes

Project will leverage grant funds using 2015 voter approved transportation package.

Does the project have a high level of public support?

Yes

Road is in poor condition with many users.

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

No

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

No

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

Adds signalization on Portland Ave.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Signals at Portland and SR509 included in TMP, Appendix B, page 5 of 16, Project ID311.

Prairie Line Trail Historic Interpretation Project

Tier 1

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

Location: 17th to 9th Street, 21st south to 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?

No

Is the project required or mandated by law?

No

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

Yes

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?

Yes

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?

No

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

Yes

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?

Yes

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?

Yes

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?

Yes

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?)

Yes

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.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Prairie Line Trail Phase II

Tier 1

Type: Active **CFP Section:** Trans - Active 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?

No

Is the project required or mandated by law?

No

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

No

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

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?

No

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

No

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

Yes

Increased and dedicated funding for mobility.

Does the project have a high level of public support?

Yes

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?

Yes

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?)

Yes

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)

Yes

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

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Art is being added to the project through a separate State grant.

Puyallup Avenue Improvements

Tier 1

Type: Inactive **CFP Section:** Trans - Active Transportation

Location: Portland Ave to S. C Street **Project Cost:** \$22,055,000

Description: Utilizing complete street concepts, design and construct streetscape improvements, upgrade utilities, improve ADA access, reduce pavement width, and add bicycle facilities along the corridor.

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

Puyallup Avenue Improvements

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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

The project will update aging infrastructure reducing the need for long term 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?

No

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

Yes

The project will evaluate providing improved ADA access to the corridor.

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

Yes

The project will leverage transportation funding.

Does the project have a high level of public support?

Yes

The project is supported by the Dome area businesses and users.

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

Yes

Non-motorized enhancements will be constructed, 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?)

Yes

The project will support the Lower Portland and downtown 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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Bus, truck, bike routes.

Puyallup River Bridge Replacement

Tier 1

Type: Inactive **CFP Section:** Trans - Bridges

Location: Puyallup Avenue to east city limits **Project Cost:** \$180,000,000

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?

Yes

Bridge is deteriorated and in need of replacement.

Is the project required or mandated by law?

No

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

Yes

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?

Yes

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?

Yes

Bridge is deficient and in need of replacement.

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

Yes

Bridge will be open to all people and all modes of transportation.

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

Yes

Improving transportation infrastructure is a priority.

Does the project have a high level of public support?

Yes

All contacts with the public has been positive.

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

No

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

No

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

Bridge provides link to the Port of Tacoma and city of Fife.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

#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.

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

Tier 1

Type: Active **CFP Section:** Trans - Active Transportation

Location: Fawcett/S. 19 to S. 6 & S 15/Fawcett to

Project Cost: \$3,122,177

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 is a bicycle and pedestrian focused federal grant project focused on Fawcett Ave (a bicycle blvd) between 19th st and 6th ave.

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

Does the project address a public health or safety concern?

Yes

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?

No

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

Yes

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?

Yes

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?

No

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

No

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

Yes

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?

Yes

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?

Yes

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?)

Yes

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)

Yes

The project extends the bicycle network.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 3.9 Pedestrian Facilities, Policy 3.10 Bicycle Facilities, Policy 3.1 Complete Streets

Ruston Way Seawall

Tier 1

Type: Active **CFP Section:** Parks and Open Space

Location: Ruston Way Shoreline **Project Cost:** \$1,100,000

Description: This project includes the removal and replaement of a revetment wall at three locations;Puget Creek, Dickman's Mill and Silver Cloud.

Rationale: The Ruston Way Seawall are currently failing in three different location: Silver Cloud, Puget Creek and Dickman's Mill.

Ruston Way Seawall

Does the project address a public health or safety concern?

Yes

Improve the shoreline for pedestrian use.

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

This project will replace a failing shoreline that could potentially affect the shoreline.

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

Yes

Gives the pedestrian a safe place to access.

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

No

Does the project have a high level of public support?

Yes

Public Work Director's office.

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Safe Routes to School Improvements

Tier 1

Type: Active **CFP Section:** Trans - Safety

Location: Citywide **Project Cost:** \$1,700,000

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?

Yes

The project will create safer walking and bicycling routes.

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

Yes

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?

Yes

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?

Yes

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?

Yes

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?)

No

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

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.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

This project is the implementation of policy 2.6 Safer Routes to School.

Safe Routes to School Infrastructure Assessment

Tier 1

Type: Inactive **CFP Section:** Trans - Safety

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?

Yes

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

Is the project required or mandated by law?

No

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

No

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

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?

No

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

Yes

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?

Yes

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

Does the project have a high level of public support?

Yes

The community has indicated that youth safety is a priority.

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

Yes

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?)

No

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

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

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

This project directly supports Policy 2.6 Safer Routes to School.

Scanned Plans Archiving

Tier 1

Type: Active **CFP Section:** Trans - Safety

Location: Citywide **Project Cost:** \$150,000

Description: This project will scan and upload as-built drawings from Work Orders in to the City's online system.

Rationale: This project will address community preservation and environmental, fiscal stewardship and social accountability, by having better data of existing street infrastructure.

Scanned Plans Archiving

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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

By having as-built drawings of the existing infrastructure, it will save resources in surveying and design.

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?

No

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

No

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

Yes

This project helps to be fiscally responsible.

Does the project have a high level of public support?

No

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

Yes

By scanning in drawings, it reduces the amount of time and resources needed to conduct site visits.

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

No

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

By knowing what exists, it is easier to design infrastructure needs that meet the TMP.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 4.10 Fix it First. By knowing what is built, we can better plan for future maintenance.

School Beacons

Tier 1

Type: Active **CFP Section:** Trans - Safety

Location: Citywide **Project Cost:** \$2,410,000

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.

School Beacons

Does the project address a public health or safety concern?

Yes

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?

No

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

No

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?

No

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?

No

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

Yes

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?

Yes

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

Does the project have a high level of public support?

Yes

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?

Yes

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?)

No

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

This project will create safer walking and bicycling routes.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 2.6 Safer Routes to School

Schuster Parkway Promenade

Tier 1

Type: Active **CFP Section:** Trans - Active Transportation

Location: S. 4th St. to Ruston Way **Project Cost:** \$19,734,310

Description: The Schuster Parkway Promenade project will replace an existing sidewalk with a shared-use promenade along Schuster Parkway between South 4th to North 30th and McCarver. The project will include elevated sections.

Rationale: Active transportation is a fundamental aspect of a sustainable transportation system. This project is included in the multi modal priorities of the Transportation Master Plan and will help complete the Dome to Defiance connection.

Schuster Parkway Promenade

Does the project address a public health or safety concern?

Yes

The existing sidewalk is adjacent to the roadway with only a curb for vertical and horizontal separation. The sidewalk is also closed occasionally for maintenance due to slides.

Is the project required or mandated by law?

No

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

No

The project has design grant funds and some construction funds, additional construction grant funds will be sought.

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

The project has a grant for design and \$4 million in State Legislature funding for construction in the 2021-2023 biennium. Additional grant funding will be sought 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?

Yes

The existing facility is sometimes shut down for maintenance when there are slides of soil from the hillside particularly during and/or following major storm events.

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

Yes

Yes the project allows for equitable access between old town and downtown

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 project is consistent with the transportation master plan and has support of neighborhood councils

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

Yes

The project is a promenade for shared use of pedestrian and bicycle traffic and active transportation 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?)

No

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

This project is part of the Dome to Defiance and will make a connection to Ruston Way.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Some of the funding will be eligible for the Municipal Art Program

Transportation Master Plan Tie-In

Yes

Policy 2.1 Community Coordination; Policy 3.10 Bicycle Facilities

Scott Pierson Trail Access

Tier 1

Type: Inactive **CFP Section:** Trans - Active Transportation

Location: Various connections to Scott Pierson Tra **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?

Yes
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?

No

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

No

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?

No

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?

No

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

No

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

Yes
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?

Yes
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?

Yes
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?)

No
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)

Yes
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.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes
#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.

Site 10 Seawall & Esplanade Removal

Tier 1

Type: Active **CFP Section:** Trans - Major Projects

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?

Yes

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?

No

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

No

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?

No

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?

Yes

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?

No

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

Yes

Supports Economic Development and Vitality

Does the project have a high level of public support?

Yes

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?

No

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

Yes

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)

Yes

Municipal Dock and Site11

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 4.9 System Maintenance & Rehabilitation

South 19th and Clay Huntington

Tier 1

Type: Active **CFP Section:** Trans - Safety

Location: S 19th and Clay Huntington intersection **Project Cost:** \$721,403

Description: Install full traffic signal, Accessible Pedestrian Signals (APS), curb ramps meeting ADA, ADA compliant sidewalk, signage/pavement markings and pedestrian countdown signal at intersection.

Rationale: Students cross 5 lanes of traffic, one person sustained a serious injury in 2017, and a student with limited visual ability and in a wheel chair crosses at this location. This project responds to a Foss highschool student requests for a safe crossing.

South 19th and Clay Huntington

Does the project address a public health or safety concern?

Yes

Mutiple crashes have occurred and BPTAG identified this location as in need of a safe crossing. Students from Foss High School also requested a safe crossing at this location.

Is the project required or mandated by law?

No

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

Yes

75% funded by WSDOT Ped/Bike 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?

Yes

This project is leveraging 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?

No

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

Yes

Equity and Safety Needs Analysis (included the Tacoma Safe Routes to School Action Plan) for Foss indicated 68% non-white students, 68% reduced free/reduced lunch, and 17 bike/ped youth crashes within a one mile radius.

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

Yes

This project increases active transportation options, reducing trips in single-occupancy vehicles, thus support Tacoma 2025 and Council cliimate goals.

Does the project have a high level of public support?

Yes

The project has support from Metro Parks, TPS, BPTAG, and the Puyallup Watershed Initiative.

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

Yes

Project supports 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?)

Yes

Project is in the Tacoma Central Mixed Use Center. This will also provide improved crossings for people accessing the new soccer stadium and mixed use 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)

Yes

Provides a necessary pedestrian connection in an area with places to safely cross S. 19th.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

This is in the 20-minute neighborhood/walkshed of the neighborhood mixed use center (Central). [TMP 6.3]

South 38th & Steele Street Intersection

Tier 1

Type: Inactive **CFP Section:** Trans - Arterial Streets

Location: S. 38th & Steel St. **Project Cost:** \$1,500,000

Description: This project will revise intersection channelization to improve vehicle operations.

Rationale: This project is needed to improve traffic operations and accommodate the Tacoma Mall Regional Growth Center.

South 38th & Steele Street Intersection

Does the project address a public health or safety concern?

Yes

This intersection functions at a low Level Of Service with lengthy delays and has minimal pedestrian improvements. With planned growth, delays and conditions will worsen for both vehicles and pedestrians, potentially reducing pedestrian safety.

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

Yes

This area is slated for substantial growth and relies on this over-burdened intersection. With growth, delays will worsen impacting the whole neighborhood, and reducing the feasibility of needed active transportation improvements elsewhere in the Subarea

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

Yes

Tacoma 2025 calls for equitable access to opportunities including jobs, housing, transportation choices and amenities. This is particularly relevant to this underserved, low income neighborhood.

