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Tier 1

Community Development

15th Street Moorage and Waterway Park Launch

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

Does the project address a public health or safety concern?
The moorage poses a safety hazard due to its condition. The Washington State Dept. of Natural Resources is requiring its replacement.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Grants will be applied to replace the moorage based on the documents that this funding will provide.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Grants will be applied for from the State based on these new documents that will include construction drawings and cost estimates.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
The wood wharf is currently posted with a restricted weight limit of 1,000 pounds, the gangway is narrow and not ADA compliant, the moorage components are narrow and deteriorating.
Does the project improve the equitable access to public facilities and services?
The project provides for safe access for all, including meeting ADA standards.
Does the project align with Tacoma 2025 or other City priorities?
Health & Safety – will improve the feeling of safety.
Built & Natural Environment – improves water access for motorized and non-motorized craft.
Economic Vibrancy – May be utilized for tourist activities associated with a 2019 hotel development.
Does the project have a high level of public support?
Boating community sees a need for this.
Transient moorages are currently often full in season.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Project is in a mixed-use center. There is a need for improved transient moorage at this location. Facility may serve as transient moorage for future cruise ship.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Will improve public transient moorage opportunities in the downtown area. Transient public moorages are limited in Tacoma.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
No construction is associated with this planning and engineering phase of the project.
Transportation Master Plan Tie-In
This project lays the foundation for improved water transportation options in the area.

15th Street Transient Moorage Replacement

Type: Active **CFP Section:** Transportation

Location: Thea Foss Waterway (15th St) **Project Cost:** \$797,783

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.

Does the project address a public health or safety concern?
This project will replace an old deteriorating pier and out of compliance gangway.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Yes this project will leverage city funds by using more grant dollars to fund 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?
This project will correct an existing public facility making the pier safe for all users.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Foss Waterway Development Master Plan
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In
Thea Foss Waterway Master Plan

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes.
Transportation Master Plan Tie-In

Foss Waterway - Site 8 Demolition

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

Location: 1131 Dock Street **Project Cost:** \$300,000

Description: This project will provide for the demolition of the existing structure on Development Site 8 on the Thea Foss Waterway.

Rationale: The current structure is beyond its useful life and removal will enhance the marketing of the site.

Does the project address a public health or safety concern?
Structure is beyond repair and needs to be demolished for safety.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Removal of the structure will enhance the marketing of the site for future development.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Structure has failed and is beyond repair.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Economic Development.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Removal of the structure will enhance the marketing of the site 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)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

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 and/or seismic retrofits to enable the development of affordable housing and job creation projects in Tacoma that may not otherwise occur due to inadequate public infrastructure or life safety concerns.

Rationale: Policy/Legislative Requirements, Strategic Plan Objectives
Project supports the Strategic Plan for Community Development

Does the project address a public health or safety concern?
Off-site improvements are in the public right-of-way and impact pedestrian safety
Off-site improvements located in the public rights-of-way as well as building seismic stability impact pedestrian safety.
Is the project required or mandated by law?
The fund only pays for code required off-site improvements or seismic retrofits.
Is the project substantially (75%+) funded by non-City sources?
Funds invested are a very small proportion of the overall private sector development cost.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Funds may be used a grant match for Public Works or to augment private financing that is part 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?
Funds are used to improve public infrastructure, such as ADA ramps, sidewalks, etc.
Does the project improve the equitable access to public facilities and services?
Projects are in priority areas and impact public access
Projects are located in in the Downtown, NBDs and Mixed Use Centers and impact equitable public access.
Does the project align with Tacoma 2025 or other City priorities?
Impacts Economic Vibrancy & Employment by supporting adaptive reuse and infill development projects
Projects impact Economic Vibrancy & Employment by supporting infill development and adaptive reuse while providing job opportunities.
Does the project have a high level of public support?
Funds are deployed strategically only when required and are not advertised; the public is very supportive of this type of public investment to enable private development of projects that support Council priorities.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Infill development and adaptive reuse projects are funded to recycle existing building stock and are located in areas close to public transit.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Projects are in priority/mixed-use center
Projects are located in the Downtown, NBDs and 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)
Off-site improvements often complete traffic signal loops, sidewalk systems, ADA ramps, street restoration and other public infrastructure.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Funds can be invested in complete streets, intersection improvements and ADA compliance.

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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

NCS Readiness Site

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.

Does the project address a public health or safety concern?
This project will help address the health and safety concerns associated with homeless encampments.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
There is a limited supply of short-term transitional housing options available. Need far exceeds supply.
Does the project improve the equitable access to public facilities and services?
Services would be provided for some of Tacoma's most vulnerable populations.
Does the project align with Tacoma 2025 or other City priorities?
Addressing homelessness is a City Council priority.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes
Transportation Master Plan Tie-In

NCS Teen Home

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

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

Description: NCS Teen Home

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

Does the project address a public health or safety concern?
Facility for Homeless Youth
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Initial 250k of purchase to be funded by Pierce County IF completed in 2016
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
There currently is no Homeless Shelter for Youth
Does the project improve the equitable access to public facilities and services?
Serves section of population currently not being served
Does the project align with Tacoma 2025 or other City priorities?
Reduce Homelessness
Does the project have a high level of public support?
Will improve quality of life for homeless youth, reduce crime, and ensure additional opportunities for homeless youth
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Will help reduce youth homelessness
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes, this will be a public facility

NCS Youth Drop In Overnight Center

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

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

Description: NCS Drop In Overnight Center (Youth)

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

Does the project address a public health or safety concern?
Reduce Youth Homelessness
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Pierce County funding up to 250k if work done is in 2016.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
There are no homeless youth centers in Tacoma
Does the project improve the equitable access to public facilities and services?
Providing homeless youth access to beds/services
Does the project align with Tacoma 2025 or other City priorities?
Reduce Homelessness
Does the project have a high level of public support?
There are currently no homeless youth shelters. This will also help get services out to marginalized population
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Serves homeless youth population
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Park Plaza North Renovation

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

Location: Downtown **Project Cost:** \$550,000

Description: Renovate to code highly visible City-owned space on the ground floor of the Park Plaza North Garage at Pacific Avenue adjacent to the City Parking Services Office for potential office, retail or service tenants

Rationale: Strategic Plan Objectives; Project supports the Strategic Plan for Community Development

Does the project address a public health or safety concern?
Code infractions need to be addressed prior to building occupancy.
Is the project required or mandated by law?
The space cannot be occupied without the improvements and will continue to remain vacant over the long-term.
Is the project substantially (75%+) funded by non-City sources?
The City is the property owner, and other funding is unavailable.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Some funds may be recaptured through lease payments after building code and other issues are addressed.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Funds are needed to address building deficiencies, including code infractions.
Does the project improve the equitable access to public facilities and services?
The project is located in the downtown core and impacts equitable public access.
Does the project align with Tacoma 2025 or other City priorities?
The project impacts Economic Vibrancy & Employment by supporting infill development and adaptive reuse while providing job opportunities.
Does the project have a high level of public support?
Market interest has been expressed in leasing the space and more can be generated after the occupancy issues have been addressed.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This infill development and adaptive reuse project will recycle existing building stock and is located in an area close to public transit.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The project is located 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)
Renovation of the space will enable greater activation and may result in attracting developer interest in partnering with the City to add two floors of office space to the Park Plaza North Garage, similar to the Pacific Plaza project, located at S. 13th Street and Pacific.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Tier 1

Cultural Facilities

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

GTCC Waste Stream Management

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.

Does the project address a public health or safety concern?
Waste stream management is a public health concern.
Is the project required or mandated by law?
While not mandated by law, City of Tacoma resolution 38907 states a 70% waste stream diversion goal.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Waste stream diversion has a high level of public support
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Waste stream diversion does reduce greenhouse gas emissions.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Yes, the project is located in downtown.

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Performing Arts Theaters Capital Projects Management

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

Location: Pantages Theater, 901 Broadway **Project Cost:** \$3,000,000

Description: This funding allows the Broadway Center for the Performing Arts (BCPA) to provide capital improvements at the Pantages, Rialto, Theater On The Square and the Jones Building.

Rationale: The outcomes achieved by the City's investments will preserve and improve these nearly century-old, national historic landmarks, and hubs of economic impact.

Does the project address a public health or safety concern?
The capital projects at the three theater locations in downtown Tacoma will address safety concerns.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
The capital projects will address service deficiencies at the Pantages and Rialto.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
The upkeep of the City's cultural facilities is a Tacoma 2025 priority.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Yes, the theaters are located in 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)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Prairie Line Trail Historic Interpretation Project

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.

Does the project address a public health or safety concern?	
Is the project required or mandated by law?	
Is the project substantially (75%+) funded by non-City sources?	This project is funded through a grant from a Washington State Capital Heritage grant.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?	This project is funded through a grant from a Washington State Capital Heritage grant.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?	
Does the project improve the equitable access to public facilities and services?	This project will increase access to history through the interpretive nature of the project. This corridor is an historic landscape, which is very significant to the City.
Does the project align with Tacoma 2025 or other City priorities?	Cultivates a vibrant cultural sector that fosters a creative, cohesive community, and assures outstanding stewardship of the natural and build environment.
Does the project have a high level of public support?	The Prairie Line Trail was one of the top projects in the South Downtown subarea plan and has been a council and community priority for many years. Stakeholders have long called for historic interpretation in this corridor.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?	Supports active transportation through placemaking along this multi-use trail corridor.

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Project is in the downtown regional growth center, an area which is planned for substantial growth and is in need of public spaces and cultural opportunities.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-in

Tacoma Dome Parking Lot Repavement

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.

Does the project address a public health or safety concern?
Some parking lots have significant damage that can lead to patron injury.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Potholes in the parking lots lead to quicker breakdown of the asphalt.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
This project aligns with the Tacoma 2025 of investment in cultural facilities.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Transportation Master Plan Tie-In

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.

Does the project address a public health or safety concern?
Efficient waste stream management is a public health concern.
Is the project required or mandated by law?
While not required by law, Council resolution 38907 call for 70% waste diversion.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
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?
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?
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?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
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?)

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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes.
Transportation Master Plan Tie-In

Tacoma Dome Waste Management

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.

Does the project address a public health or safety concern?
Efficient waste stream management is a public health concern
Is the project required or mandated by law?
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?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Waste diversion does have a high level of public support.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
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?)
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)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Tier 1

General Government Municipal Facilities

CityNet MPLS Phase 2 - HFC Network Replacement

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

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

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

Rationale: Replacement of outdated network technology to improve CityNet operation

Does the project address a public health or safety concern?
This network serves TPD and other vital City departments.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The replacement of this old technology increases our ability for CityNet to successfully operate while combining multiple networks to reduce maintenance costs on differing and old technologies
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Replacement of these old network technologies reduces maintenance costs and maximizes our new network technology to the benefit of all CityNet customers
Does the project improve the equitable access to public facilities and services?
New network technology increases the broadband capacity for all CityNet users
Does the project align with Tacoma 2025 or other City priorities?
This project aligns with many of the Tacoma 2025 and City Priorities related to improving our community through the use of technology.
Does the project have a high level of public support?
CityNet is utilized internally and externally by a wide variety of entities through out the community including Tacoma Public Schools, Pierce County, Metro Parks Tacoma, and Tacoma Housing Authority all of which realize tremendous savings annually.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
New technology is more efficient and has less power consumption.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Deferred Repair and Replacement Program

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

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Priority projects will focus on preservation of historic assets.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Repair and replacement of building systems will reduce operating expenses and avoid future costs.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Repair and replacements will correct deficiencies at existing public facilities.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Organizational Effectiveness and supporting City services.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
System replacements will be energy efficient.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes, some projects will qualify and some will be visible to the public.
Transportation Master Plan Tie-In

Historic Municipal Complex, Exterior Refurbishment

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

Location: 747 Market Street **Project Cost:** \$10,000,000

Description: This project will provide for refurbishment and cleaning of the exterior of the historic Tacoma Municipal Building and Municipal Building North.

Rationale: The exterior of the Municipal Complex needs extensive repair and restoration to address accelerated deterioration.

Does the project address a public health or safety concern?
Repair is needed to ensure safety.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Needed repairs will avoid future costs as the deterioration is accelerating.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Repairs are need to preserve an historic existing public facility.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Asset Management.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Project will be visible and qualify for the program.
Transportation Master Plan Tie-In

Beacon Activity Center Improvements

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

Location: 415 South 13th Street **Project Cost:** \$4,488,000

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.

Does the project address a public health or safety concern?
Improvements will ensure continued safe operation of the facility to serves vulnerable populations.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Improvements will reduce operating and future costs, as prolonging the deferred maintenance will only increase the costs.
\$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?
Improvements will correct deficiencies at an existing public facility that serves vulnerable populations.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Improvements will ensure continued services to vulnerable populations.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Project will be design to LEED standards.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Improvements will be visible to the public.
Transportation Master Plan Tie-In

Tenant Improvement Program

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

Location: Varies **Project Cost:** \$10,320,000

Description: This program will provide for office remodels and reconfigurations. Many facilities have not undergone significant improvements in decades and are in need of improvement.

Rationale: This program will provide for office and interior improvements to the Municipal Complex and other facilities. Including reconfigurations, replacing finishes, furnishings, and building systems that are beyond their useful life.

Does the project address a public health or safety concern?
Many office areas have bulging carpet that can pose a safety concern.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Upgrading finishes and building systems will avoid future costs.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Upgrades will correct deficiencies in an existing public facility.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Asset Management.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Tier 1 Libraries

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
We have been invited into partnerships with MetroParks and Tacoma Housing Authority where we will provide automated services in their buildings or property.
Remodeling existing branches will keep buildings in their existing neighborhoods, most of which are mixed used centers.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This will provide more services and add to our infrastructure by adding more locations.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes
Transportation Master Plan Tie-In

Library Hilltop & Eastside Feasibility Study

Type: Active **CFP Section:** Libraries

Location: 1102 Tacoma Ave S **Project Cost:** \$350,000

Description: Investigate the feasibility and public interest in construction a library in the Eastside and Hilltop neighborhoods.

Rationale: The public has long expressed a desired to restore library services in the Hilltop and Eastside neighborhoods. This project is further exploring the public's interest and the feasibility of new library branches in these areas.

Does the project address a public health or safety concern?
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?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The study 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?
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?
This project will identify what we are lacking in ADA requirements and how to fix the problems.
Does the project align with Tacoma 2025 or other City priorities?
This supports livability, accessibility and equity. The study will 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?
Many of our patrons would support this project.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
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?)
The study will investigate the feasibility of co-locating services inside the main library.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
A future project will be requested 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

Our patrons want the libraries to remain open. If these repairs are not completed we run the risk of having to close the buildings to public access as they fail.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Main Boiler Replacement

Type: Wishlist **CFP Section:** Libraries

Location: 1102 Tacoma Ave S **Project Cost:** \$750,000

Description: The Main library's boiler is inefficient, old, and at risk of failing. Funding is needed to modernize this vital piece of equipment.

Rationale: The boiler at the Main Library is out of date and inefficient. A replacement is needed to ensure staff and patrons can occupy the branch comfortably year-round.

Does the project address a public health or safety concern?
Climate control is needed to maintain comfortable and safe conditions for staff and patrons.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
A new boiler would reduce operating costs through more efficient and modern equipment.
Is the project 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?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Yes, it's 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)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Main Library Elevator Upgrade

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.

Does the project address a public health or safety concern?
The elevator continues to breakdown, sometimes with patrons or staff inside.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The 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?
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?
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?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
New libraries are anticipated to be located in either their existing neighborhoods (most of which are mixed-use centers) or in new locations/neighborhoods that are 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)
New Libraries will be built based on community input. The goal is to cover under-served areas of the City and maintain the coverage we have by better-locating branches.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes
Transportation Master Plan Tie-In

Tier 1

Local Improvement Districts

Dock Street LID

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

Location: Dock St from E 11th north 1350 ft. **Project Cost:** \$26,861,695

Description: This project is a placeholder for improvements to Dock Street from E 11th St to S 4th St 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.