Does the project have a high level of public support?

Yes

This project was ranked among the top priorities through an extensive public input process for the Subarea Plan. Because of the importance of this intersection, the project supports key goals including transportation mode shift, walkability and urban form

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

Yes

This project will extend and improve the function of the intersection, and supports active transportation projects elsewhere in the Subarea. Thus it will reduce the length and frequency of vehicle trips and lower GHG emissions.

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

Yes

This project is serves the future transportation needs of the Tacoma Mall Regional Growth Center, which is slated for major jobs and housing growth. The Subarea Plan states this project is essential to accommodating expected 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)

Yes

The project will improve and extend the functional life of the intersection as near-term growth occurs, and facilitate other planned projects within the Subarea.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

The Subarea Plan calls for the development of a Public Arts Strategy, and for the use of public art to improve the area's image and catalyze growth.

Transportation Master Plan Tie-In

Yes

The TMP calls for development and implementation of the Subarea Plan and recognizes that transportation improvements are essential for this purpose.

South Sprague Avenue Bike Connection

Tier 1

Type: Inactive **CFP Section:** Trans - Active Transportation

Location: South Sprague Avenue **Project Cost:** \$2,100,000

Description: This project will add a bicycle connection from the I-5 bridge along Sprague Avenue to Steel Street, South 35th Street and South Tacoma Way.

Rationale: This project is needed to provide bicycle facilities in the Tacoma Mall Subarea that will connect to the Water Flume Line Trail and the I-5 bicycle/pedestrian bridge.

South Sprague Avenue Bike Connection

Does the project address a public health or safety concern?

Yes
Multiple crashes have occurred with pedestrians trying to cross S 19th at this location. The Sprague Avenue Bike Connection is a high priority because it will connect to the bike/ped bridge over I-5 and to Jennie Reed Elementary School on the east side of I-5, and to the Water Flume Trail.

Is the project required or mandated by law?

No

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

Yes
75% funded by WSDOT Ped/Bike 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?

Yes
leveraging funding from WSDOT Ped/Bike 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?

Yes
With the nearest protected crossing (Stephens and S 19th) more than 1000 feet away and a school, Metro Parks, transit, Fred Meyer, Cheney Stadium in the area, this will address the pedestrian desire to cross in a more direct route.

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

Yes
People without access or means to own a car will be more easily able to cross the street. This route is the most direct and cost-effective option to connect to major destinations within and near the Subarea including a school, park, residences and businesses and connects to Downtown and East Tacoma.

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

Yes
Tacoma 2025 calls for equitable access, particularly relevant to this underserved, low income neighborhood. Also supports Tacoma 2025's call for livable natural and built environment with thriving neighborhoods with access to amenities and public service. 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?

Yes
The project has support from Metro Parks Tacoma, Tacoma Public Schools, BPTAG, and the Puyallup Watershed Initiative. This project was ranked among the top priorities through an extensive public input process for the Subarea Plan. There is currently no bicycle route connecting the Subarea across I-5 to the neighborhoods to the east.

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

Yes
Providing active transportation options is essential to reducing the length and frequency of vehicle trips. This translates to lower Vehicle Miles Traveled and in turn lower GHG emissions. Providing this safe crossing makes choosing not to drive a more attractive alternative.

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

Yes
This project is located within and serves current and future transportation needs of the Tacoma Mall Regional Growth Center, which is slated for major jobs and housing growth over the next twenty years. Yes- this is in the Tacoma Central Mixed Use Center. This will also provide improved crossings for people accessing the new soccer stadium and mixed use 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)

Provides a necessary pedestrian connection in an area with places to safely cross S 19th. The project meets an essential transportation need by accommodating some of the growth in transportation demands through active transportation and internal trip capture. The project is one of several considered to be essential to accommodating growth.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes
This project qualifies for the Municipal Art Program. The Subarea Plan calls for the development of a Public Arts Strategy, and for the use of public art to improve the area's image and catalyze growth.

Transportation Master Plan Tie-In

Yes
The TMP calls for development and implementation of the Subarea Plan to plan and recognizes that transportation improvements are essential for this purpose. This is in the 20-minute neighborhood/walkshed of the neighborhood mixed use center (Central). [TMP 6.3]

South Tacoma Way Corridor Safety Improvements

Tier 1

Type: Active **CFP Section:** Trans - Traffic Signal/Lighting/ITS

Location: STW S. M St to E. G St, S. 25 & S. C St. **Project Cost:** \$700,000

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)

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?

Yes

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?

No

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

Yes

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?

Yes

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?

Yes

The project will improve the signal system along the South Tacoma Way corridor.

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

No

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

Yes

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

Does the project have a high level of public support?

Yes

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?

Yes

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?)

Yes

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)

Yes

The project will improve the signal system along the South Tacoma Way corridor.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

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

South Tacoma Way: 47th to 56th Street

Tier 1

Type: Wishlist **CFP Section:** Trans - Arterial Streets

Location: South Tacoma Way **Project Cost:** \$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?

No

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

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?

Yes

Provides continuous sidewalks and ADA compliant ramps on a transit route.

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

Yes

Equitable access. If grant is received, it will leverage 2015 voter approved transportation package.

Does the project have a high level of public support?

Yes

There has been significant public outreach on South Tacoma Way.

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

Yes

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?)

Yes

Mixed Use Center.

This project will serve growth in the South Tacoma area, near the Tacoma Mall.

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Art will be included in the project.

Transportation Master Plan Tie-In

No

SR 7 (Pac Ave) Signal Corridor Improvements

Tier 1

Type: Active **CFP Section:** Trans - Safety

Location: Pacific Ave from 34th St. to 96th St. **Project Cost:** \$1,255,166

Description: Improve the visibility of traffic signal heads and improve the phasing, timing, and coordination between signals. Upgrade signal infrastructure 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. ADA compliant Curb Ramps will be installed at Pac Ave and S 48th St.

SR 7 (Pac Ave) Signal Corridor Improvements

Does the project address a public health or safety concern?

Yes

Improve the visibility of traffic signal heads and improve the phasing, timing, and coordination between signals

Is the project required or mandated by law?

Yes

to meet safety requirements

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

Yes

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?

No

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?

No

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

Yes

The project will construct ADA ramps

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

Yes

Increase safety of the public

Does the project have a high level of public support?

No

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

Yes

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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

St. Helen's Streetscape

Tier 1

Type: Inactive **CFP Section:** Trans - Arterial Streets

Location: St. Helens **Project Cost:** \$6,525,000

Description: Roadway and streetscape improvements from St. Helens/Market St. intersection to North 1st Street. Project includes new curb and gutter, pavement, some decorative concrete intersections, ADA compliant curb ramps, sidewalks and streetscape amenities.

Rationale: Roadway is in very poor condition and grant opportunities are available.

St. Helen's Streetscape

Does the project address a public health or safety concern?

Yes

Roadway is in very poor condition as are sidewalks/ped facilities.

Is the project required or mandated by law?

No

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

No

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

Will apply for grant funds and are looking at the potential for an LID with private investment.

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?

Yes

Roadway and ped facilities in poor condition.

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

Yes

Improvements to pedestrian facilities on a transit route. ADA improvements.

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

Yes

Improvements to non-motorized assets will provide better access to transit stops. If grant applications are successful, it will leverage 2015 voter approved transportation package.

Improvements to non-motorized will provide better access to transit stops. If grant applications are successful, it will leverage 2015 voter approved transportation package.

Does the project have a high level of public support?

No

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

No

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

Yes

In a mixed use center.

The project is located 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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Project will incorporate art.

Transportation Master Plan Tie-In

No

Systemic Safety Improvements

Tier 1

Type: Active **CFP Section:** Trans - Safety

Location: S 19th; McKinley **Project Cost:** \$829,772

Description: Improve pedestrian visibility at S 19th & Fawcett, McKinley & E 37th, McKinley & E 36th, S 19th & Yakima, and S 19th & Tacoma Ave. with lighting, bulb outs, high visibility markings, protected signal phasing and a HAWK signal at S 19th & Fawcett.

Rationale: Project will increase pedestrian crossing safety at 4 intersections.

Systemic Safety Improvements

Does the project address a public health or safety concern?

Yes

This project provide pedestrian safety crossing improvements.

Is the project required or mandated by law?

No

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

No

City match is more than 25%

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

This project has 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?

No

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

No

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

Yes

Yes, this project will support existing and new business developments.

Does the project have a high level of public support?

Yes

Pedestrian crosswalk safety improvements have a high level of support as shown with the City's Pedestrian Crossing Improvements project with many highly attended public open houses.

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

No

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

Yes

Redevelopment along Fawcett will be served by a new HAWK signal at 19th.

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

TMP App. B, Page 1 #5 and Page 74 Pedestrian Toolbox, 20 minute neighborhood pedestrian projects. Page 2 #17, Pedestrian Access to Schools, Parks and Other Place of Interest.

Tacoma Dome Renovation Project

Tier 1

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

Location: Tacoma Dome **Project Cost:** \$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?

Yes

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?

No

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

Yes

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?

Yes

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?

Yes

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?

No

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

Yes

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?

No

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

Yes

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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Tacoma Mall Neighborhood Loop Road

Tier 1

Type: Inactive **CFP Section:** Trans - Active Transportation

Location: S Steele, S 45th, S Lawrence, S 36th **Project Cost:** \$14,200,000

Description: This project will improve existing roadways and establish a missing link to provide a multimodal internal connector emphasizing bike, pedestrian and green stormwater features in the Tacoma Mall subarea.

Rationale: This project is needed to improve multimodal transportation, incorporate mode shift and incorporate green stormwater in the Tacoma Mall Regional Growth Center.

Tacoma Mall Neighborhood Loop Road

Does the project address a public health or safety concern?

Yes

The current system of bike and pedestrian routes is very incomplete, forcing people to choose between roadways without bicycle facilities and sidewalks. The Loop Road is a high priority because it will address several challenging arterial crossings, promo

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

Yes

There is no existing bike/pedestrian infrastructure within this low income area. The Loop Road links major destinations within the Subarea and establishes routes to the elementary school for these residents.

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

Yes

Tacoma 2025 calls for equitable access, particularly relevant to this underserved, low income neighborhood. Supports Tacoma 2025's call for livable, thriving neighborhoods with access to amenities, public services and transportation options.

Does the project have a high level of public support?

Yes

This project was ranked among the top priorities through an extensive public input process for the Subarea Plan. The project supports several key goals, including transportation mode shift, walkability, urban form, open space and environmental goals.

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

Yes

Providing active transportation options is essential to reducing the length and frequency of vehicle trips. This translates to lower Vehicle Miles Travelled and in turn lower GHG emissions.

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

Yes

This project serves current and future transportation needs of the Tacoma Mall Regional Growth Center, which is slated for major jobs and housing growth. The Subarea Plan states this mode share project is essential to accommodating the expected 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)

Yes

The project meets an essential transportation need by accommodating some of the growth in transportation demands through active transportation and internal trip capture. The project is one of several considered to be essential to accommodating growth.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

The Subarea Plan calls for the development of a Public Arts Strategy, and for the use of public art to improve the area's image and catalyze growth.