Does the project address a public health or safety concern?
Safety concern of seawall stability.
Improves air quality by reducing air particulate
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
The project would be 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?
Street portion of the project is funded through property owners LID assessments. The reconstruction of docks and esplanades will seek grants for construction.
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?
The seawall and dock are in need of repair per an outside consultant and are nearing the end of their useful life.
Does the project improve the equitable access to public facilities and services?
The improvements would extend pedestrian access to 2,735 feet north of east 11th street, and reconstruct the dock abutting the Muni Dock building site, sites 10, 12, and 535 esplanades. It will also repair seawalls.
Does the project align with Tacoma 2025 or other City priorities?
The improvements to Dock Street would allow development on the sites abutting the street creating new businesses abutting the street and water frontages
Does the project have a high level of public support?
The project has support from 100 % of the abutting property owners

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?
Project will increase pedestrian and non-motorized transportation.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
The infrastructure financed through this LID would allow for development of currently underdeveloped sites.
The project provides an extension of the public infrastructure that would allow for new SF construction
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
The project is consistent with 3.1, 3.7, 3.9, and 4.8.

LID 8663 Alley and Street Paving

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

Location: Various locations in N Tacoma **Project Cost:** \$1,230,800

Description: This project received an adequate survey from owners on 4 streets and 1 alley in N Tacoma. Created by ordinance # 28749, 3/30/2021.

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.

Does the project address a public health or safety concern?
Improves air quality by reducing airborne particulates. Location within the Asarco Plume area with 40-100ppm of contaminants.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Project is 100% funded by the abutting property owners.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Reduces the City maintenance cost for filling potholes and grading alleys by providing for paved alley surface funded by the abutting property owners.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Improves access by providing for a hard stable surface.
Does the project have a high level of public support?
Passed by a majority of the abutting property owners who are paying for the improvement.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Project is consistent with sections 3.7, 3.9, 4.8 and 4.9 of the Transportation Master Plan.

LID 8665 Street Paving St. Helens

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

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

Description: This project received an adequate survey for extending the Broadway LID northward on Market Street contingent upon obtaining a TIB grant. The 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.

Does the project address a public health or safety concern?
Street surface has deteriorated creating a hazard to the driving public. At some locations there is structural sidewalk to be replaced.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Property owners will be responsible for 100%. We will be applying for TIB grants to help offset the property owner expense associated with the project.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Project to be funded by property owners and TIB grants.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Current street surface has depressions in driving surface due to deteriorated streetcar timbers. Sidewalks condition at some locations forces pedestrians to walk in barricaded pedestrian pathway.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Project will help eliminate vacant properties, add additional retail and businesses to the downtown core and provide employment during the construction phase. Will also increase the number of available residential units in the downtown core.
Livable communities
Does the project have a high level of public support?
A majority of the abutting property owners are willing to sign an advisory survey requesting this project.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Currently the property is underutilized (vacant land), development of the site would add at least 150 additional residential units in the downtown core with retail space along the street frontage.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Extends the improvements of the Broadway LID and provides facilities for non motorized vehicles.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Project is consistent with sections 3.7, 3.9, 4.8, and 4.9 of the Transportation Master Plan.

LID 8667 Street Paving

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

Location: Mullen and Ruby Streets **Project Cost:** \$1,070,567

Description: This project includes Ruby St from Baltimore St to Shirley St and Mullen St from N 46th to N 47th St.

Rationale: A majority of property owners abutting the street have signed an advisory petition. Formation hearing on December 14, 2020. Hearing Examiner recommended formation. Formed by Council, ordinance 28743, 3/16/2021.

Does the project address a public health or safety concern?
Improves air quality by reducing airborne particulates. Location within the Asarco Plume area with 40-100ppm of contaminants.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Project is partially funded by the abutting property owners.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Reduces the City maintenance cost for filling potholes and 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?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Improves access by providing for a hard stable surface.
Does the project have a high level of public support?
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?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Project is consistent with sections 3.7, 3.9, 4.8, and 4.9 of the Transportation Master Plan.

LID 8668

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

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

Description: This project includes Wapato St, S 66th St to 68th St and the alley between Pacific and Bell from S 43rd to 45th St.

Rationale: A majority of property owners abutting the street and alley have signed an advisory petition requesting the improvements. Formation hearing to be scheduled in 2022. Will coordinate with E.S. for wastewater main replacement.

Does the project address a public health or safety concern?
Improves air quality by reducing airborne particulates.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
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?
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?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Improves access by providing for a hard stable surface.
Does the project have a high level of public support?
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?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Project is consistent with sections 3.7, 3.9, 4.8 and 4.9 of the Transportation Master Plan.

LID-8669 Street Paving

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

Location: Fir St from N 13th St to N 15th St **Project Cost:** \$685,797

Description: This project includes Fir St from North 13th St to North 15th St.

Rationale: Majority support from neighborhood. Formation hearing held December 14, 2020. Hearing Examiner recommended formation of LID. Will coordinate with Street Initiative for paving and LID 7732 for UG wiring. Created by ord 28745 on 3/23/2021.

Does the project address a public health or safety concern?
Improves air quality by reducing airborne particulates.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Reduces the Cities maintenance cost for filling potholes and provides for paved surface partially funded by the abutting property owners.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Improves access by providing for a hard stable surface.
Does the project have a high level of public support?
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?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Project is consistent with sections 3.7, 3.9, 4.8 and 4.9 of the Transportation Master Plan.

LID-8670 Street Paving

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

Location: Ferry St from S 12th St to S 14th St **Project Cost:** \$492,691

Description: This project includes Ferry St from S 12th St to S 14th St.

Rationale: Majority support from neighborhood. Formation hearing held December 14, 2020. Hearing Examiner recommended formation of LID. Created by ordinance 28746 on 3/23/2021.

Does the project address a public health or safety concern?
Improves air quality by reducing airborne particulates.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Project is partially funded by abutting property owners.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Reduces the City maintenance cost for filling potholes and providing for paved surface partially funded by abutting property owners.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Improves access by providing for a hard stable surface.
Does the project have a high level of public support?
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?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Project is consistent with sections 3.7, 3.9, 4.8 and 4.9 of the Transportation Master Plan.

Tier 1

Parks and Open Space

Fireman's Park Improvements

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

Location: S 9th and A St **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.

Does the project address a public health or safety concern?
This project will regrade the park to make it visible from the street and safer for park use.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
The project will include ADA improvements to make the park more accessible for all users.
Does the project align with Tacoma 2025 or other City priorities?
This project will sustain and improve Tacoma's parks and provide an opportunity for increased use of the park with higher user satisfaction.
Does the project have a high level of public support?
Public outreach has been conducted and the stakeholders are in support of park improvements.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
This project is located in the Downtown Mixed Use Center.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
This project will incorporate art.
Transportation Master Plan Tie-In

Gas Station Park

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

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

Description: Design and renovate Gas Station Park in Tacoma's South End 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 comports with Tacoma's goal of parks within walking distance around the city.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The park will eventually be managed by MetroParks.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
This project corrects a deficiency of park facilities in this neighborhood.
Does the project improve the equitable access to public facilities and services?
This project improves park access to an underserved area.
Does the project align with Tacoma 2025 or other City priorities?
This aligns with the city's priority of locating parks within walking distance in neighborhoods.
Does the project have a high level of public support?
This project is supported by the surrounding community.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project removes a fossil fueling station and converts it to a park.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
This project qualifies for the Municipal Arts Program.

Transportation Master Plan Tie-In

Melanie Jan LaPlant Dressel (Central) Park

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

Does the project address a public health or safety concern?
Is the project required or mandated by law?
The project is identified as an important component in the adopted FWDA Master Redevelopment Strategy.
Is the project substantially (75%+) funded by non-City sources?
Other public agencies and private donors are providing over 75% of the funding.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Grant funding, Metro Parks Tacoma, Pierce County and Port of Tacoma funds, along with private donations are being leveraged.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Metro Parks Tacoma has determined a need for a park in this area to meet its Strategic Master Plan goal of a 10-minute walk level of service to parks for Tacoma residents.
Does the project improve the equitable access to public facilities and services?
The project will provide equitable access for all and will be ADA compliant.
Does the project align with Tacoma 2025 or other City priorities?
The project is identified as an important component in the adopted FWDA Master Redevelopment Strategy and meets Council goals for increasing park space as well as access to public facilities.
Does the project have a high level of public support?
Survey results indicate citizen support for development along the Foss Waterway.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project takes an empty gravelly lot and replaces it with native landscaping and trees mixed throughout a park.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

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)
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)?
The project will integrate an art component on site thru the 1% program contribution.
Transportation Master Plan Tie-In
The project provides a destination for multi-modal access.

The project is located in the Prairie Line Trail.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes.
Transportation Master Plan Tie-In

Tier 1

Public Safety

TFD Facilities Master Plan

Type: Active **CFP Section:** Public Safety

Location: Citywide **Project Cost:** \$1,150,000

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 25 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.

Does the project address a public health or safety concern?
Provides a comprehensive plan for long-term needs of Fire facilities.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
The plan will assess long-term needs to address the existing public facilities.
Does the project improve the equitable access to public facilities and services?
The plan will assess location of facilities.
Does the project align with Tacoma 2025 or other City priorities?
Health and Safety.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Plans for future improvements of the facilities will incorporate sustainable building elements.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
The plan will incorporate the needs of future growth.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes.

Transportation Master Plan Tie-In

Fire Facilities Improvements

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

Location: Citywide **Project Cost:** \$225,000,000

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 67-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.

Does the project address a public health or safety concern?
Citywide public safety operations.
Is the project required or mandated by law?
Fire facilities are essential buildings
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Fire facilities are in poor condition and in need of renovation or replacement.
Does the project improve the equitable access to public facilities and services?
Improvements would enhance access to services.
Does the project align with Tacoma 2025 or other City priorities?
Public safety.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
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?)
Yes, new fire facilities for long-term operational needs of the community would be located 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)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes. Additionally, Fire facilities are highly visible to the public.
Transportation Master Plan Tie-In

Fire Facilities Security Improvements

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

Location: Citywide **Project Cost:** \$750,000

Description: Safety and security is a priority for the Tacoma Fire Department. This project will provide for the installation of access controls and other security enhancements to the existing fire facilities.

Rationale: Current facilities are utilizing obsolete and unsecure cypher locks that are past their useful life. This project will replace existing door hardware with modern card access readers enhancing security and control.

Does the project address a public health or safety concern?
Existing door hardware is obsolete and unsecure.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Will correct deficiency at existing public facility.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Public safety.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Yes, several Fire stations are located 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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Fire Station #11 - Renovation and Expansion

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

Location: 3802 McKinley Ave **Project Cost:** \$8,500,000

Description: Historic FS #11 was constructed in 1909, the existing station is obsolete and lacks the requirements of a modern fire station. This project will provide for design and construction to renovate and expand the historic station.

Rationale: FS #11 is a historic station located in an area with a very low equity index. The station is in critical condition and in need of a renovation. The existing site has capacity to expand to meet the growing emergency response needs of the community.

Does the project address a public health or safety concern?
Current station does not meet operational needs of the community.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Current station does not meet operational needs of the community.
Does the project improve the equitable access to public facilities and services?
Station will enhance access to services.
Does the project align with Tacoma 2025 or other City priorities?
Public safety.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
New station will meet sustainability requirements.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Expanded station will meet future needs of the community.
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes.

Transportation Master Plan Tie-In

Fire Station #4 - Renovation & Expansion

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

Location: 1453 Earnest S Brazill St **Project Cost:** \$8,500,000

Description: Historic FS #4 was constructed in 1935, the existing station is obsolete and lacks the requirements of a modern fire station. This project will provide for design and construction to renovate and expand the historic station.

Rationale: Fire Station No. 4 is a historic station located in an area with a moderate equity index. The station is in poor condition and in need of renovation. The existing site has capacity to expand to meet the growing emergency response needs of the community.

Does the project address a public health or safety concern?
Current facility does not meet operational needs of the community.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Current facility does not meet operational needs of the community.
Does the project improve the equitable access to public facilities and services?
Project will enhance services to the community.
Does the project align with Tacoma 2025 or other City priorities?
Public safety.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Project will meet sustainability requirements.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Expansion of the station will meet future needs of the community.
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Visible to the public.

Transportation Master Plan Tie-In

TFD Float Installation (MSOC)

Type: Active **CFP Section:** Public Safety

Location: 3301 Ruston Way **Project Cost:** \$2,599,966

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.

Does the project address a public health or safety concern?
Enhances public safety response to Commencement Bay.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Project is partially funded through other sources.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Prior float system failed, this will replace a key facility.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Health and Safety.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes.

Transportation Master Plan Tie-In

New Fire Station #15 - Property Acquisition and Design

Type: Active **CFP Section:** Public Safety

Location: East Tacoma **Project Cost:** \$2,000,000

Description: FS #15 has been operating from a temporary facility and is in need of a purpose-built facility to serve the Eastside and South End of Tacoma. This project will provide for property acquisition, initial planning and design services for a new station.

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

Does the project address a public health or safety concern?
The crew of Squad/Engine 15 has been quartered in a residence as the temporary station in East Tacoma for more than a decade. The project begins the process of providing permanent quarters and a more functional neighborhood facility.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
The existing facility is small and marginally functional at best. The building does not meet critical facility standards and is incapable of serving as a regional care center in the event of a major emergency.
Does the project improve the equitable access to public facilities and services?
Provides for a new permanent Fire Station in East Tacoma, a historically under-invested area.
Does the project align with Tacoma 2025 or other City priorities?
The project promotes improved safer City facilities and infrastructure better able to protect and support employees and serve the public.
Does the project have a high level of public support?
The project has the support of East Tacoma representatives and residents. It would be the first new fire station in that part of Tacoma since before World War I.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The proposed station would be large enough to provide for future growth and expansion in Fire services.
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes, 1% of the proposed project would be reserved for municipal art acquisition.
Transportation Master Plan Tie-In

New Fire Station #7 - Design and Construction

Type: Active **CFP Section:** Public Safety

Location: TBD **Project Cost:** \$13,000,000

Description: FS #7 lacks expansion capability to meet the requirements of a modern fire station. Property acquisition phase is funded, this request will provide for final design and construction of a new station.

Rationale: Fire Station No. 7 is currently located in a shared library facility that has no room for expansion to meet the growing emergency response needs of the community.

Does the project address a public health or safety concern?
Current facility does not meet operational needs.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Current facility does not meet operational needs.
Does the project improve the equitable access to public facilities and services?
New facility will enhance access to services.
Does the project align with Tacoma 2025 or other City priorities?
Public safety.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
New station will meet sustainability requirements.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
New station will meet long-term growth of the community.
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes.

Transportation Master Plan Tie-In

Tacoma Police, Harrison Range Improvements

Type: Active **CFP Section:** Public Safety

Location: 101 McMurray Road NE **Project Cost:** \$750,000

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.

Does the project address a public health or safety concern?
Improvements will enhance safety.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project is funded by range fees revenue.
Police Special Revenue Fund - Harrison Range Fund
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project is funded by range fees revenue.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Current facilities are inadequate for operational needs.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
New facility will provide for enhanced training opportunities.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Police Headquarters - Energy Efficiency Improvements

Type: Active **CFP Section:** Public Safety

Location: 3701 S. Pine **Project Cost:** \$2,500,000

Description: This proposed project would provide for energy conservation measures to the Police Headquarters, allowing the facility to qualify for LEED Existing Building Operations & Maintenance (EBOM) certification.

Rationale: In order for the facility to qualify for LEED EBOM certification significant energy reduction measures would be required.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Required by the City's Green Building Policy Res 38249.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Improvements 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?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Organization Effectiveness.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
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?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Tier 1 Transportation

2021-2022 Citywide Striping & Markings

Type: Active **CFP Section:** Transportation

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.

Does the project address a public health or safety concern?
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?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
This project creates a livable and attractive city by clearly identifying travel lanes, crosswalks, and bicycle facilities. It also improves the look of the City will bright, clean markings.
Does the project have a high level of public support?
Drivers often call to complain about confusing roadway configurations.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Policy 2.3 Improve Safety

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
East 34th Street is designated as a bike facility with bike lanes and provides a vital east-west connection across the gulch.

56th Street South and Cirque Drive Corridor Improvements

Type: Active **CFP Section:** Transportation

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 S 56th St 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.

Does the project address a public health or safety concern?
The project adds bike lanes, or sharrows, for a portion of the project and constructs ADA compliant curb ramps and driveway entrances.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Phase 1 and 2 design and construction are both grant funded at an 85% ratio. Right-of-Way acquisition is with City funds.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project has leveraged City funds with grants for design and construction, but ROW is City funded. Phase 2 construction also incorporates utility upgrades which leverages utility funding.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
The pavement structure of S. 56th Street is getting to the end of its useful life and needs to be rehabilitated.
Does the project improve the equitable access to public facilities and services?
The project will replace the curb ramps and driveways with ADA compliant ramps and driveways. The project also adds bike lanes or shared lanes for a portion of the project.
Does the project align with Tacoma 2025 or other City priorities?
Accessibility and Equity and Livability
Does the project have a high level of public support?
The public feedback has been positive about the infrastructure improvements particularly the signal interconnect.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
The project adds some bike lanes and sharrows.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

A portion of the project passes through the South Tacoma Way mixed use center.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
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)?
Transportation Master Plan Tie-In

6th Avenue Complete Streets

Type: Active **CFP Section:** Transportation

Location: 6th Ave from Ainsworth to Stevens St **Project Cost:** \$8,450,000

Description: This project will provide complete streets enhancement on 6th Ave, including protected bikeway and pedestrian improvements linking to existing bike lanes on 6th Ave at Ainsworth and the Stevens/Tyler bike lanes, and in coordination with existing projects.

Rationale: This project is critical to providing a safe east-west bicycle connection.

Does the project address a public health or safety concern?
This project will improve bike and pedestrian safety by separating them from motorized traffic.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project is partially funded by an HSIP 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?
The 6th Avenue corridor provides direct east-west access across the city.
Does the project improve the equitable access to public facilities and services?
This project provides access to people who may not have a car and rely on active modes of transportation.
Does the project align with Tacoma 2025 or other City priorities?
This project increases safety and provides equitable access.
Does the project have a high level of public support?
This project supports safety and active transportation.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project promotes and 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?)
This project addresses the increase in growth in the MUCs, while not increasing the need for car parking or street capacity.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This project is on the bike priority network.

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project is a designated bike facility in the TMP and prioritizes pedestrians and bicyclists.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This project will improve traffic signal operations and the pedestrian crossing network along 6th Avenue.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
TMP Page 7, #124 & #125

72nd/74th St Vision Zero Improvements

Type: New **CFP Section:** Transportation

Location: District 5 **Project Cost:** \$5,880,000

Description: This project would improve safety on this corridor by calming traffic, adding bicycle facilities, and building pedestrian safety and access improvements; this project is likely to be phased.

Rationale: This project would improve corridor safety by calming traffic, adding bicycle facilities, and building pedestrian safety and access improvements, including signals and refuge islands, to transit and other key destinations.

Does the project address a public health or safety concern?
This project would provide safe access to nearby commercial businesses, future bike facilities, and mass transit.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
The intent is that the Pierce Transit project will be a catalyst for future grant funds to improve connections to the BRT.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project would pursue grant funding.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
This project is located in an area of low opportunity and would provide safe and easy access for pedestrians and bicyclists.
Does the project align with Tacoma 2025 or other City priorities?
This project prioritizes traffic safety and access for people with low opportunities.
Does the project have a high level of public support?
The neighborhood championed this project and received high support from Council.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project would create safe walking and biking routes that are often taken by car to avoid the traffic volumes and speeds.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
This project is within a Mixed Use Center and would provide access to high capacity transit.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This project would provide safe and accessible routes for pedestrians and bicyclists.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
This project would incorporate art influenced by the community.
Transportation Master Plan Tie-In
This project is located in an area of low opportunity and would provide safe and easy access for pedestrians and bicyclists.

84th Street Complete Streets

Type: New **CFP Section:** Transportation

Location: 84th St from Hosmer to east city limits **Project Cost:** \$5,000,000

Description: This project would calm traffic and improve safety by adding bicycle facilities and pedestrian safety and access improvements; this project is likely to be phased.

Rationale: This project supports the South End Neighborhood Council, Local Road Safety Plan, and Safe Routes to School Action Plan to provide safe and complete access for active transportation and youth.

Does the project address a public health or safety concern?	The project will provide a safe east-west connection for bicycles and improve pedestrian crossings.
Is the project required or mandated by law?	
Is the project substantially (75%+) funded by non-City sources?	This project will pursue a WSDOT Bike/Ped grant for funding.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?	This project will pursue a WSDOT Bike/Ped grant for funding.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?	
Does the project improve the equitable access to public facilities and services?	According to the City's Equity Index, the census tracts adjacent to S 84th have low access to opportunity. In the Puget Sound region, people of color and low-income residents are more likely to walk, bike, and use transit.
Does the project align with Tacoma 2025 or other City priorities?	This project aligns with the City's Vision Zero, Equity, Climate Action Plan, and Age-Friendly Cities goals
Does the project have a high level of public support?	The South End NC has listed this corridor in their South End Neighborhood Action Plan.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?	The project will provide a safe east-west connection for bicycles and improve pedestrian crossings, as an alternative to driving.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)	This project is not in a Mixed Use Center; but it connects to the Pacific Ave BRT Corridor which is an area planned for significant 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)
The project will provide a safe east-west connection for bicycles and improve pedestrian crossings.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
This is a capital project.
Transportation Master Plan Tie-In
This project address safety and prioritizes active transportation.

Accessible Pedestrian Signals Program

Type: New **CFP Section:** Transportation

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

Description: This project will install accessible pedestrian signals that communicate to all users, even those with hearing or vision impairments. These accessible pedestrian signals, known as APS, convey signal information in audible and vibrotactile formats.

Rationale: The City of Tacoma has 337 signalized intersections. The majority of these intersections do not have push buttons or current buttons are not helpful for vision or hearing impaired pedestrians.

Does the project address a public health or safety concern?
This project would assist persons with vision or hearing impairment with crossing at select intersections.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
This project will make intersections safer and more accessible for persons with vision or hearing impairment.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Improves access to the city.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Active Transportation Access to Pacific Avenue High Capacity Transit

Type: Active **CFP Section:** Transportation

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

Description: This project would provide pedestrian and bicycle access to and along the Pacific Ave High Capacity Transit Corridor.

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

Does the project address a public health or safety concern?
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?
Is the project substantially (75%+) funded by non-City sources?
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?
The project leverages grant funding and is sustainable by creating a safe path for active transportation
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
The existing facility requires maintenance frequently. The proposed project should reduce the need for maintenance
Does the project improve the equitable access to public facilities and services?
This project is located in a community of low opportunity and provides access to a major transit facility.
The project will be built to current ADA standards
Does the project align with Tacoma 2025 or other City priorities?
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?
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?
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?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This project 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)?
Transportation Master Plan Tie-In
#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, Dock Street, Stadium District and 25 th .

ADA Curb Ramp Program

Type: Active **CFP Section:** Transportation

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

Description: This program seeks to provide curb ramps to improve access to sidewalks, transit, and other essential 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.

Does the project address a public health or safety concern?
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?
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?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
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?
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?
Curb ramps allow access to public transportation.
Does the project have a high level of public support?
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?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

This project 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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Required consideration for transportation projects

Adding New Streetlights (2021/2022)

Type: Active **CFP Section:** Transportation

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

Description: This project will add 200 new streetlights to existing Tacoma Public Utility Poles during the 2021-2022 Biennium.

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

Does the project address a public health or safety concern?
Adds new lighting to dark street segments.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Existing street corridors have sporadic lighting. Adding new lights will make the lighting more evenly distributed along the entire corridor.
Does the project improve the equitable access to public facilities and services?
The equity index was directly factored into the prioritization of the new lights.
Does the project align with Tacoma 2025 or other City priorities?
Public Safety/vision zero
Does the project have a high level of public support?
Vast majority want lighting on their street. Receive numerous calls each year requesting new lighting.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
New lights are LED, and consistent with dark sky requirements.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Existing street corridors have sporadic lighting. Adding new lights will make the lighting more evenly distributed along the entire corridor.

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Arterial Overlay Program

Type: Active **CFP Section:** Transportation

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

Description: This project provides an overlay of arterial streets in Tacoma.

Rationale: Fund overlay projects for arterial streets in Tacoma.

Does the project address a public health or safety concern?
Improves driving surface for both motorized and non-motorized modes of transportation.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
PSRC Grant is funding and other 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?
Leveraging PSRC 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?
Current pavement is in poor condition.
Does the project improve the equitable access to public facilities and services?
A major percentage of users in this area are elderly (11-14%) and those with disabilities (21-34%).
Does the project align with Tacoma 2025 or other City priorities?
Improving transportation infrastructure is a city priority.
6-Year Comprehensive Transportation Plan, Arterial Overlay Program, page 19.
Does the project have a high level of public support?
The project is located in an area of "Very Low Opportunity" as found in the PSRC Project Selection Resource Map. The Opportunity Index is a measure of education, economic health and housing. The roadway provides access to Transit and services and housing. The roadway provides access to Transit and services.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Promotes active transportation with improvements to bicycle lanes.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Project locations are unknown at this time, but likely in a mixed use center.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
1% for the Arts will be set aside for this project.
Transportation Master Plan Tie-In
The project is consistent with goal 4 on page 61 of the Tacoma Transportation Master Plan, specifically policies 4.9 and 4.10.

Transportation Master Plan Tie-In
Policy 2.5 Traffic Calming Measures. This project would respond to and address traffic calming concerns on arterial streets.

Bicycle & Pedestrian Education, Encouragement, and Safety Program

Type: Active **CFP Section:** 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.

Does the project address a public health or safety concern?
This project will address public health and safety through bike and pedestrian education and outreach.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
The project will install new facilities to address hazardous bicycle and pedestrian facilities.
Does the project improve the equitable access to public facilities and services?
By providing improvements o the non-motorized facilities in Tacoma, the City is providing transportation options, particularly for people who are low-income and unable to afford their own vehicle.
Does the project align with Tacoma 2025 or other City priorities?
This project will implement Complete Street type improvements, encourage active transportation, improve quality of life, and reduce emissions.
Does the project have a high level of public support?
The projects were approved and supported through the Transportation Master Plan community outreach and adoption process. This is an education and safety campaign to complement bike and pedestrian construction projects.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
The project will increase the number of active transportation facilities that encourage alternative modes of transportation.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Bike rack locations will be prioritized in Mixed Use Centers.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project ties to the goal of creating a more multi-modal network through encouraging and educating the public on safe walking and biking.

Bridge Capital Projects

Type: Active **CFP Section:** Transportation

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.

Does the project address a public health or safety concern?
Keeping Tacoma's bridges open provides for access to all city services including hospitals and places of medical care.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Many bridge projects have been funded by federal funds in the past. Public Works will continue to pursue grants for bridge projects.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Since bridges do not last forever, it is understood that some bridges will need improvements prior to failure.
Does the project improve the equitable access to public facilities and services?
Bridges are open to all members of the public.
Does the project align with Tacoma 2025 or other City priorities?
Keeping infrastructure open and operating is a city priority.
Does the project have a high level of public support?
Past bridge projects have had support from the Council and Neighborhood Councils.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
All new bridge projects improve sidewalk and bike lane access for pedestrian and bicycle use.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Bridges are needed to complete our transportation network.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

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)?
Transportation Master Plan Tie-In
Policy 4.9 System Maintenance & Rehabilitation

Browning St - Grandview to Pioneer

Type: Active **CFP Section:** Transportation

Location: District 4 **Project Cost:** \$3,200,000

Description: This project is a partnership with the Puyallup Tribe of Indians to reconstruct Browning St from Grandview Ave E to Pioneer Way. The improvements will include sidewalks, stormwater, adding turn lanes, and signalization.

Rationale: This project is a partnership with the Puyallup Tribe of Indians to improve access to their facilities (e.g. Chief Leschi School, Administration, Clinic, Court, etc.).

Does the project address a public health or safety concern?
This project provides a safe facility for pedestrians and improves turning movements at intersections that are of concern.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
The Puyallup Tribe of Indians will be the primary funding partner.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The Puyallup Tribe of Indians will be the primary funding partner.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Browning St does not meet current City standards for a roadway and this project would provide appropriate pedestrian and vehicle access.
Does the project improve the equitable access to public facilities and services?
This project provides direct access to Tribal Trust Land and Tribal facilities.
Does the project align with Tacoma 2025 or other City priorities?
This project will provide safe access to an area of low opportunity.
Does the project have a high level of public support?
This is a top priority for the Puyallup Tribe of Indians.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project will provide safe pedestrian access and may encourage an increase in pedestrian/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?)
This project will provide direct access to areas that the Puyallup Tribe of Indians are developing and to the Lower Portland MUC.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This project will add sidewalks and a bring Browning St to current city standards.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project provides safe pedestrian and car access to an area of low opportunity, and is a partnership with the Puyallup Tribe of Indians.

City Contribution to Streets Initiative

Type: Active **CFP Section:** Transportation

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
As part of the Streets Initiative approved by voters in November 2015, the City committed to contribution \$30M in City funding over 10 years.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

City Support for SR167

Type: Active **CFP Section:** Transportation

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.

Does the project address a public health or safety concern?
SR167 access and freight movement
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Puget Sound Gateway program funding
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project provides grant match for completion of SR167
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Freight movement and support of Puget Sound Gateway project
Does the project have a high level of public support?
Provides essential connection to Port of Tacoma and reduces congestion.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Provides essential connection to Port of Tacoma and reduces freight congestion.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Supports the Puget Sound Gateway Program and completion of SR167
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

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.

City Support for Tacoma to Puyallup Regional Trail Connection

Type:	Active	CFP Section:	Transportation
Location:	Between Tacoma and Puyallup	Project Cost:	\$5,250,000
Description:	This project will continue the City's support for the Tacoma to Puyallup Regional Trail Connection project.		
Rationale:	This project, led by WSDOT, is critical to providing a connection to adjacent jurisdictions and other regional trails.		

Does the project address a public health or safety concern?
This project will provide a safe bicycle and pedestrian connection by separating it from motor vehicles.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
The intent is to apply for grant funds and to partner with WSDOT, Puyallup, Puyallup Tribe of Indians, Fife, and Pierce County.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The proposed project will leverage city funds through grants and partnerships.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Currently a safe, direct facility for bikes and pedestrians does not exist.
Does the project improve the equitable access to public facilities and services?
The project provides access to people who do not have access to cars and rely on active transportation as a mode of transportation.
Does the project align with Tacoma 2025 or other City priorities?
This project supports safety and equitable access.
Does the project have a high level of public support?
Executives of Tacoma and adjacent jurisdictions have demonstrated support for this connection.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project provides an alternative to driving a motorized vehicle.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
This project provides safe and direct access to adjacent jurisdictions.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project provides a safe bicycle and pedestrian facility.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Upon receiving funding, a component of art will be included.
Transportation Master Plan Tie-In
This project addresses safety, equity, and prioritizes pedestrians and bicycles.

Citywide Street Rehabilitation

Type: Active **CFP Section:** Transportation

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The 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?
Streets citywide are in major need of maintenance and repair.
Does the project improve the equitable access to public facilities and services?
This project will occur in locations citywide.
Does the project align with Tacoma 2025 or other City priorities?
Improving street infrastructure is a priority of the City Council.
Does the project have a high level of public support?
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?
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?)
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)
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)?

Transportation Master Plan Tie-In

Policy 4.10 Fix if First. This project prioritizes system preservation and repair to eliminate expensive deferred maintenance costs or street infrastructure failures.

Cultural Shift to Active Transportation

Type: Active **CFP Section:** 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.

Does the project address a public health or safety concern?
This project will increase active transportation and increase public health.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
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?
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?
Does the project improve the equitable access to public facilities and services?
Active transportation is a low-cost mode that most people have access too.
Does the project align with Tacoma 2025 or other City priorities?
This project will promote a reduction in greenhouse gas emissions and a healthy community.
Does the project have a high level of public support?
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?
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?)
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)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project ties in to the Transportation Demand Management polices and goals, as well as increasing active transportation.

E 38th Street from E Portland Ave to SR7

Type: New **CFP Section:** Transportation

Location: East 38th Street **Project Cost:** \$1,361,000

Description: This project will grind the outer lanes of E 38th St at the gutter line and overlay the street with 2" of HMA. Upgrade curb ramps as needed to meet ADA. Signal improvements as needed at the intersection of E 38th St and E McKinley Ave.

Rationale: Deteriorated arterial street with a pavement condition index indicating grind and overlay to preserve the roadway. ADA improvements will be part of the project.