Transportation Master Plan Tie-In

Yes

The TMP calls for development and implementation of the Subarea Plan to plan and recognizes that transportation improvements are essential for this purpose.

Tacoma Mall/I-5 Direct Access

Tier 1

Type: Wishlist **CFP Section:** Trans - Major Projects

Location: I-5 and South 38th Street **Project Cost:** \$22,290,000

Description: 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.

Rationale: This project is included in the Tacoma Mall Subarea Plan. It addresses traffic congestion, active transportation access, and economic development.

Tacoma Mall/I-5 Direct Access

Does the project address a public health or safety concern?

Yes

This project would reduce traffic congestion at I-5 and S 38th, and along the S 38th Street corridor.

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

No

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

Yes

This project is consistent with the Tacoma Mall Subarea Plan and Transportation Master Plan.

Does the project have a high level of public support?

Yes

As part of the Tacoma Mall Subarea Plan and Transportation Master Plan, a large number amount of public comment was in favor of a direct access ramp.

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

Yes

A reduction in traffic congestion will result in a reduction of idling cars.

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

Yes

The Tacoma Mall Area is a designated Urban Growth 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)

Yes

This project will improve access to the Regional Growth Center and is consistent with the Tacoma Mall Subarea Plan.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Goal 3 Multimodal System. The Tacoma Mall Subarea Plan identifies this improvement as the key to create more walkable and bikable facilities in the Tacoma Mall area.

Tideflats Area Short-Term ITS Improvements

Tier 1

Type: Wishlist **CFP Section:** Trans - Traffic Signal/Lighting/ITS

Location: Port of Tacoma **Project Cost:** \$3,100,000

Description: This project implements the Intelligent Transportation Systems (ITS) projects identified in the Tideflats and Port of Tacoma ITS Strategic Plan.

Rationale: This project will leverage City, Port of Tacoma, and development funds with grants and it supports the ITS Strategic Plan.

Tideflats Area Short-Term ITS Improvements

Does the project address a public health or safety concern?

Yes

The project will improve emergency access throughout the tideflats as development increases.

Is the project required or mandated by law?

No

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

No

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

The project would leverage City, Port of Tacoma, and private development funds with 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?

No

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

No

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

Yes

The project will address health and safety as access to the tideflats becomes more difficult.

Does the project have a high level of public support?

Yes

The Port of Tacoma, Puyallup Tribe of Indians, and City Council support the ITS Strategic Plan.

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

No

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

Yes

The project will address increased development impacts in the Tideflats area.

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

This project will identify the improvement necessary to increase freight, vehicular, pedestrian, bicycling, and emergency access in the port.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 1.1 Intergovernmental Coordination. This project has brought various local government agencies and stakeholders to develop a comprehensive plan for the Port area.

TMP Conflicted Corridor Study

Tier 1

Type: New **CFP Section:** Trans - Active Transportation

Location: Citywide **Project Cost:** \$300,000

Description: This project would conduct an engineering study on two corridors listed in the Transportation Master Plan with 3 or more modal conflicts (Conflicted Corridors) to identify future design and grant eligibility.

Rationale: This project will assist with addressing transportation needs related to the Growth Management Act.

TMP Conflicted Corridor Study

Does the project address a public health or safety concern?

Yes

The study will identify the necessary street improvements to address transit, bicycle, auto, or freight access and safety.

This project will increase active transportation and increase public health.

Is the project required or mandated by law?

No

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

Yes

This project would be funded by CMAQ grant 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?

Yes

The project leverages the City's funds with CMAQ 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?

Yes

This project will identify modal deficiencies and necessary improvements to address those deficiencies.

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

Yes

Active transportation is a low-cost mode that most people have access too.

Several of the conflicted corridors serve community centers, downtown, and transit facilities.

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

Yes

The Transportation Master Plan was developed with input by the community and outlines a network to increase active transportation. This project would further evaluate feasible corridors for active transportation.

This project will promote a reduction in greenhouse gas emissions and a healthy community.

Does the project have a high level of public support?

Yes

The project is supported by several TDM policies in the Transportation Master Plan, which was vetted through a vast community outreach process.

The Transportation Master Plan was well vetted through the community.

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

Yes

This project will identify where bike and transit facilities can be accommodated.

This project will promote 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?)

Yes

Several of the conflicted corridors are in mixed use centers, such as 6th Ave, Lower Portland, and Pacific Avenue.

This project will focus on mixed use areas and other high density communities to provide information and encouragement on alternative modes of transportation.

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

The need to evaluate the conflicted corridors is outlined on page 105.

This project ties in to the Transportation Demand Management policies and goals, as well as increasing active transportation.

Traffic Signal Infrastructure Improvements

Tier 1

Type: Active **CFP Section:** Trans - Traffic Signal/Lighting/ITS

Location: Citywide **Project Cost:** \$1,490,000

Description: This project includes repair and replacement of failed and outdated traffic signal infrastructure along the top three Pierce Transit corridors. This restores signal functionality along the 6th Avenue and Pacific Avenue corridors (Route 1).

Rationale: This project will improve transit efficiency, reduce greenhouse gases, provide for economic development and improve traffic signal safety.

Traffic Signal Infrastructure Improvements

Does the project address a public health or safety concern?

Yes

Failing infrastructure is in need of replacement. Outdated signal equipment and inefficient signal operations create an increase in pedestrian, bicycle, and vehicle accidents.

Is the project required or mandated by law?

Yes

The Federal and state laws require municipalities to maintain and operate their signal equipment.

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

No

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

Signal improvements are eligible for grant funding from state and federal entities.

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?

Yes

The majority of our signal infrastructure is well beyond its useful life and numerous intersections are at risk of critical failure.

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

Yes

Improvements would be done Citywide. Emphasis will be placed on public transit routes.

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

Yes

This project would promote Economic Development and Livability throughout the City of Tacoma.

Does the project have a high level of public support?

Yes

The City receives numerous complaints about the efficiency of its signal system.

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

Yes

Improving our signal infrastructure and performing routine signal timing analysis will have a significant impact on traffic flow, reducing delay, and reducing fuel consumption. This will have a direct impact on emissions.

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

Yes

Improvement will benefit and encourage development and redevelopment. Improvements will be implemented Citywide.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Unfit/Unsafe Sidewalk Program

Tier 1

Type: Active **CFP Section:** Trans - Active Transportation

Location: Citywide **Project Cost:** \$2,000,000

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?

Yes

When sidewalk walking surfaces become deteriorated, uneven, or unsafe, the sidewalk has the potential of becoming a safety issue for pedestrians.

Is the project required or mandated by law?

No

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

No

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

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?

No

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

Yes

Safe sidewalks provide safe, consistent and equitable access to pedestrian routes for all.

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

Yes

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?

Yes

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?

Yes

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?)

No

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

The work would improve the City's sidewalk network.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Union and Scott Pierson Trail Crossing Improvements

Tier 1

Type: Inactive **CFP Section:** Trans - Active 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?

Yes

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

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

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?

Yes

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?

Yes

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?

Yes

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?

Yes

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?)

Yes

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)

Yes

This will add value to the Scott Pierson Trail, a nearly 7-mile trail that exists mostly within the City of Tacoma.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

#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

Vision Zero Implementation

Tier 1

Type: New **CFP Section:** Trans - Safety

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

Description: This project would implement the actions and targets outlined in the Vision Zero Action Plan to eliminate traffic fatalities and serious injuries.

Rationale: This project works toward eliminating traffic fatalities and serious injuries.

Vision Zero Implementation

Does the project address a public health or safety concern?

Yes

This project will work toward eliminating traffic fatalities and serious injuries.

Is the project required or mandated by law?

No

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

No

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

This project will reduce costs incurred with time loss, litigation/claims, and damage to infrastructure.

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?

Yes

This project will improve/correct infrastructure that is a traffic safety hazard.

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

Yes

This project will improve bicycle and pedestrian access, which is a primary mode for people of color and low income.

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

Yes

This project will work toward eliminating traffic fatalities and serious injuries.

Does the project have a high level of public support?

Yes

This project will work toward eliminating traffic fatalities and serious injuries.

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

Yes

Improving bicycle and pedestrian safety will result in more people using alternative modes.

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

Yes

Improving bicycle and pedestrian safety will result in more people using alternative modes.

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

This project will likely provide missing infrastructure needs for bicyclsts and pedestrians.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 2.3 This project will work toward eliminating traffic fatalities and serious injuries.

Yakima Ave Bridge Overlay

Tier 1

Type: Active **CFP Section:** Trans - Bridges

Location: S. Yakima Ave and South Tacoma Way **Project Cost:** \$3,715,000

Description: Provide a new cement concrete overlay on the bridge deck, expansion joints, and minor bridge repairs. ADA improvements will be provided where necessary. Other work will include bridge access improvements and re-channelization for bike lane

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?

Yes

This project will keep this bridge in safe operating condition for the travelling public

Is the project required or mandated by law?

No

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

Yes

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?

Yes

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?

No

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

No

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

Yes

Maintaining public infrastructure is a city priority.

Does the project have a high level of public support?

Yes

All previous bridge projects have had good public support.

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

No

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

Yes

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)

Yes

This bridge provides one of the few north south links that cross I-5 and provide a transportation corridor for the public to use.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 4.9 System Maintenance & Rehabilitation

Policy 4.10 Fix It First

Tier 2 Projects



11th Street Bridge Demolition over the Puyallup River

Tier 2

Type: New **CFP Section:** Trans - Bridges

Location: Portland Ave to Milwaukee Ave **Project Cost:** \$9,000,000

Description: Remove the existing bridge over the Puyallup River as well as the east and west approaches from Portland Ave to Milwaukee Ave.

Rationale: Demolition the existing truss over the Puyallup River due to its existing deficiencies as well as the approach spans from Portland Ave to Milwaukee.

11th Street Bridge Demolition over the Puyallup River

Does the project address a public health or safety concern?

Yes
The current bridge has deteriorated to a level which is causing localized failures of the structure. It is currently not in service or used by the public.

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes
Removal of this structure in the near term would allow the future replacement of the 11th street corridor in the future (long term). The existing structure is deteriorated to a level which required its closure. There is a risk of localized failures.

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

No

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

Yes
The project focuses on the liveability indicator and would help provide efficient transportation options to the city.

Does the project have a high level of public support?

Yes
From the 11th Street Corridor study completed in December 2019, the general consensus of people responding to the study indicated support for replacement of this structure and keeping the corridor open.

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

34th St. Bridge - Pacific Ave. to B St.

Tier 2

Type: Inactive **CFP Section:** Trans - Bridges

Location: East 34th St. & B St. **Project Cost:** \$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?

Yes

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?

No

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

Yes

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?

Yes

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?

Yes

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?

Yes

The bridge is open to all people.

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

Yes

Maintaining public infrastructure is a city priority.

Does the project have a high level of public support?

No

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

No

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

No

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

This bridge provides a vital transportation corridor and this project will keep this bridge in good working order.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Adding New Streetlights (2021/2022)

Tier 2

Type: New **CFP Section:** Trans - Traffic Signal/Lighting/ITS

Location: Citywide **Project Cost:** \$2,500,000

Description: This project will add 200 new streetlights to existing Tacoma Public Utility Poles during the 2019-2020 Biennium.