Does the project address a public health or safety concern?
Project will improve the driving surface for motorized transportation and will provide ADA upgrades for safer pedestrian crossings.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Grant funded.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
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?
Does the project improve the equitable access to public facilities and services?
Project will include ADA improvements.
Does the project align with Tacoma 2025 or other City priorities?
Improvements to transportation infrastructure is identified as a City priority.
Does the project have a high level of public support?
Improved roadways and ADA access are highly supported by the public.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)

Related to East Portland Ave improvement projects (E56th to E 64th and E 64th to E 72nd). Part of Auto priority network. Adds ADA crossing improvements for pedestrian access.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
E 38th is identified as a Primary Street in the Auto Priority Network. The project is also consistent with goal 4.9 System Maintenance & Rehabilitation.

East 11th Street Bridge Demolition over the Puyallup River

Type:	Inactive	CFP Section:	Transportation
Location:	Portland Ave to Milwaukee Ave	Project Cost:	\$9,000,000
Description:	This project removes the existing bridge over the Puyallup River as well as the east and west approaches from Portland Ave to Milwaukee Ave.		
Rationale:	This project includes demolition of the existing truss over the Puyallup River as well as the approach spans from Portland Ave to Milwaukee Way, due to existing deficiencies.		

Does the project address a public health or safety concern?
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?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
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?
Does the project align with Tacoma 2025 or other City priorities?
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?
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?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

East 11th Street Bridge Replacement

Type: Inactive **CFP Section:** Transportation

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

Description: This project replaces the 11th Street bridge over the mouth of the Puyallup River.

Rationale: This bridge is currently closed due to deterioration. This project will replace this deteriorated bridge.

Does the project address a public health or safety concern?	Replacement of the bridge is necessary due to deterioration.
Is the project required or mandated by law?	
Is the project substantially (75%+) funded by non-City sources?	Project is not funded, but the large cost will need federal and state funds.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?	Not funded, but will apply for grants.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?	Bridge provides access to the Port of Tacoma.
Does the project improve the equitable access to public facilities and services?	Bridge will be open to all.
Does the project align with Tacoma 2025 or other City priorities?	Improving transportation infrastructure is a priority.
Does the project have a high level of public support?	Public has asked for this bridge to be back in service.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?	
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)	
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)	Bridge provides link over Puyallup River.
Does the project qualify for the Municipal Art Program (TMC 1.28)?	

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

East 11th Street Bridge Viaduct Demolition

Type:	New	CFP Section:	Transportation
Location:	E 11th St from Stewart Rd to Milwaukee	Project Cost:	\$7,600,000
Description:	This project will remove the viaduct portion of the 11th street bridge within the Port of Tacoma facility from Stewart Rd to Milwaukee ave.		
Rationale:	This project will demolish the existing E 11th Street Bridge from Stewart Rd to Milwaukee ave.		

Does the project address a public health or safety concern?
The project mitigates risks of falling debris associated with this project.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The project is funded 50/50 by the City and the Port of Tacoma.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
This project will remove a bridge which has debris falling from it.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Yes, this project aligns with the city priority of safety.
Does the project have a high level of public support?
Yes, the project is supported by the tribe and Port of Tacoma.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

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

Type: Active **CFP Section:** Transportation

Location: E 64th St **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.

Does the project address a public health or safety concern?
Adds ADA compliant facilities and improves a roadway that is in very poor condition
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project has the potential to leverage grant funding.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Facilities are in very poor condition, on a school route, etc. Upgrading roadway will reduce maintenance costs.
Does the project improve the equitable access to public facilities and services?
Upgrades ped facilities and adds bike lanes to provide non-motorized options to school, etc. Also installs ADA compliant ramps.
Does the project align with Tacoma 2025 or other City priorities?
Equitable access and leveraging transportation package funds.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Project includes Complete Street elements including bike lanes.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
This project will provide a new arterial street ready for future development.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The project will connect the bike lanes network and will add value to E 64th Street interconnect infrastructure system. It is part of a 3-phase project.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Project will incorporate art.
Transportation Master Plan Tie-In

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

Type: Active **CFP Section:** Transportation

Location: E 64th St **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.

Does the project address a public health or safety concern?
Adds ADA compliant facilities and improves a roadway that is in very poor condition.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project has the potential to leverage grant funding.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Facilities are in very poor condition, on a school route, etc. Upgrading roadway will reduce maintenance costs.
Does the project improve the equitable access to public facilities and services?
Upgrades ped facilities and adds bike lanes to provide non-motorized options to school, etc. Also installs ADA compliant ramps.
Does the project align with Tacoma 2025 or other City priorities?
Equitable access and leveraging transportation package funds.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Project includes Complete Street elements including bike lanes.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
This project will provide a new arterial street ready for future development.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The project will connect the bike lanes network and will add value to E 64th Street interconnect infrastructure system. It is part of a 3-phase project.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Project will incorporate art.
Transportation Master Plan Tie-In

East 64th Street : Portland Ave to City limits (Phase 3)

Type: Inactive **CFP Section:** Transportation

Location: E 64th St **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.

Does the project address a public health or safety concern?
Adds ADA compliant facilities and improves a roadway that is in very poor condition.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project has the potential to leverage grant funding.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Facilities are in very poor condition (e.g. on a school route). Upgrading roadway will reduce maintenance costs.
Does the project improve the equitable access to public facilities and services?
Upgrades ped facilities and adds bike lanes to provide non-motorized options. Also installs ADA compliant ramps.
Does the project align with Tacoma 2025 or other City priorities?
Equitable access and leveraging transportation package funds.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Project includes Complete Street elements including bike lanes.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
This project will provide a new arterial street ready for future development.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The project will connect the bike lanes network and will add value to E 64th Street interconnect infrastructure system. It is part of a 3-phase project.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Project will incorporate art.
Transportation Master Plan Tie-In

East Portland Ave (E 56th Street to E 64th Street)

Type: New **CFP Section:** Transportation

Location: East Portland Ave **Project Cost:** \$1,130,000

Description: This project will grind the outer lanes of E Portland Ave at the gutter line and overlay the street with 2" of HMA. Upgrade curb ramps as needed to meet ADA. Signal improvements as needed at the intersection of E 56th St and E 64th St.

Rationale: Deteriorated arterial street with a pavement condition index indicating grind and overlay to preserve the roadway. ADA improvements will be part of the project.

Does the project address a public health or safety concern?
Project will improve the driving surface for motorized transportation and will provide ADA upgrades for safer pedestrian crossings.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Grant funded.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
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?
Does the project improve the equitable access to public facilities and services?
Project will include ADA improvements.
Does the project align with Tacoma 2025 or other City priorities?
Improvements to transportation infrastructure is identified as a City priority.
Does the project have a high level of public support?
Improved roadways and ADA access are highly supported by the public.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)

Related to the E 38th Street (Portland to McKinley) and E Portland (E 64th to E 72nd). Part of Auto priority network in TMP. Adds ADA crossing improvements for pedestrian access.

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

Transportation Master Plan Tie-In

E Portland Ave is identified as a Primary Street in the Auto Priority Network. The project is also consistent with goal 4.9 System Maintenance & rehabilitation.

East Portland Ave (E 64th to E 72nd)

Type: New **CFP Section:** Transportation

Location: East Portland Ave **Project Cost:** \$112,881

Description: This project will grind and overlay from the intersection at E 64th St to the intersection at E 72nd St. Upgrade curb ramps as needed to meet ADA. Potential addition of bike facilities via channelization.

Rationale: Deteriorated arterial street with a pavement condition index indicating grind and overlay to preserve the roadway. ADA improvements will be part of the project.

Does the project address a public health or safety concern?
Project will improve the driving surface for motorized transportation and will provide ADA upgrades for safer pedestrian crossings.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Grant funded.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
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?
Does the project improve the equitable access to public facilities and services?
Project will include ADA improvements.
Does the project align with Tacoma 2025 or other City priorities?
Improvements to transportation infrastructure is identified as a City priority.
Does the project have a high level of public support?
Improved roadways and ADA access are highly supported by the public.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)

Related to the E 38th Street (Portland to SR7) and E Portland (E 56th to E 64th St) projects. Part of the Auto Priority Network in the TMP. Adds ADA crossing improvements for pedestrian access.

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

Transportation Master Plan Tie-In

East Portland is identified as a Primary Street in the Auto Priority Network. The project is also consistent with goal 4.9 System Maintenance & Rehabilitation.

East Portland Avenue Safety Improvements

Type: Active **CFP Section:** Transportation

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).

Does the project address a public health or safety concern?	This project will improve the existing signal system, which will reduce vehicular and pedestrian conflicts and increase safety.
Is the project required or mandated by law?	
Is the project substantially (75%+) funded by non-City sources?	The Highway Safety Improvement Program is funding 85% of the project.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?	The Highway Safety Improvement Program is funding 85% of the project.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?	The project will improve signal system along East Portland Ave. corridor.
Does the project improve the equitable access to public facilities and services?	
Does the project align with Tacoma 2025 or other City priorities?	This project meets the safety policies and goals outlined in the Transportation Master Plan.
Does the project have a high level of public support?	As part of the Transportation Master Plan, the community expressed a high level of support to increase safety of pedestrians, bicyclists, and vehicles.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?	This project will improve the mobility of the corridor at signals, which reduces gas emissions.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)	This project will improve the signal system, which improves capacity of the corridor and future needs of increased growth.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
The project will improve signal system along East Portland Ave. corridor.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project meets the safety policies and goals outlined in the Transportation Master Plan.

East/West Bikeway Connection

Type: Wishlist **CFP Section:** Transportation

Location: S 38th St to south city limits **Project Cost:** \$3,000,000

Description: This project will evaluate, prioritize, and construct east/west bikeway connections south of S 38th St. This project is in coordination with I-5 Active Transportation Crossing Program.

Rationale: This project is critical to providing a safe east-west connection in the south end of the City, where there are limited to no connections.

Does the project address a public health or safety concern?
This project provides a safe bicycle facility for east-west access.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project will leverage city funds with grants or agency partnerships.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
There are limited safe and continuous bicycle connections traversing east-west in the south end of Tacoma.
Does the project improve the equitable access to public facilities and services?
This project would provide safe, active transportation access for people that do not drive.
Does the project align with Tacoma 2025 or other City priorities?
This project would provide safe and convenient access for areas identified as low opportunity.
Does the project have a high level of public support?
The project increases access for those that do not drive and it serves as a traffic calming tool.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project promotes 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?)
This project will increase transportation access and options serving MUC and Business Districts.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This fills a gap in the City's active transportation network.

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project would provide safe and convenient active transportation access for areas identified as low opportunity.

Fawcett Avenue: South 19th to South 21st

Type: Active **CFP Section:** Transportation

Location: S 19th St & Fawcett Ave **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 St.

Rationale: This project will leverage city funds with a state grant.

Does the project address a public health or safety concern?
This project will address the expected increase in vehicle traffic, speeds, and potential conflicts on a designated bike corridor.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
The grant would fund approximately 85%.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The grant would fund approximately 85%.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
The project supports health and safety by providing devices in place to minimize conflicts between bicycles and cars.
Does the project have a high level of public support?
The active transportation community and City Council have supported the Top 4 Bikeways corridor development and success.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
The project will encourage people to bicycle.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
The enhanced bike corridor will serve new development in the Brewery District.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

The project would add value to the current bike network along Fawcett Ave.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Bike facilities on Fawcett Ave.

First Creek Middle School Safe Routes to School

Type: Active **CFP Section:** Transportation

Location: E 52nd St and Portland Ave **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.

Does the project address a public health or safety concern?
There have been 3 reported student collisions in the past 4 years at this location. A signal will provide a better opportunity for a safer crossing.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
The project would be grant funded by 85%
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The project would be grant funded by 85%
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
The signal would allow more time for people to cross Portland Avenue, which benefits people with disabilities.
Does the project align with Tacoma 2025 or other City priorities?
This crossing will make the City more livable because it addresses a safety concern.
Does the project have a high level of public support?
The School District, parents, active transportation community support safer routes to schools.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
The safer crossing will encourage people to walk more and be more comfortable crossing a busy arterial.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Hilltop Offsite Improvements

Type: Active **CFP Section:** 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.

Does the project address a public health or safety concern?
This project will construct ADA ramps as part of the off-site improvements.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project leverages \$40 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?
Existing infrastructure in the area is degraded and not ADA compliant.
Does the project improve the equitable access to public facilities and services?
ADA improvements provide greater access for all
Does the project align with Tacoma 2025 or other City priorities?
Council supports economic development and working to garner private investment in the City
Does the project have a high level of public support?
There is support from the Hilltop Neighborhood Business District.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
The project is in Downtown.
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Historic Water Ditch Trail- Phase III & IV

Type: Active **CFP Section:** 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

Does the project address a public health or safety concern?
The project provides for improved Active Transportation which can improve public health.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The project has grant funding for design of Phases III and IV and construction of Phase IV and will be seeking additional funding for Phase III.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
The project improves active transportation connections between South Tacoma and Downtown, adds mid-block crossings to correspond with transit stops, and adds transit, pedestrian and bicyclist amenities such as bus pads, bike racks, benches and trash cans.
Does the project align with Tacoma 2025 or other City priorities?
Yes the project aligns with Livability and Accessibility and Equity
Does the project have a high level of public support?
Yes the public has supported the first three phases of the project. Phase III will complete the Water Flume Line Trail.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Yes the project encourages active transportation which reduces greenhouse gas emissions.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
The project ends in the Downtown Mixed-Use Center

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

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

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

I Street Overlay

Type: Active **CFP Section:** Transportation

Location: 6th Ave & I St **Project Cost:** \$1,016,641

Description: This project includes a grind & overlay one block in each direction from the intersection of 6th & I St. The project will include installation of ADA compliant curb ramps and driveway approaches where applicable.

Rationale: South I Street is a principal arterial that intersects 6th Avenue. The combined ADT of these two streets is 14,600 vehicles per day. The streets have deteriorated such that a new asphalt overlay is needed.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project will utilize 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?
This project will utilize 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?
This project will improve an arterial roadway that is currently deficient.
Does the project improve the equitable access to public facilities and services?
This will improve access along the arterial.
Does the project align with Tacoma 2025 or other City priorities?
Asset Management, street improvement.
Does the project have a high level of public support?
Street improvement is supported by the public
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Policy 3.15 Intermodal Conflict; Policy 4.9 System Maintenance and Rehabilitation.

I-5 Crossings Study Assessment

Type: New **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$350,000

Description: This planning study will assess 14 existing I-5 bridges/undercrossings in support of federal "Reconnecting Communities Pilot Program." This project supports WSDOT's I-5 Systems Partnership to reduce barriers that I-5 creates in the community.

Rationale: This project will identify improvements necessary to address barriers to active transportation within the community.

Does the project address a public health or safety concern?
It will identify potential projects to improve safe access for bikes and peds.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This study will support future projects that will be grant eligible.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
I-5 creates a barrier to the community physically and environmentally.
Does the project improve the equitable access to public facilities and services?
There are very few safe crossings of I-5, which makes it difficult for people to access the Tacoma Mall Subarea and Downtown Tacoma.
Does the project align with Tacoma 2025 or other City priorities?
This project will identify opportunities to increase active transportation.
Does the project have a high level of public support?
The Transportation Commission, BPTAG, and TACOD have voiced support to eliminating the barriers of I-5.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project will identify opportunities to increase 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?)
There are very few safe crossings of I-5, which makes it difficult for people to access the Tacoma Mall Subarea 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)

This project will identify opportunities to increase active transportation by connecting bicycle and transit priority streets.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project will identify opportunities to increase active transportation.

I-5/S. 56th Street Interchange - ADA Compliance

Type: Active **CFP Section:** Transportation

Location: I-5 & 56th St, Tacoma Mall Blvd **Project Cost:** \$1,269,735

Description: Washington State Department of Transportation (WSDOT) has requested the City to design and manage the construction of a WSDOT project to construct new ADA compliant crossing ramps along the sidewalks & on/off ramps at the I-5 interchange with S 56th St.

Rationale: WSDOT desires to have ADA compliant pedestrian ramps at the S56th Street – I-5 Interchange. WSDOT feels the City is in best position to design, construct and manage the project while WSDOT will fund the costs for Design, ROW, and Construction.

Does the project address a public health or safety concern?
Brings pedestrian crossing ramps into ADA compliance.
Is the project required or mandated by law?
Partnering with WSDOT to meet ADA requirements.
Is the project substantially (75%+) funded by non-City sources?
Project costs 100% funded by WSDOT.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Project costs 100% funded by WSDOT.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Updating pedestrian crossing ramps to meet ADA requirements.
Does the project improve the equitable access to public facilities and services?
Updating pedestrian crossing ramps to meet ADA requirements.
Does the project align with Tacoma 2025 or other City priorities?
Improves pedestrian crossing ramps in support of the Tacoma 2025 focus area Equity & Accessibility.
Does the project have a high level of public support?
Received favorable public comments when presented at Tacoma City Council.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Promotes active transportation by improving non-motorized network.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Improvements are at intersection near 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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Links to Opportunity

Type: Active **CFP Section:** 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.

Does the project address a public health or safety concern?
The project will add amenities for bicyclists and pedestrians in conjunction with the Tacoma Link Expansion project.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
The project has a 2 million dollar grant and a 500,000 City match for design. Construction is funded by several sources. \$3.5M grant from Sound Transit, \$2M CDBG, \$3M City REET, \$1.82M Streets Initiative and \$2M from WA State Dept. of Commerce Grant
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The project leverages grant dollars. The project also is in conjunction with Sound Transit's Tacoma Link Expansion project and coordination will avoid additional costs that may occur if not coordinated.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
The project will improve access for pedestrians and bicyclists. The project also includes an Equity and Empowerment Initiative
Does the project align with Tacoma 2025 or other City priorities?
Economy and Workforce (Hilltop revitalization-business districts), Accessibility and Equity (Equity and Empowerment Initiative), and Livability
Does the project have a high level of public support?
The project has support from Bates Technical College, United Way of Pierce County, Tacoma Urban League, and others. The project has a Council Appointed Hilltop Engagement Committee to guide the project.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

The project supports non-motorized - active transportation and therefore reduces greenhouse gas emissions with each user.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
The project is in the Downtown Mixed Use Center
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This project follows the Tacoma Link Extension (TLE) footprint and looks for opportunities to connect the corridor via parallel and connecting routes. The TLE adds 2.4 miles of LINK Light rail to the project.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
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.
Construction funding allows for art installed at selected locations. Local artists will be engaged in the design and installation.
Transportation Master Plan Tie-In
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Links to Opportunity Phase 2

Type: Active **CFP Section:** Transportation

Location: District 3 **Project Cost:** \$4,466,243

Description: This phase includes a bike boulevard on J Street, improved pedestrian and bicycle crossings, a festival street, and connections to existing and future bicycle facilities.

Rationale: This project is in the design phase. Work completed by nearby developments or utilities should comply with the proposed design and TMP designation.

Does the project address a public health or safety concern?	This project constructs a safe bikeway that is separate from the Link tracks or traffic.
Is the project required or mandated by law?	
Is the project substantially (75%+) funded by non-City sources?	This would be a grant 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?	The City would likely leverage Streets Initiative and utility work as partners on 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?	There is a gap in the north-south bike network parallel to MLK Jr Way.
Does the project improve the equitable access to public facilities and services?	This network would connect two hospitals by way of a Business District.
Does the project align with Tacoma 2025 or other City priorities?	This project provides safe bike access to a neighborhood of low-moderate opportunity.
Does the project have a high level of public support?	This is a priority of several advocacy groups, such as DOTG, BPTAG, and City Council.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?	This project promotes active 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?)	This is located in the Hilltop Subarea Plan.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)	This fills in a gap in the biking network.
Does the project qualify for the Municipal Art Program (TMC 1.28)?	

Art would be included in the Festival Area.
Transportation Master Plan Tie-In
This project provides safe bike access to a neighborhood of low-moderate opportunity.

Lister Elementary School Safe Routes to School

Type: Active **CFP Section:** Transportation

Location: E 44th St and Everett St **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.

Does the project address a public health or safety concern?
The project will improve student access to school with enhanced crossings and traffic calming tools.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
The project will be funded by 85% State grant.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The project will be funded by 85% State grant.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
The project provides a more direct access to school, which shortens the walking route.
Does the project align with Tacoma 2025 or other City priorities?
The project addresses a safety concern about safe walking and speeding vehicles.
Does the project have a high level of public support?
The School District, school community, and active transportation community support safer routes to school.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
The project will provide a more direct and safer route to school, which will encourage walking and biking.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Manitou Elementary Safe Routes to Schools

Type: Active **CFP Section:** Transportation

Location: S 66th St between Cheyenne and Tyler St **Project Cost:** \$598,091

Description: This project improves walking & rolling by constructing crosswalk improvements, standard/buffered/protected bike lanes, transit islands, illumination, bike storage, wayfinding, and providing education/encouragement.

Rationale: This project supports the Safe Routes to School Action Plan prioritization list to improve safer routes to schools.

Does the project address a public health or safety concern?
This project is in response to the collisions that occurred near Manitou ES.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project would be primarily funded by WSDOT SRTS.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The City will leverage Streets Initiative dollars with Federal 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?
The current crossing is inadequate.
Does the project improve the equitable access to public facilities and services?
Manitou ES is the next school in the Safe Routes to School Action Plan, which prioritizes collisions, low-income, and students of color.
Does the project align with Tacoma 2025 or other City priorities?
This project will provide a safe walking and biking facility for a school of low opportunity.
Does the project have a high level of public support?
Youth safety has been a top priority of City Council and community.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project encourages safe walking and rolling.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This project will increase access to existing bike lanes on Tyler and 66th St.

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Art will be incorporated to the education and encouragement component.
Transportation Master Plan Tie-In
This project will provide a safe walking and biking facility for a school of low opportunity.

Missing Link Sidewalks

Type: Active **CFP Section:** Transportation

Location: Citywide **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. Key projects include Orchard St, Sheridan Ave, Norpoint Way, & Northshore Pkwy

Rationale: This project will provide missing link sidewalks with connections to schools, parks and community centers. Active component is to complete missing segments of sidewalk from 72nd to 84th St.

Does the project address a public health or safety concern?
This project will construct missing link sidewalks providing a safer walking route to schools, parks and a community center. Active component is to complete segments of missing sidewalk on Sheridan Ave between 72nd and 84th streets.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
TIB grant will be applied for summer of 2020
REET (\$600k), 1065 (\$100k) and 1085 (\$79,395).
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Project will 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?
Project addresses missing link sidewalks along major thoroughfares. Active component is to complete segments of missing sidewalks between 72nd to 84th streets.
Does the project improve the equitable access to public facilities and services?
This project will address missing link sidewalks in a historically underserved area in Tacoma.
Does the project align with Tacoma 2025 or other City priorities?
City council has requested this project.
Does the project have a high level of public support?
Supported by neighborhood councils and City council.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Project encourages active transportation.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This project completes missing link sidewalks.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Policy 3.7 special needs of Transportation Users and Policy 3.9 Pedestrian Facilities.

Municipal Dock Deck Demolition & Seawall Repair

Type: Active **CFP Section:** Transportation

Location: Foss Waterway **Project Cost:** \$1,095,572

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. Repairs will install a new seawall.

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.

Does the project address a public health or safety concern?
The condition of the dock was rated as Critical in the Collins assessment report.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
The dock has already failed and continues to pose a significant hazard.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Help improves the City's waterfront for economic development.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
The project is in the Downtown mixed-use center.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Site 10 and Site 9
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Neighborhood Programs (PW)

Type: Active **CFP Section:** Transportation

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

Does the project address a public health or safety concern?
It addresses reported speeding and collision.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
The project will create a more livable and safe environment by addressing speed and collision concerns.
Does the project have a high level of public support?
The Transportation Master Plan, which was vetted by the community, supports traffic calming measures.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Policy 2.5 Traffic Calming Measures. This project would respond to and address neighborhood traffic safety concerns.

North 21st Street: Proctor to Pearl

Type: Active **CFP Section:** Transportation

Location: N 21st St **Project Cost:** \$17,625,500

Description: This project includes 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.

Does the project address a public health or safety concern?
The project will provide safety improvements to pedestrian crossings.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
There have been several public meetings held to discuss options for revisions to the N 21 Street roadway (future project) with significant interest and support for pedestrian crossing safety improvements like these voiced by the public at those meetings.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Policy 3.9 Pedestrian Facilities; #270 As of 2013, this project includes arterial street rehabilitation and utility infrastructure replacement.

Pearl Street Lighting & Pedestrian Improvements

Type: Wishlist **CFP Section:** Transportation

Location: N Pearl St between 46th St & Park Ave **Project Cost:** \$850,000

Description: The project will improve/include street and pedestrian lighting, sidewalks, banners poles, bike lanes, 2-3 mid-block crossings, traffic calming (49th, 52nd, 48th), bus shelters, wayfinding, and streetscape.

Rationale: This project will improve pedestrian and bicycle safety, while encouraging economic development.

Does the project address a public health or safety concern?
The project would improve pedestrian safety by installing lighting, mid-block crossings, traffic calming and ADA improvements.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
May leverage City funding with grant funding, and WSDOT or MetroParks funding.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
This project improves the access along Pearl Street to Point Defiance park for all Tacoma citizens.
Does the project align with Tacoma 2025 or other City priorities?
The project improves Livability along Pearl Street, the connection to Point Defiance Park, by upgrading pedestrian/ bicycle facilities, improved safety through lighting improvements and traffic calming, and bus transit improvements at transit stops.
Does the project have a high level of public support?
Tacoma, Ruston, Metro Parks, and WSDOT have been planning this work together. Stakeholders are in support of these improvements.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

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)

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

Pedestrian and Bicycle Counts and Facility Inventories

Type: Active **CFP Section:** Transportation

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.

Does the project address a public health or safety concern?
Collection of data to address needed improvements including safe pedestrian and bicycle facilities.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
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?
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?
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?
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?
Bicycle and Pedestrian Network priorities in the Transportation Master Plan
Does the project have a high level of public support?
Bicycle and Pedestrian community, BPTAG
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
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?)
The project will collect existing and missing bicycle and pedestrian facilities which would help identifying the needs to support projected growth in the City 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)

The project will collect existing and missing bicycle and pedestrian facilities which would help identifying the needs to support projected growth in the City of Tacoma.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Page 74, Pedestrian Toolbox, data collection

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
The project provides missing pedestrian crossings to serve neighborhoods, schools, and other facilities. It continues work completed in Phase I of the project.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
The Transportation Master Plan places a priority on pedestrian mobility. Appendix D of the Transportation Master Plan contains a summary of the Pedestrian Crossing Improvements project.

Pine St Protected Bike Lanes: Center - S 47th St

Type: Active **CFP Section:** Transportation

Location: Tacoma Mall Vicinity **Project Cost:** \$4,100,000

Description: This project will create protected bicycle facilities and pedestrian safety and access improvements on Pine Street between Center St and S 47th St.

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.

Does the project address a public health or safety concern?
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?
Is the project substantially (75%+) funded by non-City sources?
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?
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?
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?
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?
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
Does the project have a high level of public support?
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?

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.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
This project is located 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.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
The project 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)?
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
The TMP calls for development and implementation of the Subarea Plan to plan and recognizes that transportation improvements are essential for this purpose.

Pipeline Trail/Cross County Commuter Connector--Phase II

Type: Active **CFP Section:** Transportation

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

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
The 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?
Grant funds would pay for 80%
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
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?
Project located in underserved community and will be built to meet current ADA standards.
Does the project align with Tacoma 2025 or other City priorities?
Aligns with Transportation Master Plan Complete Streets policies.
Does the project have a high level of public support?
Neighborhood Council high priority project
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
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?)
Serves recent investments in housing and schools
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Yes; Pipeline Trail Phase 1 and Phase 3.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Portland Avenue Bridge Repair - Span Over BNSF Tracks

Type:	Active	CFP Section:	Transportation
Location:	Portland Ave and south of River St	Project Cost:	\$5,000,000
Description:	This project consists of installing external post tensioning to improve the load carrying capacity of the bridge.		
Rationale:	This project will preserve the existing structure and allow for load carrying vehicles to utilize it.		

Does the project address a public health or safety concern?
The project will strengthen the existing structure to remove the Emergency Vehicle (EV3), 3 axle load restriction and allow for TFD to maintain existing response times.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project would be funded by BRAC or federal grant funds, and possibly a partnership with Port of Tacoma or others.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The PW department will work with TFD to seek any and all available grants to fund 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?
In order to extend the bridge life and current use of providing access to the Port, it will need to be reinforced.
Does the project improve the equitable access to public facilities and services?
This facility provides access to SR509, the City's treatment plant, and alternative access to downtown Tacoma.
Does the project align with Tacoma 2025 or other City priorities?
This project aligns with the Livability Indicator to provide an efficient transportation network. Installation of this project would maintain existing TFD response times in the Port Area.
This project would leverage city funds to extend the life of city infrastructure.
Does the project have a high level of public support?
Access to this facility is important to Port business and the City's treatment plant.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Access to the Port from I-5 is increasingly important and freight traffic increases.
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Portland Avenue Freight Access Improvements

Type: Active **CFP Section:** Transportation

Location: Portland Ave and Lincoln Ave **Project Cost:** \$4,363,020

Description: The project will replace asphalt with concrete along a freight corridor, install a new signal at SR-509 off ramp and other signal improvements (ITS, RRFB crossing), make ADA improvements. Portland Ave bridge deck repairs as conditions warrant.

Rationale: Portland Avenue serves as a major access route for freight traffic between the Port/Industrial area and I-5. Preserving access is key to the economic vitality of the south sound. Portland Avenue is also an auto priority corridor in the City's TMP.

Does the project address a public health or safety concern?
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?
Is the project substantially (75%+) funded by non-City sources?
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?
This project will leverage city 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?
This project will extend the life cycle of a key access route that serves port/industrial traffic and the south sound.
Does the project improve the equitable access to public facilities and services?
This project will extend the life cycle of a key access route that serves port/industrial traffic and the south sound.
Does the project align with Tacoma 2025 or other City priorities?
This project will extend the life cycle of a key access route that serves port/industrial traffic and the south sound, and a secondary route when I-5 is not passable. Portland Avenue is also an auto priority corridor as described in the City's TMP.
Does the project have a high level of public support?
The Port/Industrial area supports the maintenance and rehabilitation of this key corridor.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Access to the Port is necessary for the increase in freight development and traffic.
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)
Adds signalization on Portland Ave.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Signals at Portland and SR509 included in TMP, Appendix B, page 5 of 16, Project ID311.

Portland Avenue Vision Zero Improvements

Type: New **CFP Section:** Transportation

Location: Portland Ave Corridor **Project Cost:** \$5,000,000

Description: This project would improve safety on this corridor by calming traffic, adding bicycle facilities, and building pedestrian safety and access improvements; this project is likely to be phased.

Rationale: This project improves safety and provides safe bicycle and pedestrian access.

Does the project address a public health or safety concern?
This project will address safety & access deficiencies for all road users.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project would leverage grant funds, including potential Sound Transit TDLE Access funds.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project would leverage grant funds, including potential Sound Transit TDLE Access funds.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
This project will address safety & access deficiencies for all road users.
Does the project improve the equitable access to public facilities and services?
According to the City's Equity Index, the census tracts adjacent to Portland Ave have low to very low access to opportunity. In the Puget Sound region, people of color and low-income residents are more likely to walk, bike, and use transit.
Does the project align with Tacoma 2025 or other City priorities?
This project aligns with the City's Vision Zero, Equity, Climate Action Plan, and Age-Friendly Cities goals
Does the project have a high level of public support?
Residents have voiced concerns on speeding and lack of safe pedestrian/bicycle facilities on Portland Ave.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project will increase the use of active transportation and improve access to transit, including the East Tacoma Station.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

This project is part of the city's strategy to increase active transportation access to the East Tacoma Station.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This would provide a continued north-south bicycle facility.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
This is a capital project.
Transportation Master Plan Tie-In
This project supports active transportation, safety, and leveraging city funds.

Prairie Line Trail Phase II

Type: Active **CFP Section:** Transportation

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

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

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

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project leverages substantial grant dollars.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Increased and dedicated funding for mobility.
Does the project have a high level of public support?
The Friends of the Prairie Line Trail, UWT, TAM, Children's Museum and the Thea Foss Waterway support this project.
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?
The project builds a shared used path through downtown Tacoma connecting downtown and the Thea Foss waterway.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Project is in the downtown.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This is a phased project that links to multiple planned trails.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Art is being added to the project through a separate State grant.