Rationale: This project will add streetlighting to dark street segments throughout the City.

Adding New Streetlights (2021/2022)

Does the project address a public health or safety concern?

Yes

Maintains public safety and improves safety through conversion of LED.

Is the project required or mandated by law?

No

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

No

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

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?

Yes

Failure is imminent and replacement is needed to keep service.

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

Yes

Work is required throughout the City, including historically underserved areas.

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

No

Does the project have a high level of public support?

Yes

For those affected, it will provide more consistent service.

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

Yes

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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Arterial Traffic Calming

Tier 2

Type: Wishlist **CFP Section:** Trans - Safety

Location: Citywide **Project Cost:** \$600,000

Description: This project will enhance four corridors selected for traffic calming: N. 30th, N. 21st, S. 12th, and S. 74th Street.

Rationale: Transportation Master Plan Policy Support This project will address community requests for traffic calming on arterials.

Arterial Traffic Calming

Does the project address a public health or safety concern?

Yes

This project will slow traffic on 4 major arterials.

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

No

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

Yes

The project will improve health and safety with safer streets for driving, walking, and bicycling.

Does the project have a high level of public support?

Yes

In 2011, the city and community collaborated on potential designs to slow traffic on these corridors.

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

No

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

No

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

This project could fill gaps in pedestrian or bicycle networks by enhancing crossings for safe walking and bicycling.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 2.5 Traffic Calming Measures. This project would respond to and address traffic calming concerns on arterial streets.

Bridge Capital Projects

Tier 2

Type: Active **CFP Section:** Trans - Bridges

Location: Citywide **Project Cost:** \$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?

Yes

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?

No

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

No

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

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?

Yes

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?

Yes

Bridges are open to all members of the public.

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

Yes

Keeping infrastructure open and operating is a city priority.

Does the project have a high level of public support?

Yes

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?

Yes

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?)

Yes

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)

Yes

Bridges provide a missing link for roadways that cross major obstacles such as rivers, waterways, and railroads.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 4.9 System Maintenance & Rehabilitation

City Support for SR167

Tier 2

Type: Active **CFP Section:** Trans - Major Projects

Location: SR167 **Project Cost:** \$2,500,000

Description: This project will provide grant match requested by WSDOT project grants- \$500K for 70th Ave East project and \$1.5M for the Port of Tacoma Spur as requested to assist in securing funding for completion of SR167, and \$500k for 509 Shared Use Trail.

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?

Yes

SR167 access and freight movement

Is the project required or mandated by law?

No

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

Yes

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?

Yes

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?

No

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

No

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

Yes

Freight movement and support of Puget Sound Gateway project

Does the project have a high level of public support?

Yes

Provides essential connection to Port of Tacoma and reduces congestion.

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

Yes

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?)

No

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

Supports the Puget Sound Gateway Program and completion of SR167

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 1.1 Intergovernmental Coordination. This project works with WSDOT to complete the SR 167 project, as well as provide a nonmotorized connection from Northeast Tacoma to downtown Tacoma.

Citywide Street Rehabilitation

Tier 2

Type: Active **CFP Section:** Trans - Street Rehabilitation

Location: Citywide **Project Cost:** \$12,222,000

Description: This project rehabilitates streets citywide based on a pavement rating system.

Rationale: This project will maintain streets citywide.

Citywide Street Rehabilitation

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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

The project supports the work of voter passed initiative Proposition 3 and Proposition A.

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?

Yes

Streets citywide are in major need of maintenance and repair.

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

Yes

This projects will occur in locations citywide.

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

Yes

Improving street infrastructure is a priority of the City Council.

Does the project have a high level of public support?

Yes

The project supports the work of voter passed initiative Proposition 3 and Proposition A.

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

Yes

Street rehabilitation often includes new active transportation elements.

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

Yes

This projects will occur in locations 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)

Yes

This project improves the City's street pavement condition and preserves the life of street infrastructure.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 4.10 Fix if First. This project prioritizes system presevation and repair to eliminate expensive deferred maintenance costs or street infrastructure failures.

Cultural Shift to Active Transportation

Tier 2

Type: Active **CFP Section:** Trans - Active Transportation

Location: Citywide **Project Cost:** \$477,500

Description: This multiagency project focused on transportation demand management programs will educate and influence people's travel behavior between home, work, services, and recreation trips.

Rationale: This project supports the City's vision to increase active transportation, which reduced greenhouse gas emissions and improved public health.

Cultural Shift to Active Transportation

Does the project address a public health or safety concern?

Yes

This project will increase active transportation and increase public health.

Is the project required or mandated by law?

No

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

Yes

This project would be funded by CMAQ grant 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?

Yes

The project leverages the City's funds with CMAQ 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?

No

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

Yes

Active transportation is a low-cost mode that most people have access too.

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

Yes

This project will promote a reduction in greenhouse gas emissions and a healthy community.

Does the project have a high level of public support?

Yes

The project is supported by several TDM policies in the Transportation Master Plan, which was vetted through a vast community outreach process.

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

Yes

This project will promote 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?)

Yes

This project will focus on mixed use areas and other high density communities to provide information and encouragement on alternative modes of transportation.

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

This project ties in to the Transportation Demand Management policies and goals, as well as increasing active transportation.

Dock Street LID

Tier 2

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?

Yes

Improves air quality by reducing air particulate
Safety concern of seawall stability.

Is the project required or mandated by law?

No

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

Yes

Fully funded by owners assessments
The project is fully funded by 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?

Yes

Owners have opted to finance the reconstruction of their street, reducing maintenance for years
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?

Yes

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?

No

Yes

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?

Yes

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?

Yes

The project has support from 100 % of the abutting property owners
The project is supported by a majority of the parcels within the Local Improvement District.

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

Yes

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?)

Yes

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

East 64th Street : Portland Ave to City limits (Phase 3)

Tier 2

Type: Inactive **CFP Section:** Trans - Arterial Streets

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?

Yes

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

Is the project required or mandated by law?

No

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

No

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

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?

Yes

Facilities are in very poor condition (e.g. on a school route). Upgrading roadway will reduce maintenance costs.

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

Yes

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

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

Yes

Equitable access and leveraging transportation package funds.

Does the project have a high level of public support?

No

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

Yes

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?)

Yes

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)

Yes

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.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Project will incorporate art.

Transportation Master Plan Tie-In

No

Fireman's Park Improvements

Tier 2

Type: Inactive **CFP Section:** Parks and Open Space

Location: South 9th and A Street **Project Cost:** \$635,357

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?

Yes

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?

No

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

No

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?

No

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?

No

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

Yes

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?

Yes

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?

Yes

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?

No

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

Yes

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

This project will incorporate art.

Transportation Master Plan Tie-In

No

FM: Fire Station #5 (Tideflats)

Tier 2

Type: Active **CFP Section:** Public Safety

Location: 3510 East 11th Street **Project Cost:** \$7,005,000

Description: This project will provide for a new Fire Station #5, to be located in the Tideflats. The new station will provide Fire response, EMS and hazardous materials capabilities in the Port area.

Rationale: Planned and existing industrial development in the Tideflats has demonstrated a need for enhanced public safety services. A new purpose built modern fire station is recommended for existing and future growth in the Tideflats.

FM: Fire Station #5 (Tideflats)

Does the project address a public health or safety concern?

Yes

Provides Tacoma Fire Department response coverage for the Port area.

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

Improvements will correct deficiencies at an existing public facility for reactivation.

The project will provide for a new station, replacing the existing station.

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

No

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

Yes

The project addresses Health & Safety.

Does the project have a high level of public support?

No

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

Yes

Improvements will be constructed utilizing the City's Green Building standards.

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

Yes

The project will provide service for increased development in the Port.

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

The project will be visible to the public.

Transportation Master Plan Tie-In

No

FM: Float Installation (MSOC)

Type: Active **CFP Section:** Public Safety

Location: 3301 Ruston Way **Project Cost:** \$1,499,966

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?

Yes

Enhances public safety response to Commencement Bay.

Is the project required or mandated by law?

No

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

No

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

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?

Yes

Prior float system failed, this will replace a key facility.

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

No

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

Yes

Health and Safety

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

FM: Public Works Maintenance Facility

Tier 2

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

Location: TBD **Project Cost:** \$50,000,000

Description: This proposed project would provide for a new consolidated Public Works Maintenance Facility.

Rationale: The existing facility, located in the Brewery District, is inefficient, obsolete and lacks capacity for future growth.

FM: Public Works Maintenance Facility

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

Existing facility does not meet current needs.

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

No

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

Yes

Economic Vibrancy and Employment

Does the project have a high level of public support?

No

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

Yes

New facility would enhance sustainability goals.

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

Yes

Project would provide opportunity for redevelopment.

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Project would be visible to the public.

Transportation Master Plan Tie-In

No

GTCTC Garage Deferred Maintenance

Tier 2

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

Location: 1500 Broadway **Project Cost:** \$825,000

Description: Deferred maintenance needs identified for the facility including superstructure 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.

GTCTC Garage Deferred Maintenance

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Hiedelberg Soccer Stadium

Tier 2

Type: New **CFP Section:** Cultural Facilities

Location: S. 19th and Stevens **Project Cost:** \$60,000,000

Description: Design and construct a new soccer stadium to host soccer events ranging from professional to community events.

Rationale: The Hiedleberg soccer stadium will host many events both for professional soccer and community gatherings.

Hiedelberg Soccer Stadium

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

Yes

This project will leverage private funding and funds from other levels of government.

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?

No

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?

No

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

Yes

The project will include a public-access component. The public will be able to utilize the soccer field on non-game days.

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

Yes

Livability

Does the project have a high level of public support?

No

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

No

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

Yes

This project is aimed at creating not only a stadium but catalyzing growth in the surrounding area of Central Tacoma. A mixed-use housing project is envisioned as a part of this project.

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Art will be a part of this project.

Transportation Master Plan Tie-In

No

Hilltop Offsite Improvements

Tier 2

Type: Active **CFP Section:** Trans - Active Transportation

Location: Downtown **Project Cost:** \$342,767

Description: Offsite improvements to support development of a 282 apartment Transit Oriented Development on vacant property formerly owned by the Washington State Department of Commerce.

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?

Yes

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

Is the project required or mandated by law?

No

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

No

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

This project leverages \$40 million 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?

Yes

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

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

Yes

ADA improvements provide greater access for all

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

Yes

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

Does the project have a high level of public support?

Yes

There is support from the Hilltop Neighborhood Business District.

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

No

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

Yes

The project is in 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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

LID 8661 Paving for Proctor

Tier 2

Type: Close-Out **CFP Section:** Local Improvement Districts

Location: Proctor Street, North 38 to DE **Project Cost:** \$30,000

Description: Grind and overlay of Proctor St from N 38th to and including the cul de sac.

Rationale: A majority of property owners abutting the street have signed an advisory petition requesting their street to be resurfaced.

LID 8661 Paving for Proctor

Does the project address a public health or safety concern?

Yes

Project improves air quality by reducing particulate matter.

Is the project required or mandated by law?

No

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

Yes

Project 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?

Yes

Project funded by abutting property owners and it reduces the Cities maintenance cost by eliminating the need to fill potholes or perform surface grading.

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?

No

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

No

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

Yes

Project improves access by providing for a hard, stable surface.

Does the project have a high level of public support?

Yes

City has advisory survey signed by a majority of the abutting property owners in support of the project.

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

LID 8663 Alley and Street Paving

Tier 2

Type: Inactive **CFP Section:** Local Improvement Districts

Location: Various locations in N Tacoma **Project Cost:** \$1,230,800

Description: Received adequate survey from owners on 4 streets and 1 alley in N Tacoma

Rationale: A majority of property owners abutting the alley and four streets have signed an advisory petition requesting permanent pavement to replace their temporary surface.

LID 8663 Alley and Street Paving

Does the project address a public health or safety concern?

Yes

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?

No

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

Yes

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?

Yes

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?

No

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

No

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

Yes

Improves access by providing for a hard stable surface.

Does the project have a high level of public support?

Yes

Received a signed advisory petition by the majority of the abutting property owners.

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Project is consistent with sections 3.7, 3.9, 4.8 and 4.9 of the Transportation Master Plan.

LID 8666 Street Paving

Tier 2

Type: Inactive **CFP Section:** Local Improvement Districts

Location: Mullen and Ruby streets **Project Cost:** \$843,406

Description: Various streets in the North End of Tacoma

Rationale: A majority of property owners abutting the street have signed an advisory petition requesting their street to be resurfaced.

LID 8666 Street Paving

Does the project address a public health or safety concern?

Yes

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?

No

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

No

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

Reduces the City maintenance cost for filling potholes and providing for paved 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?

No

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

No

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

Yes

Improves access by providing for a hard stable surface.

Does the project have a high level of public support?

Yes

A majority of the abutting property owners signed an advisory survey requesting the improvement.

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Project is consistent with sections 3.7, 3.9, 4.8 and 4.9 of the Transportation Master Plan.

Main Branch Library Improvements Feasibility Study

Tier 2

Type: Inactive **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?

Yes

The main library is in disrepair; deferral of the repairs only compacts the problems. The exterior and HVAC's for the buildings are failing. The study will identify other facility concerns.

Is the project required or mandated by law?

No

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

No

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

The study would tell us the feasibility of co-locating services with other organizations, which could produce utility cost savings. We would also study the possibility of solar energy to save on 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?

Yes

The main library design and infrastructure are outdated. This study would identify what is failing and how to better use the space we have.

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

Yes

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?

Yes

This supports livability, accessibility and equity. The study will tell us how we can better meet the social and economic demographic in the downtown area and redesign to update service delivery.

Does the project have a high level of public support?

Yes

Many of our patrons would support this project.

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

Yes

The study will examine the possibility of using solar energy to heat and cool the main library 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?)

Yes

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)

Yes

A future project will be requested to implement the study's suggested improvements.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Main Library Elevator Upgrade

Tier 2

Type: Active **CFP Section:** Libraries

Location: 1102 Tacoma Ave S **Project Cost:** \$174,000

Description: Upgrade the Main Library's elevator.

Rationale: The elevator has many breakdowns and is the only ADA compliant elevator to provide access to restrooms and the North West Room.

Main Library Elevator Upgrade

Does the project address a public health or safety concern?

Yes

The elevator continues to breakdown, sometimes with patrons or staff inside.

Is the project required or mandated by law?

No

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

No

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

The continued cost each time there is a breakdown has been increasing. The future cost to repair will only increase.

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?

Yes

The elevator provides access to 2 floors of the building for people living with disabilities. Without the elevator, the City would not be in compliance with ADA laws.

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

Yes

This is the only accessible elevator to provide access to the only ADA accessible bathrooms in the library. Without the upgrade the elevator will fail and will not be able to provide service to the people that need it the most.

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

No

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Main Library Fan Wall Replacement

Tier 2

Type: New **CFP Section:** Libraries

Location: 1102 Tacoma Ave S **Project Cost:** \$275,000

Description: Replace the current 70 plus year old fan with a wall of fans for the existing supply air handler at the Main Library.

Rationale: Replacement of a outdated 70 year old extra-large fan for the existing supply air handler with a bank of multiple fans at the Main Library.

Main Library Fan Wall Replacement

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

Libraries are not currently connected to the City network and the current system is at risk of failing. This would terminate internet access for patrons.

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

Yes

Libraries provide services to people of color, people living with disabilities, and many people experiencing homelessness. This will improve access to the internet for those individuals and all City residents.

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

Yes

It supports Livability, Accessibility, and Equity Goals.

Does the project have a high level of public support?

Yes

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?

No

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

No

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

This project will connect the Library to the COT network. It will add value to the interconnected infrastructure system between the Library and COT.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Melanie Jan LaPlant Dressel (Central) Park

Tier 2

Type: Active **CFP Section:** Parks and Open Space

Location: Foss Waterway **Project Cost:** \$5,400,000

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

Rationale: Improvement of the Foss Waterway

Melanie Jan LaPlant Dressel (Central) Park

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

Yes

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?

Yes

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?

Yes

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?

No

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

Yes

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?

No

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

No

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

Yes

Increase the number of complete and compact communities, support the 20 minute walkable neighborhood priorities

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)

Yes

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.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

The project will integrate an art component on site thru the 1% program contribution.

Transportation Master Plan Tie-In

Yes

The project provides a destination for multi-modal access.

NCS Teen Home

Tier 2

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?

Yes

Facility for Homeless Youth

Is the project required or mandated by law?

No

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

No

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

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?

Yes

There currently is no Homeless Shelter for Youth

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

Yes

Serves section of population currently not being served

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

Yes

Reduce Homelessness

Does the project have a high level of public support?

Yes

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?

No

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

Yes

Will help reduce youth homelessness

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

North 21st Street: Proctor to Pearl

Tier 2

Type: Active **CFP Section:** Trans - Arterial Streets

Location: North 21st Street **Project Cost:** \$17,625,500

Description: Roadway rehabilitation and streetscape including new sidewalks, ADA compliant curb ramps, bicycle facilities, and a new asphalt surface and re-channelization.

Rationale: Tacoma Power replaced their infrastructure with monopoles allowing reconfiguration of N. 21st and addition of non-motorized facilities.

North 21st Street: Proctor to Pearl

Does the project address a public health or safety concern?

Yes

Adds ADA compliant facilities.

Is the project required or mandated by law?

No

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

No

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

Project will be completed in coordination with Tacoma Power's infrastructure replacement 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?

Yes

Adds ADA compliant facilities and non-motorized facilities.

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

Yes

Adds ADA compliant facilities and non-motorized facilities which will link to transit routes.

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

Yes

Adds ADA compliant and non-motorized facilities which will provide linkage to transit routes. If grant is received, it will leverage the 2015 voter approved transportation fund.

Does the project have a high level of public support?

No

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

Yes

Includes non-motorized facilities.

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

Yes

Westgate 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)

Yes

The project adds missing link pedestrian and bicycle connections between Adams and Pearl Street.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Art will be incorporated in the project.

Transportation Master Plan Tie-In

Yes

This project is included in the TMP, Appendix B, page 4 of 16, project ID 270.

Pedestrian Accessibility Improvements

Tier 2

Type: Close-Out **CFP Section:** Trans - Safety

Location: Citywide **Project Cost:** \$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?

Yes

Will construct new ADA ramps.

Is the project required or mandated by law?

Yes

ADA ramps will improve the safety of pedestrians.

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

No

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?

No

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?

Yes

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

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

Yes

Will provide new ADA ramps.

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

Yes

Citywide safety improvements

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

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

Prairie Line Trail - Art Park

Tier 2

Type: Active **CFP Section:** Parks and Open Space

Location: Pacific Avenue and S. 16th **Project Cost:** \$3,900,000

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?

No

Is the project required or mandated by law?

Yes

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?

No

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

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?

No

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

No

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

No

Does the project have a high level of public support?

Yes

The Friends of the Prairie Line Trail, UWT, TAM, Childrens Musium and the Thea Foss Waterway support this project.

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

Yes

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?)

Yes

Project is in 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)

Yes

The project is located in the Prairie Line Trail.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Puyallup River Bridge Bearing Upgrades

Tier 2

Type: Active **CFP Section:** Trans - Bridges

Location: Portland Avenue at the Puyallup River **Project Cost:** \$1,300,000

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?

Yes

Bridge bearing are at risk of failing.

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

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

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

Yes

It keeps the bridge open.

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

Yes

Supports the goal of maintaining current infrastructure.

Does the project have a high level of public support?

Yes

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

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

No

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

No

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

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.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Puyallup River Bridge Corridor Study

Tier 2

Type: Active **CFP Section:** Trans - Bridges

Location: Puyallup Avenue to east city limits **Project Cost:** \$250,000

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 step for this structure.

Puyallup River Bridge Corridor Study

Does the project address a public health or safety concern?

Yes
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?

No

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

No

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
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?

Yes
The bridge needs repair or replacing.

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

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

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

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

Does the project have a high level of public support?

Yes
All public input on this bridge has been positive.

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

No

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

Yes
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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

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

Tier 2

Type: Close-Out **CFP Section:** Trans - Active Transportation

Location: South 19th St. and Cedar to Bates Campus **Project Cost:** \$584,830

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.

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

Does the project address a public health or safety concern?

Yes

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

Is the project required or mandated by law?

No

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

No

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

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?

No

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

Yes

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?

Yes

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

Does the project have a high level of public support?

Yes

This is an important project for the Central Neighborhood district.

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

No

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

No

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

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

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 3.7 Special Needs of Transportation Users

South 19th Street: Union to Mullen

Tier 2

Type: Active **CFP Section:** Trans - Safety

Location: South 19 Street from Union to Mullen **Project Cost:** \$3,367,865

Description: 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.

Rationale: 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?

Yes

Adds ADA compliant facilities, install video detection, and upgrade pedestrian signals

Is the project required or mandated by law?

No

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

No

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

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?

Yes

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?

Yes

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?

Yes

Equitable access and leveraging transportation package funds.

Does the project have a high level of public support?

No

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

Yes

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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Project will incorporate art

Transportation Master Plan Tie-In

Yes

Policy 4.9 System Maintenance & Rehabilitation

Policy 4.10 Fix It First

South 21st Prairie Line Trail Crossing

Tier 2

Type: Inactive **CFP Section:** Trans - Active Transportation

Location: Hood Street and South 21st Street **Project Cost:** \$5,200,000

Description: This project will construct a new overpass, underpass, or bypass for the Prairie Line Trail at South 21st Street.

Rationale: This project will conduct a feasibility study to fill a missing link in the Prairie Line Trail at South 21st Street and will address bicycle/pedestrian safety and vehicular delay.

South 21st Prairie Line Trail Crossing

Does the project address a public health or safety concern?

Yes

A separated trail crossing or enhanced trail crossing will reduce conflicts between trail users and the high volume of vehicles that use South 21st Street.

Is the project required or mandated by law?

No

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

No

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

This project will likely have to be partially grant funded.

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?

No

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

Yes

This trail crossing is immediately south of University of Washington Tacoma and would allow for people using alternative modes and with disabilities an easier access to campus.

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

Yes

This project is consistent with supporting alternative modes of transportation and reducing crash potential.