Priority Active Transportation Small Project Improvements

Type: Active **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$1,942,890

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 constructs low-cost safety improvements to the bike/pedestrian network, including traffic calming, bike lanes, bike boulevards, crossing improvements, enhancements, trail crossings, & wayfinding (e.g. S 11th/12th, S 96th, and E 34th St.)

Does the project address a public health or safety concern?
This project will improve safety for people walking and biking in Tacoma.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
By providing improvements to the non-motorized facilities in Tacoma, we are providing transportation options, particularly for people who are low income and unable to afford their own vehicle.
Does the project align with Tacoma 2025 or other City priorities?
Providing transportation alternatives.
Does the project have a high level of public support?
This project would work to implement interim improvements for often more costly projects identified in the Transportation Master Plan.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Increasing active transportation facilities encourages use of alternative modes of transportation, shifting people out of single occupancy vehicles.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Projects will be located citywide, often linking mixed use centers.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Various small works bicycle and pedestrian projects outlined in Appendix B Detailed Project List.

This would fill a missing link to a critical bike network.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Art would be incorporated in project.
Transportation Master Plan Tie-In
This project provides safe active transportation access to an area with of low opportunity.

Puyallup Avenue Transit/Complete Street Improvements

Type: Active **CFP Section:** Transportation

Location: Portland Ave to S C Street **Project Cost:** \$25,088,600

Description: This project utilizes complete street concepts, designs and constructs streetscape improvements, upgrades utilities, improves ADA access, reduces pavement width, and adds an HOV/Transit lane and bicycle facilities along the corridor.

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

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The 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?
The project will add missing sidewalk, replace damaged sidewalks, upgrade curb ramps and add missing bicycle facilities.
Does the project improve the equitable access to public facilities and services?
The project will evaluate providing improved ADA access to the corridor.
Does the project align with Tacoma 2025 or other City priorities?
The project will leverage transportation funding.
The project will leverage transportation funding.
Does the project have a high level of public support?
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?
Non-motorized enhancements will be constructed, including bike lanes.
Non-motorized enhancements will be constructed, including bike facilities.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

The project will support the 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)
The project will add bicycle facilities to Puyallup Ave connecting with the Prairie Line Trail and a combined sidewalk on Portland Ave (via WSDOT construction).
Does the project qualify for the Municipal Art Program (TMC 1.28)?
The project will require grant match funded by the City.
Transportation Master Plan Tie-In
Bus, truck, bike routes.

Transportation Master Plan Tie-In
#150: This project replaces two of the six Puyallup River Bridge segments (westerly two segments) and a portion of the bridge segment just to the west with a new cable stay bridge. F16D replacement is a separate item in the TIP.

Railroad Crossing Improvements

Type: Active **CFP Section:** Transportation

Location: Multiple locations **Project Cost:** \$4,111,750

Description: Based on the outcomes of the City's rail crossing study, this project will construct recommended rail crossing improvements at the 6th & Titlow and S 19th & Narrows Marina locations.

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

Does the project address a public health or safety concern?
The study will identify any public need regarding potential improvements at the identified rail crossings.
The project will improve pedestrian safety at the 6th Ave and the S. 19th St rail crossings.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
The project is funded 90% with City funds.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Improvements at the crossings could limit future costs, and City funds are being used to match grants.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Improved crossing surfaces/ADA and the addition of pedestrian rail gates at RR crossings.
Does the project align with Tacoma 2025 or other City priorities?
Changes will enhance active transportation opportunities and livability for Tacoma residents and visitors.
Does the project have a high level of public support?
The public is very interested in reducing train noise and making other pedestrian improvements at the rail crossings.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Policy 4.9 System Maintenance & Rehabilitation

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
The project extends the bicycle network.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Policy 3.9 Pedestrian Facilities, Policy 3.10 Bicycle Facilities, Policy 3.1 Complete Streets

S 12th St, S 11th St, and Earnest S Brazill Protected Bike Lanes

Type: New **CFP Section:** Transportation

Location: S 12th St/Earnest S Brazill/S 11th St **Project Cost:** \$1,003,989

Description: This project would add protected bike lanes on S 12th St from Cedar St to S Ferry St and a couplet on S 12th/Earnest S Brazil and S 11th St with one-way protected bike lanes and one-way sharrows on each street.

Rationale: This project improves safety and completes a gap in planned bike lanes.

Does the project address a public health or safety concern?
This project will provide a safe facility for bicycles, calm traffic, and improve visibility at intersections.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project will reduce the need for street maintenance that is caused by cars/heavy vehicles. Bike infrastructure often requires less costly 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?
This project would complete a gap in a planned bike facility.
Does the project improve the equitable access to public facilities and services?
This project will provide low-cost transportation on a corridor that serves the downtown and Hilltop area.
Does the project align with Tacoma 2025 or other City priorities?
This project aligns with the City's Vision Zero, Equity, Climate Action Plan, and Age-Friendly Cities goals.
Does the project have a high level of public support?
The Central Neighborhood Council has indicated support for connected bike lanes.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project will increase the use of active transportation and improve access to transit, including Hilltop Link Extension.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
This project serves the Hilltop Subarea and downtown 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)
This project would complete a gap in bike lanes between Sprague and M Street.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
This is a capital project.
Transportation Master Plan Tie-In
This project addresses safety, active transportation, equity, and mode shift.

S 21st St & C St Signal

Type: Active **CFP Section:** Transportation

Location: S 21st St & S. C St **Project Cost:** \$1,188,835

Description: This project will install a new traffic signal, APS push buttons, curb ramps, striping and signal interconnect.

Rationale: Improve pedestrian access between UWT and Tacoma's Brewery District, improve vehicular access to SR 509/705, reduce crashes and serious fatalities.

Does the project address a public health or safety concern?
Potentially reduces crashes and fatalities.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Federal Highway Safety Improvement 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?
A 10% City funding match is required for this grant.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Improves pedestrian safety.
Does the project align with Tacoma 2025 or other City priorities?
Supports the Vision Zero Action Plan.
Does the project have a high level of public support?
Supported by the UWT and Pierce Transit.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Supports the continued growth of UWT and 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)
It will add a traffic signal to the City's system and will provide the means to connect to other traffic signals to improve signal timing and movement through the downtown.
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

S 25th Street Traffic Safety Enhancements

Type: New **CFP Section:** Transportation

Location: S 25th St from State St to Hood St **Project Cost:** \$1,780,000

Description: This project will add bicycle lanes, widened sidewalk, ADA curb ramps, signal detection, and signage/markings to connect from the Scott Pierson Trail to the Prairie Line Trail.

Rationale: This project provides a much needed connection between the Scott Pierson Trail and downtown Tacoma.

Does the project address a public health or safety concern?	Preliminary Vision Zero data identified this corridor as a top priority to address safety concerns.
Is the project required or mandated by law?	
Is the project substantially (75%+) funded by non-City sources?	This project is anticipated to be completed with 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?	This project is anticipated to be completed with 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?	This project will address safety & access deficiencies for all road users.
Does the project improve the equitable access to public facilities and services?	According to the City's Equity Index, the census tracts adjacent to S 84th have low access to opportunity. In the Puget Sound region, people of color and low-income residents are more likely to walk, bike, and use transit.
Does the project align with Tacoma 2025 or other City priorities?	This project aligns with the City's Vision Zero, Equity, Climate Action Plan, and Age-Friendly Cities goals
Does the project have a high level of public support?	This project has support from the Central Neighborhood Council and BPTAG.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?	This project will increase the use of active transportation and improve access to transit, including the Tacoma Dome Station.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)	This project connects to Downtown Regional Growth Center and is part of the city's strategy to increase active transportation access to the Tacoma Dome Transit Center.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This project connects to Downtown Regional Growth Center and is part of the city's strategy to increase active transportation access to the Tacoma Dome Transit Center.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
This is a capital project.
Transportation Master Plan Tie-In
This project supports increased safety, active transportation, and financial sustainability.

S Cedar St Active Transportation Enhancements: S 15th St to S Center St

Type: Active **CFP Section:** Transportation

Location: S Cedar St from S 15th to Center St **Project Cost:** \$2,016,630

Description: This project improves walking & biking by constructing crosswalk improvements, buffered bike lanes, ADA improvements, sidewalk, channelization, bike detection, signal improvements, and engineering evaluation.

Rationale: This project will provide safe bike and pedestrian access from S 15th to the Scott Pierson Trail. It will improve ADA accessibility, pedestrian access, and wayfinding signage.

Does the project address a public health or safety concern?
This project will provide safe pedestrian and bicycle access, as well as connect two existing bike facilities.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project would pursue WSDOT Bike/Ped 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?
The City would leverage Streets Initiative Funds.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
This project will provide safe pedestrian and bicycle access, as well as connect two existing bike facilities.
Does the project improve the equitable access to public facilities and services?
This project will provide safe pedestrian and bicycle access, as well as connect two existing bike facilities that serve downtown, major retail, and medical facilities.
Does the project align with Tacoma 2025 or other City priorities?
This project will provide safe pedestrian and bicycle access, as well as connect two existing bike facilities, and is located in a neighborhood of low opportunity.
Does the project have a high level of public support?
Safety and active transportation access are City priorities.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project promotes the use of 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?)
This project serves the Tacoma Central commercial 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)
This project provides a connection between S 15th bike lanes and the Scott Pierson Trail.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
This project will include art as part of wayfinding or encouragement.
Transportation Master Plan Tie-In
This project will provide safe pedestrian and bicycle access, as well as connect two existing bike facilities.

S Orchard Street/Lakewood Drive (S 56th Street to S 74th Street)

Type: New **CFP Section:** Transportation

Location: South Orchard/Lakewood Drive **Project Cost:** \$15,080,567

Description: This is a partnership project with University Place and Lakewood. The project includes complete street elements along the corridor to support safety, active transportation, and ADA access.

Rationale: Planned partnership with University Place and Lakewood to improve/replace roadway, pedestrian facilities, and crossings along the corridor. Potential for joint grant application.

Does the project address a public health or safety concern?
Project will improve driving surface for motorized transportation and will provide ADA compliant crossings and sidewalks for safer pedestrian travel and access to bus stops.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Project leverages design funding by partnering/cost sharing with Lakewood and University Place. The intent of the jurisdictions is to apply for grant funding in the future.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Project will include ADA improvements and improved access to bus stops.
Does the project align with Tacoma 2025 or other City priorities?
Improvements to transportation infrastructure is identified as a City priority.
Does the project have a high level of public support?
Improvements to roadways, pedestrian facilities and ADA access are highly supported by the public.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This partner project will improve roadway and pedestrian access, complete missing link sidewalks and improve ADA access along the S Orchard Street/Lakewood Drive corridor in 3 jurisdictions.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
This project will include a 1% art component.
Transportation Master Plan Tie-In
Orchard Street/Lakewood Drive is identified as a Primary Street in the Auto Priority Network and improves pedestrian access. This project also meets the goal of Intergovernmental Coordination providing mobility for all.

S Yakima Ave Sidewalk - S 67th to S 70th

Type: New **CFP Section:** Transportation

Location: S Yakima Ave - S 67th St and S 70th St **Project Cost:** \$297,910

Description: This project will include approximately 108 linear feet of missing link sidewalk, ramp upgrades, curb bulbs, and beacon lighting.

Rationale: This project will provide improved ADA accessibility as well as improve access to commercial developments, neighborhoods, and link IDEA High School to transit.

Does the project address a public health or safety concern?
This project completes a missing link, which improves pedestrian safety.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project leverages a TIB 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?
Completing a missing link sidewalk improves public accessibility and safety and corrects the deficiency of pedestrian and multi-modal transportation facilities.
Does the project improve the equitable access to public facilities and services?
Completing a missing link sidewalk improves public accessibility and safety and corrects the deficiency of pedestrian and multi-modal transportation facilities.
Does the project align with Tacoma 2025 or other City priorities?
Improving pedestrian safety and access aligns with multiple City goals, including accessibility, safety, and equity. This project also aligns with the Vision Zero initiative.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
The project is located near 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)

This project is aimed at filling in a missing sidewalk link.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project aligns with the goal of pedestrian safety and the Vision Zero initiative.

Safe Routes to School Improvements

Type: Active **CFP Section:** Transportation

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.

Does the project address a public health or safety concern?
The project will create safer walking and bicycling routes.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
The project will provide safer access to schools. Studies show that low-income students are four times more likely to walk to school.
Does the project align with Tacoma 2025 or other City priorities?
The project encourages a healthy and safe community by providing safer walking and bicycling routes. It will also improve livability by promoting a safe neighborhood for biking and walking.
Does the project have a high level of public support?
The City Council, School District, school community, and active transportation community support safe routes to schools.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
The project encourages people to walk or bike to school.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project will create safer crossings for students near schools where existing walk routes are considered hazardous. Typically, these improvements would connect sidewalks and fill a gap.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project is the implementation of policy 2.6 Safer Routes to School.

Safe Routes to School Infrastructure Assessment

Type: Inactive **CFP Section:** Transportation

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

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

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

Does the project address a public health or safety concern?
This project will identify safety needs for students walking and bicycling to school.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
An assessment for each school provides the opportunity to partner with other City programs, utility projects, school projects or potential grants.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
The schools to be assessed would follow the prioritization criteria in the Safe Routes to School Action Plan that utilizes equity and safety criteria.
Does the project align with Tacoma 2025 or other City priorities?
This project provides safe access for underserved communities and encourages safe walking and bicycling.
Does the project have a high level of public support?
The community has indicated that youth safety is a priority.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Assessing the infrastructure needs for safe walking and bicycling routes provides the opportunity to address those needs and encourage the use of alternative modes of transportation.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Currently, the City does not have an assessment of infrastructure needs around schools.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project directly supports Policy 2.6 Safer Routes to School.

School Beacons

Type: Active **CFP Section:** Transportation

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

Description: This project will continue installing school zone flashing beacons 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.

Does the project address a public health or safety concern?
This project will alert drivers on arterials to drive the appropriate 20 mph speed during times that students are walking or bicycling to and from school. Injuries are less severe at lower speeds.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Studies show that students at low-income schools are four times more likely to walk to school, but lower income communities tend to have less access to safe places to walk, bike, and skate.
Does the project align with Tacoma 2025 or other City priorities?
This project will improve livability by promoting a safe neighborhood to walk and bicycle.
Does the project have a high level of public support?
An overwhelming number of community members turned out to support the Safe Routes to School Implementation Plan development.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
By creating safe crossings and walking routes, people will be more encouraged to walk or bike.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project will create safer walking and bicycling routes.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Policy 2.6 Safer Routes to School

Schuster Parkway Promenade

Type: Active **CFP Section:** 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. The project will also

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.

Does the project address a public health or safety concern?
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?
Is the project substantially (75%+) funded by non-City sources?
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?
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?
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, the project allows for equitable access between old town and downtown
Does the project align with Tacoma 2025 or other City priorities?
The project aligns with livability and accessibility and equity
Does the project have a high level of public support?
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?
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?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This project 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)?
Some of the funding will be eligible for the Municipal Art Program
Transportation Master Plan Tie-In
Policy 2.1 Community Coordination; Policy 3.10 Bicycle Facilities

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This will provide safe linkages to the Scott Pierson Trail, a nearly 7-mile trail that connects from Central Tacoma to Gig Harbor across the Tacoma Narrows bridge.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
#15: Evaluation to provide a connection across SR16 between Scott Pierson Trail and the Historic Water Flume Trail and #35: Protected bicycle facilities between 6th Ave- S 74th St.

Sidewalk Abatement Program

Type: Active **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$403,685

Description: This project replaces unfit or unsafe sidewalks following the process outlined in Tacoma Municipal Code 10.18 and Revised Code of Washington 35.68 and assesses the cost upon the abutting property owner.

Rationale: The Sidewalk Abatement Program reconstructs unfit or unsafe sidewalk to improve mobility and safety for those sites where the property owner did not take advantage of the City's cost sharing program.