Does the project have a high level of public support?

Yes

The active transportation community and University of Washington are supportive of a safe trail crossing.

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

Yes

A safe and easy trail crossing encourages people to use 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?)

Yes

This trail segment is in the downtown core and will allow for access from South 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)

Yes

This project will assist in completing the Prairie Line Trail that connects to the Water Flume Line that provides access to South Tacoma.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 3.15 Inter-modal Conflict; #447 Separate phase to pre-existing project.

South Sound Freight Priority Modeling & Capital Planning

Tier 2

Type: New **CFP Section:** Trans - Major Projects

Location: Port of Tacoma, South Tacoma **Project Cost:** \$930,000

Description: This project will develop a South Sound freight travel demand model.

Rationale: This project is a tool that helps agencies make informed decisions on prioritization and optimization of transportation facilities related to freight.

South Sound Freight Priority Modeling & Capital Planning

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

Yes

The City is required to maintain a traffic model to address future growth.

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

Yes

The project is seeking funding from PSRC countywide 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?

Yes

This project would leverage City dollars with grant or partnership 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?

Yes

This model would update the city's existing outdated travel demand forecasting model.

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

No

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

Yes

This project will assist the City in making informed decisions on the prioritization and optimization of transportation facilities, specifically freight related to allow for growth and to minimize impacts.

Does the project have a high level of public support?

Yes

The project is multi-agency and would benefit manufacturing/industrial businesses, the Port of Tacoma, and neighboring jurisdictions.

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

Yes

The model will assist with addressing congestion concerns for freight traffic.

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

Yes

This project will project growth based on new travel data.

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

This project is tied to several policies to manage growth, promote growth in our manufacturing/industrial centers, and collaboration with other agencies.

South Tacoma Business District Streetscape

Tier 2

Type: Wishlist **CFP Section:** Trans - Arterial Streets

Location: South Tacoma Way, 47th-57th **Project Cost:** \$2,000,000

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?
No
Is the project required or mandated by law?
No
Is the project substantially (75%+) funded by non-City sources?
No
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
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?
No
Does the project improve the equitable access to public facilities and services?
Yes
Improved streetscape in an underserved area.
Does the project align with Tacoma 2025 or other City priorities?
Yes
Does the project have a high level of public support?
Yes
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?
No
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Yes
South Tacoma Way mixed use center
Does the project qualify for the Municipal Art Program (TMC 1.28)?
No

Steele Street Lighting and Pedestrian Improvements

Tier 2

Type: Close-Out **CFP Section:** Trans - Active Transportation

Location: Steele Street from 42nd to 43rd **Project Cost:** \$254,000

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?

Yes
This project will create safe and accessible pedestrian routes.

Is the project required or mandated by law?

No

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

No
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
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?

No

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

Yes
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?

Yes
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?

No

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

Yes
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?)

No

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
This project will continue existing sidewalk to the north.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes
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

Streets Initiative Gravel Streets

Tier 2

Type: Active **CFP Section:** Trans - Street Rehabilitation

Location: Citywide **Project Cost:** \$1,002,394

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?

No

Is the project required or mandated by law?

Yes

The project is part of a proposition voted in by citizens

The project is part of a voter-approved streets proposition.

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

No

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?

No

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?

Yes

This project will pave existing and deteriorating gravel roads, improving ridability.

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

Yes

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?

Yes

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?

Yes

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?

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Tacoma Dome Parking Lot Repavement

Tier 2

Type: Inactive **CFP Section:** Cultural Facilities

Location: Tacoma Dome **Project Cost:** \$1,100,000

Description: Repave surface lots outside of Tacoma Dome

Rationale: Several parking lots surrounding the Dome have significant pot holes and need restriping.

Tacoma Dome Parking Lot Repavement

Does the project address a public health or safety concern?
Yes Some parking lots have significant damage that can lead to patron injury.
Is the project required or mandated by law?
No
Is the project substantially (75%+) funded by non-City sources?
No
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?
No
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?
Yes Potholes in the parking lots lead to quicker breakdown of the asphalt.
Does the project improve the equitable access to public facilities and services?
No
Does the project align with Tacoma 2025 or other City priorities?
Yes This project aligns with the Tacoma 2025 of investment in cultural facilities.
Does the project have a high level of public support?
No
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
No
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
No
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)
No
Does the project qualify for the Municipal Art Program (TMC 1.28)?
No
Transportation Master Plan Tie-In
No

Tacoma Dome Plaza Restoration

Tier 2

Type: Inactive **CFP Section:** Cultural Facilities

Location: Tacoma Dome **Project Cost:** \$350,000

Description: Restore Veterans Plaza to original purpose of honoring our veterans. Replace plantings and brick work.

Rationale: Restore the Veterans plaza to pay tribute to US troops and veterans.

Tacoma Dome Plaza Restoration

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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

While additional funding sources have not been identified, we can assume a fundraising mechanism would be put into place.

While additional funding sources have not been identified, we can assume a fundraising mechanism would be put into place.

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?

No

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

No

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

Yes

Tacoma 2025 has determined that cultural assets provide an economic advantage in attracting residents and investment.

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

It has not been discussed with the Tacoma Arts Commission, but this could/should have TAC involvement.

Tacoma Dome Security Modernization

Tier 2

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

Location: Tacoma Dome **Project Cost:** \$1,500,000

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.

Tacoma Dome Security Modernization

Does the project address a public health or safety concern?

Yes
Security concerns at public assembly facilities continue to evolve. The Tacoma Dome is undergoing a security assessment in Summer 2018.

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes
Security concerns at public assembly facilities continue to evolve. The Tacoma Dome is undergoing a security assessment in Summer 2018

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

No

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

Yes
This aligns with Tacoma 2025 goals.

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Tacoma Dome South Addition

Type: New **CFP Section:** Cultural Facilities

Location: Tacoma Dome **Project Cost:** \$11,500,000

Description: A 10,000 sq. ft. addition to provide adequate and equitable restrooms for guests and waste management solution to meet current environmental and waste diversion goals.

Rationale: Restrooms on the concourse are not at current building code levels. Waste stream management area is needed to achieve City Council climate change resolutions.

Tacoma Dome South Addition

Does the project address a public health or safety concern?

Yes

Efficient waste stream management is a public health concern.

Is the project required or mandated by law?

Yes

While not required by law, Council resolution 38907 call for 70% waste diversion.

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

No

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

Improved waste stream management will allow for a sustainable reduction in operating 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?

Yes

The south half of the concourse is lacking 75 toilets according to 2020 building code.

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

Yes

Creating restroom areas with the flexibility to adapt to the demographical needs of our guests improves equitable access to services.

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

Yes

Does the project have a high level of public support?

No

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

Yes

Improved waste stream management will allow for a reduction in greenhouse gas emissions and 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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

This will be constructed with public dollars.

Transportation Master Plan Tie-In

No

Traffic Enhancements

Tier 2

Type: Active **CFP Section:** Trans - Safety

Location: Citywide **Project Cost:** \$581,084

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?

Yes

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?

No

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

No

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

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?

No

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

No

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

Yes

This project would address safety concerns where there may be a need for vehicular, pedestrian, and/or bicycle safety.

Does the project have a high level of public support?

Yes

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?

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 2.3 Improve Safety. This project would install necessary guardrails and barriers for car, pedestrian, and bicycle safety.

Tree Street Corridor (Alder/Cedar/Pine) Goes Green

Tier 2

Type: Inactive **CFP Section:** Trans - Active Transportation

Location: S Alder/Cedar/Pine St **Project Cost:** \$6,110,000

Description: This project between S 47th-N 15th St includes: two-way protected cycle track & infill sidewalk (S 47th - S 9th St), a bike boulevard on N Cedar Street (S 9th -N 15th with a jog to 6th and Junett St), and links to Scott Pierson and Water Flume Line Trail.

Rationale: 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 Center. South Cedar is one of few north-south connections across SR 16.

Tree Street Corridor (Alder/Cedar/Pine) Goes Green

Does the project address a public health or safety concern?

Yes

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?

No

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

Yes

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?

Yes

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?

Yes

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?

Yes

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?

Yes

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?

Yes

This project was brought forth by BPTAG.

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

Yes

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?)

Yes

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)

Yes

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.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 3.9 Pedestrian Facilities #328: Improved roadway to arterial standards

Walters Road

Tier 2

Type: Wishlist **CFP Section:** Trans - Street Rehabilitation

Location: S. 19th Street to 6th Ave. **Project Cost:** \$3,967,500

Description: 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.

Rationale: This project is a high priority to the West End Neighborhood Council and services as a connection for transit, bicyclists and pedestrians between the marina and Titlow Park.

Walters Road

Does the project address a public health or safety concern?

Yes

This project would construct sidewalks to separate pedestrians from vehicular traffic.

Is the project required or mandated by law?

No

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

No

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

This project would be eligible for a Complete Streets type of 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?

No

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

No

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

Yes

This project would improve neighborhood livability by accommodating alternative modes of transportation, creating safe walking and biking routes that will improve overall health and reduce greenhouse gases.

Does the project have a high level of public support?

Yes

The West End Neighborhood Council has identified this as their top priority.

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

Yes

The construction of sidewalks and safe bicycling facilities will increase the opportunity to take alternative transportation modes.

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

No

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

This project would connect to sidewalks on 6th Avenue.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

#339: This project will improve Walters Road from South 19th Street to 6th Ave.

Waterway Park

Tier 2

Type: Active **CFP Section:** Parks and Open Space

Location: Foss Waterway **Project Cost:** \$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?

No

Is the project required or mandated by law?

No

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

No

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

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?

No

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

Yes

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?

No

Does the project have a high level of public support?

Yes

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?

No

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

Yes

Supports development on the Foss Waterway.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Project will incorporate art.

Tier 3 Projects



15th Street Transient Moorage Replacement

Tier 3

Type: Active **CFP Section:** Trans - Safety

Location: Thea Foss Waterway (15th Street) **Project Cost:** #N/A

Description: This project will remove and replace approximately 225 lineal feet dock floats and install a new steel gangway ramp utilized for transient moorage along the Thea Foss Waterway.

Rationale: This project will remove and replace approximately 225 lineal feet dock floats and install a new steel gangway ramp utilized for transient moorage along the Thea Foss Waterway.

15th Street Transient Moorage Replacement

Does the project address a public health or safety concern?
Yes
This project will correct a deficient dock along the Foss Waterway
Is the project required or mandated by law?
No
Is the project substantially (75%+) funded by non-City sources?
No
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?
No
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?
No
Does the project improve the equitable access to public facilities and services?
No
Does the project align with Tacoma 2025 or other City priorities?
No
Does the project have a high level of public support?
No
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
No
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
No
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)
No
Does the project qualify for the Municipal Art Program (TMC 1.28)?
No
Transportation Master Plan Tie-In
No

GTCC 3rd Floor Terrace

Tier 3

Type: Inactive **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?

No

Is the project required or mandated by law?

No

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

No

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

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?

No

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

No

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

Yes

This project aligns with Tacoma 2025 goals.

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

GTCC Acoustical Treatment

Tier 3

Type: Inactive **CFP Section:** Cultural Facilities

Location: 1500 Broadway **Project Cost:** \$650,000

Description: Install acoustical panels in Exhibition Hall to reduce echo.

Rationale: Acoustical treatment will allow for a better client and patron experience which may lead to a higher chance of repeat business. This project would reduce echo and create a much more enjoyable atmosphere for patrons.

GTCC Acoustical Treatment

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Harrison Range Improvements

Tier 3

Type: Active **CFP Section:** Public Safety

Location: 101 McMurray Road NE **Project Cost:** \$650,000

Description: Provide for improvements to the Tacoma Police Harrison Range. Initial phase would provide for site improvements, classrooms, and restrooms to the upper range.

Rationale: Harrison Range needs major maintenance and upgrades. The upper range lacks adequate facilities to meet operational needs.

Harrison Range Improvements

Does the project address a public health or safety concern?

Yes

Improvements will enhance safety

Is the project required or mandated by law?

No

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

Yes

Police Special Revenue Fund - Harrison Range Fund

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?

Yes

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Lincoln Avenue Bridge & Overlay

Tier 3

Type: Close-Out **CFP Section:** Trans - Street Rehabilitation

Location: Portland Ave and Lincoln Ave **Project Cost:** \$4,843,722

Description: As of 2016, the project will provide a non-motorized facility from the east end of the bridge to the Gog-Li-Hi-Te Wetland.

Rationale: The non-motorized trail is required element of the federal grant.

Lincoln Avenue Bridge & Overlay

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

Yes

Funded through a federal 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?

Yes

The grant provides 86.5% of the funds with the City providing 13.5% of the 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?

No

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

Yes

The project provides a non-motorized trail to the Gog-Li-Hi-The wetland.

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

Yes

This project promotes non-motorized transportation.

Does the project have a high level of public support?

Yes

Non-motorized transportation projects have City Council and public support.

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

Yes

Non-motorized projects reduce emissions by encouraging active transportation in-lieu of motor vehicles.

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

Yes

The project is located in the Port of Tacoma Industrial 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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Municipal Dock Deck Demolition

Tier 3

Type: Active **CFP Section:** Trans - Major Projects

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?

Yes

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

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

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

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

No

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

No

Does the project have a high level of public support?

Yes

Help improves the City's waterfront for economic development.

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

No

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

Yes

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)

Yes

Site 10 and Site 9

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

NCS Youth Drop In Overnight Center

Tier 3

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?

Yes

Reduce Youth Homelessness

Is the project required or mandated by law?

No

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

No

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

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?

Yes

There are no homeless youth centers in Tacoma

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

Yes

Providing homeless youth access to beds/services

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

Yes

Reduce Homelessness

Does the project have a high level of public support?

Yes

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?

No

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

Yes

Serves homeless youth population

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Neighborhood Programs (PW)

Tier 3

Type: Active **CFP Section:** Trans - Safety

Location: Citywide **Project Cost:** \$950,989

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?

Yes

It addresses reported speeding and collision.

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

No

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

Yes

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?

Yes

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?

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 2.5 Traffic Calming Measures. This project would respond to and address neighborhood traffic safety concerns.

Pedestrian and Bicycle Counts and Facility Inventories

Tier 3

Type: Active **CFP Section:** Trans - Safety

Location: Citywide **Project Cost:** \$234,000

Description: This project will conduct pedestrian and bicycle counts and inventory infrastructure/facilities to determine future safety needs.

Rationale: Project will conduct pedestrian and bicycle counts to determine future safety needs.

Pedestrian and Bicycle Counts and Facility Inventories

Does the project address a public health or safety concern?

Yes

Collection of data to address needed improvements including safe pedestrian and bicycle facilities.

Is the project required or mandated by law?

No

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

Yes

Project has grant funding with 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?

Yes

Project has grant funding with 10% local match

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?

Yes

The project will collect existing and missing bicycle and pedestrian facilities in the City of Tacoma.

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

Yes

The collected data/information will be used by the City of Tacoma to provide 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?

Yes

Bicycle and Pedestrian Network priorities in the Transportation Master Plan

Does the project have a high level of public support?

Yes

Bicycle and Pedestrian community, BPTAG

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

Yes

By providing alternative modes will help reducing 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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Page 74, Pedestrian Toolbox, data collection

Public Works and FWDA Partnership Projects

Tier 3

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

Location: Various Locations **Project Cost:** \$185,000

Description: Projects include Site 10 esplanade removal and a multi-site feasibility study.

Rationale: Improvement of Foss Waterway. This project may evolve along with the FWDA.

Public Works and FWDA Partnership Projects

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

Yes

Project improves the Esplanade along the Foss Waterway.

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

No

Does the project have a high level of public support?

No

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

No

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

Yes

Project improves 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)

Yes

Project includes repairing Esplanade along the Foss Waterway.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Project will incorporate art along the Foss.

Transportation Master Plan Tie-In

No

Railroad Crossing Improvements

Tier 3

Type: Active **CFP Section:** Trans - Safety

Location: Multiple locations **Project Cost:** \$4,111,750

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?

Yes

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

Is the project required or mandated by law?

No

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

No

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?

Yes

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?

No

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

Yes

Improved crossing surfaces/ADA at RR crossings.

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

Yes

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

Does the project have a high level of public support?

Yes

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?

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Policy 4.9 System Maintenance & Rehabilitation

Site 12 Seawall

Tier 3

Type: Active **CFP Section:** Trans - Major Projects

Location: Foss Waterway **Project Cost:** \$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 Seawall

Does the project address a public health or safety concern?

Yes

Multiple areas along the Foss Waterway are at risk of failing and some sections are closed to pedestrians due to safety concerns. This investments could help correct some deficiencies.

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

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?

No

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

Yes

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?

No

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

No

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

Seaport Museum and Site 11.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Streetlight Infrastructure Deferred Maintenance

Tier 3

Type: Active **CFP Section:** Trans - Traffic Signal/Lighting/ITS

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 materi

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?

Yes

Restores streetlight service.

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

Restores streetlight service.

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

Yes

Restoration includes ornamental streetlights in Salishan and other ares of the City that have been historically underserved.

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

Yes

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?

Yes

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?)

No

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

Some of the lights are single outages which create dark areas on an otherwise lit street.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Tacoma Dome Exhibition Hall Renovation

Tier 3

Type: Inactive **CFP Section:** Cultural Facilities

Location: Tacoma Dome **Project Cost:** \$3,900,000

Description: Renovate Exhibition Hall and Lobby. Replacement of mechanical, plumbing and electrical systems, surfaces, fixtures, furniture and equipment.

Rationale: The Exhibition Hall no longer serves our clients needs. Renovation to include mechanical, electrical and layout enhancements.

Tacoma Dome Exhibition Hall Renovation

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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

Renovation of the Exhibition Hall should increase revenue capture and allow for more events

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?

Yes

There are several failed mechanical systems that serve the exhibition hall

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

No

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

Yes

This project aligns with Tacoma 2025 goals of investment in cultural facilities.

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Tacoma Dome Office Reconstruction

Tier 3

Type: Inactive **CFP Section:** Cultural Facilities

Location: Tacoma Dome **Project Cost:** \$1,600,000

Description: Renovation and expansion of administrative offices at the Tacoma Dome

Rationale: The Dome does not have enough offices for staff. Current offices have worn out FF&E, which slows productivity.

Tacoma Dome Office Reconstruction

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

All office FF&E is worn and past life expectancy

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

No

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

Yes

This project aligns with Tacoma 2025 investment goals.

Does the project have a high level of public support?

No

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

Yes

Updating the mechanical systems in this area will 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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Tacoma Dome Telecommunication and Data Upgrade

Tier 3

Type: Inactive **CFP Section:** Cultural Facilities

Location: Tacoma Dome **Project Cost:** \$1,000,000

Description: Replacing and upgrade 35 year 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?

No

Is the project required or mandated by law?

No

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

No

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?

No

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?

Yes

There are significant service deficiencies in our data transport capabilities.

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

No

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

Yes

This project aligns with Tacoma 2025 goals.

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Utilities Projects



Central Treatment Plant Improvements

Utilities

Type: Active **CFP Section:** Wastewater

Location: Central Treatment Plant, 2201 Portland A **Project Cost:** \$52,916,079

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?

Yes

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?

Yes

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?

No

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?

No

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?

Yes

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?

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Communications

Utilities

Type: Active **CFP Section:** Tacoma Rail

Location: Tacoma Rail Service Area **Project Cost:** \$585,000

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 necessary additions, replacements, and improvements to Tacoma Rail facilities and equipment.

Communications

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

Yes

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Facilities Projects

Utilities

Type: Active **CFP Section:** Surface Water

Location: Citywide **Project Cost:** \$2,060,568

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?

Yes

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?

Yes

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?

No

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

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?

Yes

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

No

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

Yes

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?

Yes

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?

No

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

Yes

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.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Some individual projects qualify for the Municipal Art Program and this is determined on a project by project basis; as determined by the Program policies.

Facility Upgrades

Utilities

Type: Active **CFP Section:** Tacoma Rail

Location: Tacoma Rail Service Area **Project Cost:** \$4,825,000

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?

No

Is the project required or mandated by law?

No

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

Yes

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

General Improvements

Utilities

Type: Active **CFP Section:** Tacoma Water

Location: Various Locations **Project Cost:** \$47,215,931

Description: Capital projects related to upgrading various Tacoma Water facilities and equipment. General capital projects include: Distribution Building; payments to the Muckleshoot Indian Tribe; SAP upgrade; Plant/Equipment Failure Contingency; Fleet; AMI; GIS

Rationale: Operation/Maintenance Needs, Capacity/Level of Service/Concurrency
Consistent with the Tacoma Water Comprehensive Water System Plan and 1995 Muckleshoot Indian Tribe Agreement.

General Improvements

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

Yes

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

General Plant

Utilities

Type: Active **CFP Section:** Tacoma Power

Location: Various Locations **Project Cost:** \$54,515,000

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?

No

Is the project required or mandated by law?

No

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

Yes

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

North End Treatment Plant Projects

Utilities

Type: Active **CFP Section:** Wastewater

Location: North End Treatment Plant, 4002 N. Water **Project Cost:** \$7,652,885

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?

Yes

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?

Yes

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?

No

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?

No

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?

Yes

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?

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Power Generation

Utilities

Type: Active **CFP Section:** Tacoma Power

Location: Tacoma Power Hydro Projects **Project Cost:** \$139,681,000

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?

No

Is the project required or mandated by law?

No

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

Yes

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Power Management

Utilities

Type: Active **CFP Section:** Tacoma Power

Location: Tacoma Power Service Area **Project Cost:** \$82,763,000

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?
No
Is the project required or mandated by law?
Yes
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?
Yes
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?
No
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?
No
Does the project improve the equitable access to public facilities and services?
No
Does the project align with Tacoma 2025 or other City priorities?
No
Does the project have a high level of public support?
No
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Yes
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?)
No
Does the project qualify for the Municipal Art Program (TMC 1.28)?
No

Pump Station Projects

Utilities

Type: Active **CFP Section:** Wastewater

Location: Citywide **Project Cost:** \$7,219,658

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?

Yes

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?

Yes

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?

No

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?

No

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?