Does the project address a public health or safety concern?
When sidewalk walking surfaces become deteriorated, uneven, or unstable, the sidewalk has the potential of becoming a safety issue for pedestrians.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project is initially funded 100% by the City. After acceptance of the project, property owners are billed for their share of the project.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Safe sidewalks provide safe, consistent, and equitable access to pedestrian routes for all.
Does the project align with Tacoma 2025 or other City priorities?
Replacing damaged sidewalk assists in the efforts to connect neighborhoods, improve accessibility and provide access to alternative transportation and transit options.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Having safe sidewalks can improve walkability in the community and thereby reduce the use of vehicles.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Site 10 Seawall & Esplanade Repair and Replacement

Type: Active **CFP Section:** Transportation

Location: Foss Waterway **Project Cost:** \$1,715,026

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.

Does the project address a public health or safety concern?
Multiple areas along the Foss Waterway are at risk of failing and some sections are closed to pedestrians due to safety concerns. This investment could help correct some deficiencies.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Multiple areas along the Foss Waterway are at risk of failing or have already failed.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Supports Economic Development and Vitality
Does the project have a high level of public support?
Project has support of Foss Waterway Development Authority and Foss Harbor Marina.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
FWDA is in the downtown mixed-use center
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Municipal Dock and Site11
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In
Policy 4.9 System Maintenance & Rehabilitation

Transportation Master Plan Tie-In

South 19th and Clay Huntington

Type: Active **CFP Section:** Transportation

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

Description: This project installs 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.

Does the project address a public health or safety concern?
Multiple 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?
Is the project substantially (75%+) funded by non-City sources?
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?
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?
Does the project improve the equitable access to public facilities and services?
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?
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?
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?
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?)
Project is in the Tacoma Central Mixed Use Center. This will also provide improved crossings for people accessing Cheney Stadium.

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.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This is in the 20-minute neighborhood/walkshed of the neighborhood mixed use center (Central). [TMP 6.3]

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
This project 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)
The project will improve and extend the functional life of the intersection as near-term growth occurs, and facilitates other planned projects within the Subarea.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
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
The TMP calls for development and implementation of the Subarea Plan and recognizes that transportation improvements are essential for this purpose.

South 86th: Thompson to Yakima & South Thompson: 86th to 84th

Type: Wishlist **CFP Section:** Transportation

Location: S 86th St from Thompson to Yakima Ave **Project Cost:** \$5,000,000

Description: This 3-block connection project between Fern Hill Elementary and Baker Middle School would consist of roadway reconstruction, traffic calming, sidewalks, and intersection safety improvements.

Rationale: Many children walk in this area between the schools.

Does the project address a public health or safety concern?
This project provides safe walking and biking facilities.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The City would pursue grant funding or partnerships.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
The area lacks safe walking or biking facilities.
Does the project improve the equitable access to public facilities and services?
This project connects two schools.
Does the project align with Tacoma 2025 or other City priorities?
The City Council prioritizes active transportation in areas of low opportunity.
Does the project have a high level of public support?
Traffic calming and youth safety area neighborhood priority.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project promotes 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?)
This project provides a safe place to walk and more people move to this area and traffic patterns increase.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This will add sidewalks.
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In
This project promotes walking and biking.

South Sheridan Avenue: 56th to 84th - Complete Street

Type: Active **CFP Section:** Transportation

Location: S Sheridan from 56th to 84th St **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: Requested by Council Member Beale. This street serves Birney Elementary and Wapato Lake Park.

Does the project address a public health or safety concern?
This project would add sidewalks and shared use path for pedestrians and bicyclist.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Project has unsuccessfully competed for Federal TIP grants and was not selected three years.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Project is requesting grant funding.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Project would connect missing link sidewalks and implement traffic calming design to improve vehicular speeds in the neighborhood.
Does the project align with Tacoma 2025 or other City priorities?
Project is part of the Complete Streets program
Does the project have a high level of public support?
Initiated by Council Member, community is aware and supportive of the project.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Increasing the opportunity for bicycle and pedestrians by connecting other arterials.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

This project improves access, safety, and accommodation for multimodal travel, which is important for providing direct access to recreational areas like Wapato Park, business centers like the Hosmer Area Commercial Center, and local neighborhoods.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
This project qualifies for the MAP
Transportation Master Plan Tie-In
This project is part of the Transportation Master Plan under the Sheridan Complete Streets Program 56th to 84th.

South Sound Freight Priority Modeling & Capital Planning

Type: Active **CFP Section:** Transportation

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
The City is required to maintain a traffic model to address future growth.
Is the project substantially (75%+) funded by non-City sources?
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?
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?
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?
Does the project align with Tacoma 2025 or other City priorities?
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?
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?
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?)
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)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project is tied to several policies to manage growth, promote growth in our manufacturing/industrial centers, and collaboration with other agencies.

South Tacoma Sounder Station Access

Type: Active **CFP Section:** Transportation

Location: South Tacoma **Project Cost:** \$20,100,000

Description: This project improves access to the South Tacoma Sounder Station, including ADA access, pedestrian enhancements, new/improved bikeways, & connectivity to transit.

Rationale: This project partners with Sound Transit on access improvements for the South Tacoma Station.

Does the project address a public health or safety concern?	This project will provide safe access for walking and biking to the South Tacoma Station.
Is the project required or mandated by law?	
Is the project substantially (75%+) funded by non-City sources?	This project will be primarily funded with Sound Transit Access funds.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?	The City would leverage funds as part of a grant request.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?	Existing pedestrian and bicycle access is inadequate to serve the South Tacoma Sounder station.
Does the project improve the equitable access to public facilities and services?	This project will provide safe access for walking and biking to the South Tacoma Sounder Station.
Does the project align with Tacoma 2025 or other City priorities?	This project will provide safe access for walking and biking to the South Tacoma Sounder Station, which prioritizes historically underserved people.
Does the project have a high level of public support?	This project will provide safe access for walking and biking to transit.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?	This project encourages use of active transportation and mass transit.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)	This project serves South Tacoma MUC.
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)	Pedestrian and bicycle facilities are inadequate.
Does the project qualify for the Municipal Art Program (TMC 1.28)?	

Art will be included in the wayfinding and encouragement.

Transportation Master Plan Tie-In

This project will provide safe access for walking and biking to the South Tacoma Sounder Station.

Art will be included in the project.
Transportation Master Plan Tie-In

South Yakima Avenue Traffic Signal Operations and Visibility Improvements

Type: Active **CFP Section:** Transportation

Location: Yakima Ave btwn 72nd and 96th St **Project Cost:** \$1,122,700

Description: This project upgrades existing traffic signal heads & phasing, installs APS, and improves signal timing, communication and coordination, and includes ADA improvements as required.

Rationale: Project will improve traffic signal operations, improve visibility and increase pedestrian crossing safety along S Yakima between 72nd and 96th St.

Does the project address a public health or safety concern?
Improves pedestrian crossings and visibility.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
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?
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?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
System Maintenance and Rehabilitation including the maintenance of traffic signal systems as described in the Transportation Master Plan.
Does the project have a high level of public support?
Pedestrian crossing improvements and traffic signal operation upgrades are supported by the public.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Signal/timing coordination will 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?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This project will improve signal timing and coordination on S Yakima Ave
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Page 4.9 System Maintenance and Rehabilitation, states the City should secure funding to keep systems operating safely including traffic signal systems.

St Helen's Streetscape

Type: Inactive **CFP Section:** Transportation

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

Description: This project includes roadway & streetscape improvements from St Helens/Market St to N 1st St. The project includes new curb & gutter, pavement, decorative concrete intersections, ADA compliant curb ramps, sidewalks, & streetscape amenities.

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

Does the project address a public health or safety concern?
Roadway is in very poor condition as are sidewalks/ped facilities.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
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?
Roadway and ped facilities in poor condition.
Does the project improve the equitable access to public facilities and services?
Improvements to pedestrian facilities on a transit route. ADA improvements.
Does the project align with Tacoma 2025 or other City priorities?
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.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Project will incorporate art.
Transportation Master Plan Tie-In

Stadium Way to SR 705 Combined

Type: New **CFP Section:** Transportation

Location: Stadium Way Ramps to SR 705 **Project Cost:** \$5,401,100

Description: This project will preserve the existing bridge deck by correcting reinforcing steel delaminations present in the deck.

Rationale: This project will preserve the existing bridge deck by correcting reinforcing steel delaminations present in the deck.

Does the project address a public health or safety concern?
This project will preserve the deck, which will reduce the potential hazards to vehicles and the structure.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project has been awarded federal bridge funds and is 100% funded.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
WSDOT has awarded this project with 100% grant funds to replace the failing deck.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Repairing the deck now will lengthen the life of the bride which is less costly than full replacement or demolition.
Does the project improve the equitable access to public facilities and services?
This project provides direct access to downtown and Tacoma General Hospital.
Does the project align with Tacoma 2025 or other City priorities?
This project leverages city funds to provide access to public facilities and preserve roadway infrastructure.
Does the project have a high level of public support?
This project provides direct access to neighborhoods and businesses.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
This project serves the downtown, Stadium business district, and businesses.
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)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project leverages city funds to provide access to public facilities and preserve roadway infrastructure.

Streetlight Infrastructure Deferred Maintenance

Type: Active **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$850,000

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

Rationale: This project will restore streetlight service to numerous damaged lights throughout the City. This work increases transportation and public safety.

Does the project address a public health or safety concern?
Restores streetlight service.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Restores streetlight service.
Does the project improve the equitable access to public facilities and services?
Restoration includes ornamental streetlights in Salishan and other areas of the City that have been historically underserved.
Does the project align with Tacoma 2025 or other City priorities?
Public Safety
Does the project have a high level of public support?
Resident support for improved street lighting.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
New LED fixtures will be installed when the streetlights are restored.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Some of the lights are single outages which create dark areas on an otherwise lit street.
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Transportation Master Plan Tie-In

Streets Initiative Gravel Streets

Type: Active **CFP Section:** Transportation

Location: Citywide **Project Cost:** \$1,002,394

Description: This project upgrades 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

Does the project address a public health or safety concern?
Is the project required or mandated by law?
The project is part of a voter-approved streets proposition.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
This project will pave existing and deteriorating gravel roads, improving rideability.
Does the project improve the equitable access to public facilities and services?
This project will bring gravel roads to paved roads and serve some low income areas.
Does the project align with Tacoma 2025 or other City priorities?
Supports livability and accessibility and equity by paving existing gravel roads to address social inequities existing now for those living on public gravel roads.
Does the project have a high level of public support?
This project was part of the Proposition 3 and A voted in by the public.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Swan Creek Pedestrian Bridge & Connectivity

Type: New **CFP Section:** Transportation

Location: Swan Creek Park **Project Cost:** \$2,000,000

Description: This project is led by Metro Parks Tacoma and will complete design and permitting, and will construct a bike and pedestrian bridge at Swan Creek Park. Additional improvements to connect to Pipeline trail are planned.

Rationale: This project would provide access to Swan Creek Park, Pipeline Trail, and Lister Elementary School.

Does the project address a public health or safety concern?
This project provides direct access to multiple trails and Lister ES.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project will be funded by Metro Parks and 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?
This project is led by Metro Parks.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
This bridge is located in Salishan, which is identified as an area of low opportunity in Tacoma's Equity Index.
Does the project align with Tacoma 2025 or other City priorities?
This project supports a historically underserved neighborhood and improves health and safety.
Does the project have a high level of public support?
This project was included in Metro Parks outreach and engagement.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This 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?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This project will connect the Pipeline Trail to Swan Creek Park that has numerous trails and access to the Eastside of Tacoma.

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project increases active transportation.

Systemic Safety Improvements

Type: Active **CFP Section:** Transportation

Location: S 19th St; McKinley Ave **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: This project will increase pedestrian crossing safety at 4 intersections.

Does the project address a public health or safety concern?
This project provides pedestrian safety crossing improvements.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project 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?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Yes, this project will support existing and new business developments.
Does the project have a high level of public support?
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?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In
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 Link Extension Station Access

Type: Active **CFP Section:** Transportation

Location: Downtown, Tacoma Dome, East Tacoma **Project Cost:** \$20,200,000

Description: This project improves access to the Tacoma Dome and East Tacoma Link Stations, including ADA access, pedestrian enhancements, new/improved bikeways, & connectivity to transit.

Rationale: This project partners with Sound Transit on access improvements to the Tacoma Dome and East Tacoma Link Station.

Does the project address a public health or safety concern?
This project will provide safe access for walking and biking to the Tacoma Dome and East Tacoma Link Station.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project would seek Sound Transit Access funds.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The City would leverage city funds with Sound Transit Access 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?
Existing pedestrian and bicycle facilities are inadequate.
Does the project improve the equitable access to public facilities and services?
This project will provide safe access for walking and biking to the Tacoma Dome and East Tacoma Link Station, which serves an area of low opportunity.
Does the project align with Tacoma 2025 or other City priorities?
This project will provide safe access for walking and biking to the Tacoma Dome and East Tacoma Link Station, which prioritizes historically underserved people.
Does the project have a high level of public support?
The Puyallup Tribe and business community support pedestrian and bicycle access.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project will encourage use of 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?)
This project serves the downtown, Tacoma Dome, and Lower Portland MUC.
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)

Existing pedestrian and bicycle facilities are inadequate.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Art will be incorporate in wayfinding and through encouragement.
Transportation Master Plan Tie-In
This project will provide safe access for walking and biking to the Tacoma Dome and East Tacoma Link Station.

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Goal 3 Multimodal System. The Tacoma Mall Subarea Plan identifies this improvement as the key to create more walkable and bikeable facilities in the Tacoma Mall area.

Taylor Way Rehabilitation

Type: Active **CFP Section:** Transportation

Location: Taylor Way from E 11 St to Tacoma/Fife **Project Cost:** \$25,479,605

Description: This project upgrades Taylor Way to Heavy Haul corridor standards, implements ITS, signal, streetlight, pedestrian, and other transportation corridor improvements.

Rationale: Support the manufacturing/industrial center of the Port of Tacoma, upgrade to heavy haul standards, improve freight mobility, reduce modal conflicts, enhance non-motorized access.

Does the project address a public health or safety concern?	
Is the project required or mandated by law?	
Is the project substantially (75%+) funded by non-City sources?	The project is funded ~22% by City sources, the remainder is grant/private contributions.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?	By constructing a concrete driving surface, the project will reduce long term road maintenance needs. The project is leveraging \$9.7M in private and public funding sources.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?	The asphalt roadway is failing and the SR 509 intersection is currently operating below acceptable standards.
Does the project improve the equitable access to public facilities and services?	
Does the project align with Tacoma 2025 or other City priorities?	Will leverage available transportation funding from the voted street initiative.
Does the project have a high level of public support?	The project is supported by the Port of Tacoma, PSE, Pierce County and all businesses along Taylor Way.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?	The project will reduce travel time, idling and emissions in the Port of Tacoma area, which is currently a PM2.5 non-attainment zone. Travel time savings will be over 40,000 hours per year.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)	The project will support the planned growth of the manufacturing/industrial center of the Port of Tacoma per the Container Element of the Comprehensive Plan.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Sidewalk exists along Taylor Way from E. 11th St. to Lincoln Ave. The project will add sidewalk from Lincoln Ave. to SR 509.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Bicycle facility along Taylor Way will be a 10' wide sidewalk from Lincoln Ave to SR 509.

Tideflats Area Short-Term ITS Improvements

Type: Wishlist **CFP Section:** Transportation

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 other partner funds with grants and it supports the ITS Strategic Plan.

Does the project address a public health or safety concern?
The project will improve emergency access throughout the Tideflats as development increases.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The project 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?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
The project will address health and safety as access to the Tideflats becomes more difficult.
Does the project have a high level of public support?
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?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
The project will 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)
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)?

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

Titlow Park: Hidden Beach Bridge Replacement

Type: New **CFP Section:** Transportation

Location: Titlow Park **Project Cost:** \$3,500,000

Description: This project is led by Metro Palrks Tacoma and will complete design and permitting to replace the failing bridge that crosses a busy railroad track that provides access to North Hidden Beach.

Rationale: This project would replace a failing bridge that provides recreational access, as well as, access to conduct shoreline restoration.