Yes

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?

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Rail Equipment/Vehicles

Utilities

Type: Active **CFP Section:** Tacoma Rail

Location: Tacoma Rail Service Area **Project Cost:** \$6,175,000

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?

No

Is the project required or mandated by law?

No

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

Yes

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

RWSS Cost Share Eligible Projects

Utilities

Type: Active **CFP Section:** Tacoma Water

Location: Various Locations **Project Cost:** \$9,498,305

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 Conservation Plans.

RWSS Cost Share Eligible Projects

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

Yes

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Surface Water Collection System Projects

Utilities

Type: Active **CFP Section:** Surface Water

Location: Citywide **Project Cost:** \$92,814,265

Description: These projects rehabilitate or replace existing surface water collection pipes within the City's 578-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?

Yes

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?

Yes

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?

No

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

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?

Yes

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?

No

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

Yes

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?

Yes

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?

No

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

Yes

These projects will serve and support service to existing areas, growth areas, and new development and redevelopment areas.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Some individual projects qualify for the Municipal Art Program and this is determined on a project by project basis; as determined by the Program policies.

T&D Projects

Utilities

Type: Active **CFP Section:** Tacoma Power

Location: Tacoma Power Service Area **Project Cost:** \$211,187,480

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?

No

Is the project required or mandated by law?

No

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

Yes

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Track Improvements

Utilities

Type: Active **CFP Section:** Tacoma Rail

Location: Tacoma Rail Service Area **Project Cost:** \$12,650,000

Description: Multiple track relays, switch replacements, and rail rehabilitation projects.

Rationale: Operations/Maintenance Needs, Capacity/Level of Service/Concurrency
Projects provide additions, replacements and improvements to Tacoma Rail track and track related infrastructure.

Track Improvements

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

Yes

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Treatment and Low Impact Projects

Utilities

Type: Active **CFP Section:** Surface Water

Location: Citywide **Project Cost:** \$2,000,000

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?

Yes

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?

Yes

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?

No

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

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?

Yes

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?

No

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

Yes

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?

Yes

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?

No

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

Yes

These projects will serve and support service to existing areas, growth areas, and new development and redevelopment areas.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Some individual projects qualify for the Municipal Art Program and this is determined on a project by project basis; as determined by the Program policies.

Utility Technology Services

Utilities

Type: Active **CFP Section:** Tacoma Power

Location: Tacoma Power Service Area **Project Cost:** \$112,227,000

Description: Smart Grid projects include those associated with networks, communications, operational systems and other utility business systems. Sample projects include enhancements of communication systems and equipment such as telecommunications and digital radio.

Rationale: Operation/Maintenance Needs, Capacity/Level of Service/Concurrency
Projects provide additions, replacements and improvements to communications, operation systems and other utility business systems. Consistent with Tacoma Power's 10-Year Capital Plan.

Utility Technology Services

Does the project address a public health or safety concern?
No

Is the project required or mandated by law?
No

Is the project substantially (75%+) funded by non-City sources?
Yes
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?
No

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?
No

Does the project improve the equitable access to public facilities and services?
No

Does the project align with Tacoma 2025 or other City priorities?
No

Does the project have a high level of public support?
No

Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
No

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
No

Does the project qualify for the Municipal Art Program (TMC 1.28)?
No

Wastewater Collection System Projects

Utilities

Type: Active **CFP Section:** Wastewater

Location: Citywide **Project Cost:** \$102,673,207

Description: These projects rehabilitate or replace existing wastewater collection pipes within the City's 697-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.

Wastewater Collection System Projects

Does the project address a public health or safety concern?

Yes

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?

Yes

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?

No

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?

No

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?

Yes

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?

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Water Distribution

Type: Active **CFP Section:** Tacoma Water

Location: Citywide **Project Cost:** \$133,917,489

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

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?

No

Is the project required or mandated by law?

No

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

Yes

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Water Quality

Utilities

Type: Active **CFP Section:** Tacoma Water

Location: Citywide **Project Cost:** \$13,511,157

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

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?
No
Is the project required or mandated by law?
No
Is the project substantially (75%+) funded by non-City sources?
Yes
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?
No
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?
No
Does the project improve the equitable access to public facilities and services?
No
Does the project align with Tacoma 2025 or other City priorities?
No
Does the project have a high level of public support?
No
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
No
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
No
Does the project qualify for the Municipal Art Program (TMC 1.28)?
No

Future Projects



A Street Parking Garage Deferred Maintenance

Future Projects

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

Location: 110 South 10th Street **Project Cost:** \$585,000

Description: Deferred maintenance needs identified for the facility including superstructure repairs and interior finishes.

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.

A Street Parking Garage Deferred Maintenance

Does the project address a public health or safety concern?

Yes

Lighting issue in garages.

Is the project required or mandated by law?

No

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

No

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

Current investment in correcting the deficiency will save repair costs in later years.

Reduced annual operating costs of \$15,000 annually

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?

Yes

Parking availability current falls below LOS standards. This would help remedy that.

There is rust on upper parking levels and steel brackets supporting pre-cast concrete double tees

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

No

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

Yes

Supports economic development.

Does the project have a high level of public support?

Yes

High public support for additional parking downtown. Also support for businesses.

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

No

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

Yes

Project is in downtown.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

A Street: 84th to 96th - Complete Street

Future Projects

Type: Wishlist **CFP Section:** Trans - Major Projects

Location: A Street; 84th to 96th **Project Cost:** \$10,000,000

Description: This project would complete A street as a "Complete Street," adding curb, gutters, sidewalks, and streetlighting.

Rationale: This street directly serves Larchmont Elementary. Roadway is in poor condition and needs stormwater infrastructure.

A Street: 84th to 96th - Complete Street

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Fire Facilities Improvements

Type: Wishlist **CFP Section:** Public Safety

Location: Citywide **Project Cost:** \$185,000,000

Description: This project would provide for improvements to the Tacoma Fire Department’s portfolio of facilities. Facility improvements range from repair & replacements, renovations, and new facilities.

Rationale: TFD has 25 facilities, with an average of 68-years, and are in poor condition. Many fire facilities are in need of seismic enhancements, are inefficient or obsolete, and lack capacity for future growth.

Fire Facilities Improvements

Does the project address a public health or safety concern?

Yes

Fire operations

Is the project required or mandated by law?

Yes

Fire facilities are essential buildings

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

No

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?

No

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?

Yes

Fire facilities are in poor condition

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

Yes

Improvements would enhance access

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

Yes

Public Safety

Does the project have a high level of public support?

No

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

Yes

Facilities improvements would utilize green building practices

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Fire facilities are highly visible to the public

Transportation Master Plan Tie-In

No

FM: Deferred Repair & Replacement Program (Future Needs) Future Projects

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

Location: Varies **Project Cost:** \$44,000,000

Description: 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.

Rationale: This project will address remaining repair and replacement needs over the next five years for approximately 50 City-owned facilities.

FM: Deferred Repair & Replacement Program (Future Needs)

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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

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?

Yes

Repair and replacements will correct deficiencies at existing public facilities.

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

No

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

Yes

Government Performance

Does the project have a high level of public support?

No

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

Yes

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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Future Alley and Street Paving LIDs

Future Projects

Type: Inactive **CFP Section:** Local Improvement Districts

Location: Citywide **Project Cost:** \$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?

Yes

Improves air quality by reduces particulate matter

Is the project required or mandated by law?

No

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

Yes

Yes- Project is partiallyfunded 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?

Yes

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?

Yes

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?

No

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

Yes

Improves access by providing hard stable surface

Does the project have a high level of public support?

Yes

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?

No

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

No

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

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.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

Yes

Project is consistent with sections 3.7, 3.9, 4.8 and 4.9 of the Transportation Master Plan.

GTCC Waste Stream Management

Future Projects

Type: Inactive **CFP Section:** Cultural Facilities

Location: 1500 Broadway **Project Cost:** \$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.

GTCC Waste Stream Management

Does the project address a public health or safety concern?

Yes

Waste stream management is a public health concern.

Is the project required or mandated by law?

Yes

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?

No

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

Yes

Waste stream diversion has a high level of public support

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

Yes

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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

NCS Homeless Supportive Housing

Future Projects

Type: Inactive **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?

Yes

The project addresses public health and safety concerns by providing supportive housing to individuals experiencing chronic homelessness and residing in encampments.

Is the project required or mandated by law?

No

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

Yes

The project aligns with Tacoma 2025 Goal to decrease the length of time individuals and families experience homelessness and aligns with the City Council priority to address homelessness and provide supportive housing options.

The project meets projected needs of Tacoma's residents who are currently experiencing or at risk of becoming homeless.

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?

No

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?

No

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

Yes

The project meets projected needs of Tacoma's residents who are currently experiencing or at risk of becoming homeless.

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

Yes

The project aligns with Tacoma 2025 Goal to decrease the length of time individuals and families experience homelessness and aligns with the City Council priority to address homelessness and provide supportive housing options.

Does the project have a high level of public support?

Yes

According to the recent community survey, homelessness was a growing concern in the community.

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Solid Waste Management Facilities Upgrades and Maintenance **Future Projects**

Type: Active **CFP Section:** Solid Waste

Location: 3510 South Mullen **Project Cost:** \$20,524,491

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?

Yes

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?

Yes

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?

No

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

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?

Yes

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?

No

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

Yes

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?

No

Yes

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?

Yes

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?)

Yes

Solid Waste Management facilities upgrades are planned to accommodate future capacity needs.

Does the project qualify for the Municipal Art Program (TMC 1.28)?

Yes

Some individual projects qualify for the Municipal Art Program and this is determined on a project by project basis; as determined by the Program policies.

South Sheridan Avenue: 56th to 84th - Complete Street

Future Projects

Type: Wishlist **CFP Section:** Trans - Major Projects

Location: South Sheridan; 56th to 84th **Project Cost:** \$20,000,000

Description: This project would complete South Sheridan Avenue street as a "Complete Street," adding curb, gutters, missing link sidewalks, and streetlighting.

Rationale: This street serves Birney Elementary and Wapato Lake Park.

South Sheridan Avenue: 56th to 84th - Complete Street

Does the project address a public health or safety concern?

No

Is the project required or mandated by law?

No

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

No

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

No

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

No

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

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

Tacoma Dome Waste Management

Future Projects

Type: Inactive **CFP Section:** Cultural Facilities

Location: Tacoma Dome **Project Cost:** \$500,000

Description: Create a waste stream management system that allows the Dome to meet City waste diversion goals.

Rationale: Enhanced waste stream management will allow the Dome to get closer to waste diversion goals created by City Council.

Tacoma Dome Waste Management

Does the project address a public health or safety concern?

Yes

Efficient waste stream management is a public health concern

Is the project required or mandated by law?

Yes

While not required by law, City of Tacoma resolution 38907 calls for 70% waste diversion.

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

No

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?

No

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?

No

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

No

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

No

Does the project have a high level of public support?

Yes

Waste diversion does have a high level of public support.

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

Yes

Waste diversion has been shown to reduce greenhouse gas emissions and help slow 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?)

No

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)

No

Does the project qualify for the Municipal Art Program (TMC 1.28)?

No

Transportation Master Plan Tie-In

No