Does the project address a public health or safety concern?
The bridge is failing, but also provides safe access across an active railroad.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project would be led by Metro Parks and grant funded.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The project would be primarily grant funded with match by Metro Parks.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
The bridge is failing.
Does the project improve the equitable access to public facilities and services?
The bridge would provide access for all ages and abilities to access the beach.
Does the project align with Tacoma 2025 or other City priorities?
This project would support active transportation and safety.
Does the project have a high level of public support?
The community utilizes this bridge for access to the shoreline and Hidden Beach.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
The bridge allows for safe bicycle and pedestrian access.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In
This project supports active transportation.

TMP Conflicted Corridor Study

Type: Active **CFP Section:** Transportation

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

Description: This project would conduct an engineering study on 2 corridors listed in the TMP with 3 or more modal conflicts (Conflicted Corridors) to identify future design and grant eligibility or other corridors that are prioritized for grant opportunities.

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

Does the project address a public health or safety concern?
The study will identify the necessary street improvements to address transit, bicycle, auto, or freight access and safety.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
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?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
This project will identify modal deficiencies and necessary improvements to address those deficiencies.
Does the project improve the equitable access to public facilities and services?
Several of the conflicted corridors serve community centers, downtown, and transit facilities.
Does the project align with Tacoma 2025 or other City priorities?
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.
Does the project have a high level of public support?
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?
This project will promote a reduction in greenhouse gas emissions and a healthy community.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Several of the conflicted corridors are in mixed use centers, such as 6th Ave, Lower Portland, and Pacific Avenue.
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project ties into the Transportation Demand Management polices and goals, as well as increasing active transportation.

Traffic Signal New Installations

Type: New **CFP Section:** Transportation

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

Description: This project includes installation of new or upgraded traffic signals to improve safety and access

Rationale: This project would include planning, design, and construction of new traffic signals to address safety and equity.

Does the project address a public health or safety concern?
This project would install traffic signals where traffic warrants are met, primarily locations with high crash data.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project would leverage 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?
Prioritizing equity and safety will make this project grant eligible.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Traffic signals improve pedestrian and bicycle access for those that may not have a car.
Does the project align with Tacoma 2025 or other City priorities?
This project supports active transportation, which is a tool to address climate change, and an equitable mode of transportation.
Does the project have a high level of public support?
Traffic safety is an ongoing concern with neighborhoods.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Traffic signals can improve pedestrian and bicycle access.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
This project can help address increases in vehicular, pedestrian, and bicycle trips.
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)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
This project supports active transportation, climate justice, and complete streets.

Traffic Signal Repair, Replacement, Rehabilitation, and Improvements

Type: Active **CFP Section:** Transportation

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.

Does the project address a public health or safety concern?
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?
The Federal and state laws require municipalities to maintain and operate their signal equipment.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
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?
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?
Improvements would be done Citywide. Emphasis will be placed on public transit routes.
Does the project align with Tacoma 2025 or other City priorities?
This project would promote Economic Development and Livability throughout the City of Tacoma.
Does the project have a high level of public support?
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?
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?)
Improvement will benefit and encourage development and redevelopment. Improvements will be implemented 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)
6th avenue work (part of pierce transit Route 1) is tied to 6th Ave HSIP grant work.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Direct improvement to pedestrian, transit and bicycle infrastructure.

Tree Street Corridor (Alder/Cedar/Pine) Goes Green

Type: Active **CFP Section:** Transportation

Location: S 15th St & Cedar St to N Yakima Ave **Project Cost:** \$6,110,000

Description: This project will create a safe bicycle corridor between S 15th St and N Yakima Ave; extending the funded Cedar St Active Transportation Enhancements Project to the existing Yakima Ave bike boulevard, primarily following Pine St.

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.

Does the project address a public health or safety concern?
The project will make safety improvements for pedestrians using S Cedar, filling gaps in the existing sidewalk.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project is appropriate for a TIB sidewalk grant opportunity.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project is appropriate for a TIB sidewalk grant opportunity.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
The project is filling gaps in the sidewalk connections, one of few crossing SR 16.
Does the project improve the equitable access to public facilities and services?
By providing improvements to the non-motorized facilities in Tacoma, we are providing transportation options, particularly for people who are low income and unable to afford their own vehicle.
Does the project align with Tacoma 2025 or other City priorities?
This project was identified as part of the pedestrian priority network (TMP), as it falls within a 20-minute walkshed from two mixed use centers (Tacoma Central and Tacoma Mall)
Does the project have a high level of public support?
This project was brought forth by BPTAG.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
This project will provide a safety improvement for pedestrians, thus encouraging people to walk rather than drive the short distance.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
This project connects mixed use centers via active transportation (pedestrian) routes.

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Sidewalk exists in sections of S Cedar and S Pine on either side of SR 16; however, the biggest gap is under SR 16. Other locations have been identified between S 23rd and S 35th along S Cedar.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Policy 3.9 Pedestrian Facilities #328: Improved roadway to arterial standards

Unfit/Unsafe Sidewalk Program

Type: Active **CFP Section:** Transportation

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

Description: This program administers funding to reconstruct unfit/unsafe sidewalks.

Rationale: This project funds a program to partner with property owners in the reconstruction of unfit or unsafe sidewalks citywide.

Does the project address a public health or safety concern?
When sidewalk walking surfaces become deteriorated, uneven, or unstable, the sidewalk has the potential of becoming a safety issue for pedestrians.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The funds for this project are leveraged with property owner assessments.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Safe sidewalks provide safe, consistent and equitable access to pedestrian routes for all.
Does the project align with Tacoma 2025 or other City priorities?
Replacing damaged sidewalk assists in the efforts to connect neighborhoods, improve accessibility and provide access to alternative transportation and transit options.
Does the project have a high level of public support?
Sidewalks are an important part of the community. Property owners have demonstrated, by their contributions to the project, that they support improving sidewalk infrastructure in the City.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Having safe sidewalks can improve walkability in the community and thereby reduce the use of vehicles.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
The work would improve the City's sidewalk network.
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Vision Zero Implementation

Type: Active **CFP Section:** Transportation

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, prioritizing cost-efficient and near-term improvements.

Rationale: This project works toward eliminating traffic fatalities and serious injuries.

Does the project address a public health or safety concern?
This project will work toward eliminating traffic fatalities and serious injuries.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This project will 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?
This project will improve/correct infrastructure that is a traffic safety hazard.
Does the project improve the equitable access to public facilities and services?
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?
This project will work toward eliminating traffic fatalities and serious injuries.
Does the project have a high level of public support?
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?
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?)
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)
This project will likely provide missing infrastructure needs for bicyclists and pedestrians.
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In
Policy 2.3 This project will work toward eliminating traffic fatalities and serious injuries.

This project would connect to sidewalks on 6th Avenue.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
#339: This project will improve Walters Road from South 19th Street to 6th Ave.

West Road

Type: Active **CFP Section:** Transportation

Location: West Road **Project Cost:** \$50,000

Description: West Road and the retaining wall that is supporting the road is showing distress over time. These funds will help determine the cause of the failure and the cost to replace the structures.

Rationale: If this road and wall continue as is without any maintenance, the wall will most likely fail at some time in the future, leaving the nearby residents severely impacted along with some of the utilities that are in the road.

Does the project address a public health or safety concern?
A wall supporting a road is in fatigue and needs some maintenance to repair it.
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
A retaining wall is failing that supports West Road.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Tier 2
Local Improvement Districts

Future Alley and Street Paving LIDs

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

Location: Citywide **Project Cost:** \$6,205,250

Description: LID funding for participation returned adequate advisory petitions and future requests.

Rationale: 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.

Does the project address a public health or safety concern?
Improves air quality by reduces particulate matter
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Project is partially funded by abutting property owners.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Reduces maintenance costs, filling potholes and grading, by providing a permanent alley surface funded by the abutting property owners.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Street surface was a deteriorated oil mat, the reconstruction provided a street section greater than what would have been rebuilt under the street initiative.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Improves access by providing hard stable surface
Does the project have a high level of public support?
Advisory survey signed by majority of abutting property owners who are paying for the improvement
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)

Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Project completes a network of streets with a structural section inclusive of curb and gutter. Curb and gutter conveys water flow to the stormwater system.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In
Project is consistent with sections 3.7, 3.9, 4.8 and 4.9 of the Transportation Master Plan.

Tier 2 Transportation

Tier 3
Cultural Facilities

GTCC 3rd Floor Terrace

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
50% of funding has been provided by hotel developer.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
This project aligns with Tacoma 2025 goals.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Transportation Master Plan Tie-In

GTCC LED Lighting Retrofit

Type: Inactive **CFP Section:** Cultural Facilities

Location: 1500 Broadway **Project Cost:** \$450,000

Description: Retrofit all incandescent and CFL lamps to LED lighting.

Rationale: Decrease power and replacement demands, and increase lamp capability for client event requirements.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
LED lighting consumes significantly less energy than incandescent or CFL lighting. LED's also last longer which requires less maintenance.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
LED lighting consumes less energy which contributes to the reduction of greenhouse gas emissions.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Transportation Master Plan Tie-In

Transportation Master Plan Tie-In

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Tacoma Dome Office Reconstruction

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
All office FF&E is worn and past life expectancy
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
This project aligns with Tacoma 2025 investment goals.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
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?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Transportation Master Plan Tie-In

Transportation Master Plan Tie-In

Tier 3

General Government Municipal Facilities

A Street Parking Garage Deferred Maintenance

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.

Does the project address a public health or safety concern?
There is rust on upper parking levels and steel brackets supporting pre-cast concrete double tees
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
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?
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?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
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?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Project is in downtown.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
No.
Transportation Master Plan Tie-In

New Maintenance Facility - Property and Initial Design

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

Location: TBD **Project Cost:** \$54,000,000

Description: The PW Maint Campus is located in the Brewery District economic revitalization area. Identifying and acquiring property for the relocation of the PW Maint Campus will enable the existing site to be marketed for economic and housing opportunities.

Rationale: The existing Maint Campus has been identified as a catalyst site for the development of the Brewery District. Relocation of maintenance operations will allow for the current site to be marketed for adaptive reuse, mixed-use development and housing.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Existing facility does not meet current needs.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Economic Vibrancy and Employment
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
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?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes.

Transportation Master Plan Tie-In

GTCTC Garage Deferred Maintenance

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

Location: 1500 Broadway **Project Cost:** \$1,000,000

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Parking Facility--not alteration or construction of facility
Transportation Master Plan Tie-In

Tier 3 Libraries

Main Library Fan Wall Replacement

Type: Inactive **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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
The Main Library fan wall is unreliable and frequently needs repaired. When down, the Main library does not receive either cool or hot air from the branch's HVAC system, creating an uncomfortable environment for staff and patrons.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Libraries are not currently connected to the City network and the current system is at risk of failing. This would terminate internet access for patrons.
The Main HVAC fan is unreliable and is either at a reduced level of functionality or out of commission for repairs several times per year.
Does the project improve the equitable access to public facilities and services?
Libraries provide services to people of color, people living with disabilities, and many people experiencing homelessness. This will improve access to the internet for those individuals and all City residents.
Does the project align with Tacoma 2025 or other City priorities?
It supports Livability, Accessibility, and Equity Goals.
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Does the project qualify for the Municipal Art Program (TMC 1.28)?
Yes
Transportation Master Plan Tie-In

Tier 3

Parks and Open Space

Chinese Reconciliation Park (New Phases)

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

Location: Schuster Parkway **Project Cost:** \$10,500,000

Description: Phase 4A development and construction of a Multicultural Hall and additional site improvements (parking lot expansion, storm site walls, Bay Viewing Terrace and landscaping). May include Bay Viewing Pond and ZigZag Bridge if funding allows.

Rationale: Continuation of the Chinese Reconciliation Park construction. This site is important in expressing the need for acceptance and reconciliation for the events of 1885.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project could be eligible for 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?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
This project improves Tacoma's livability with vibrant arts and culture.
Does the project have a high level of public support?
High level of community support.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
This project would complete another important phase of the Chinese Reconciliation Park.
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Art is a significant part of the development of Chinese Reconciliation Park.
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Transportation Master Plan Tie-In

Downtown Fountains - Reconditioning

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

Location: Varies **Project Cost:** \$1,300,000

Description: This project will address deferred repair and replacement needs of existing downtown fountains.

Rationale: There are four existing fountains in the downtown area that have extensive deferred repair and replacement needs. This project will recondition existing features and systems for reactivation or continued use.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Improvements will reduce operating 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?
Fountains are past their useful life
Does the project improve the equitable access to public facilities and services?
Some fountains are currently out of service
Does the project align with Tacoma 2025 or other City priorities?
Asset Management
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project complete a network, fill a missing link, or add value to an interconnected infrastructure system? Is the project related to or dependent on other projects? (If yes, which)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Visible

Transportation Master Plan Tie-In

Waterway Park

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Will leverage FWDA and Metro Parks funds.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Provides an open public access waterfront park for all visitors and citizens. Will provide ADA compliant facilities.
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
This project was highlighted during outreach for the Foss Master Plan.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Supports development on the Foss Waterway.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Project will incorporate art.
Transportation Master Plan Tie-In

Tier 3 Transportation

Northshore Parkway

Type: Inactive **CFP Section:** Transportation

Location: Northshore Pkwy **Project Cost:** \$4,400,000

Description: This project primarily includes a grind/overlay of Northshore Pkwy from easterly city limits to Nassau Ave NE. The project will include installation of compliant curb ramps and driveway approaches.

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

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Project will repair roadway that is in poor condition and construct ADA compliant ramps.
Does the project improve the equitable access to public facilities and services?
ADA compliant ramps will be included in this project.
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Transportation Master Plan Tie-In

Utilities Projects

Solid Waste

Solid Waste Management Facilities Upgrades and Maintenance

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.

Does the project address a public health or safety concern?
Capital improvements are necessary to ensure the proper handling, processing, transfer, and disposal of municipal solid waste generated by the Tacoma Solid Waste customers.
Is the project required or mandated by law?
Capital improvements are necessary to ensure compliance with the City's Solid Waste Handling permits for municipal solid waste, and to ensure compliance with the consent decree with the EPA and State department of Ecology.
Is the project substantially (75%+) funded by non-City sources?
Yes, funding is primarily through ratepayer 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?
Capital improvements to improve and maintain solid waste management assets based on asset management principles will avoid future costs and have a sustainable impact on the operating budget by maximizing the usability and life of these assets.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Some solid waste management facility assets are aging and in need of upgrades or replacement. Older assets can have greater maintenance costs and potential for failure and therefore need to be improved.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Solid Waste Management improvements promote Livability in the City of Tacoma by providing and maintaining facilities to support programs for Tacoma customers to decrease waste.
Does the project have a high level of public support?

Solid Waste Management capital projects have a high level of public support since these facilities are used directly by public customers and the effective management of municipal solid waste is critical to health and safety and the environment.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Some individual SWM capital projects support initiatives that have a positive net impact with respect to greenhouse gas emissions.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Solid Waste Management facilities upgrades are planned to accommodate future capacity needs.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
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.
Transportation Mater Plan Tie-In

Stormwater

Facilities Projects

Type: Active **CFP Section:** Stormwater

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.

Does the project address a public health or safety concern?
Capital improvements are necessary to ensure the proper collection, conveyance, and some treatment of stormwater within Tacoma.
Is the project required or mandated by law?
The Surface Water utility is required to plan for future capacity demands to ensure compliance with the NPDES permit.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This program competes for grant funding on some individual projects where there are grant opportunities.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Surface Water assets are aging and in some cases are over 100 years old. Older assets can have a high consequence and risk of failure, and they should be improved.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Surface Water improvement projects help to ensure Health and Safety and the Natural and Built Environment within Tacoma.
Does the project have a high level of public support?
Surface Water capital projects typically have a high level of public support since the proactive management of Tacoma's surface water is critical to the Health and Safety and the Natural and Built Environment within Tacoma.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Tacoma's Surface Water Utility is required by its NPDES permit to maintain and upgrade facilities. These projects will serve and support service to existing areas, growth areas and new development and redevelopment areas.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
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.
Transportation Master Plan Tie-In

Stormwater Collection System Projects

Type: Active **CFP Section:** Stormwater

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.

Does the project address a public health or safety concern?
Capital improvements are necessary to ensure the proper collection, conveyance, and some treatment of stormwater within Tacoma.
Is the project required or mandated by law?
The Surface Water utility is required to plan for future capacity demands to ensure compliance with the NPDES permit.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This program competes for grant funding on some individual projects where there are grant opportunities.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Surface Water assets are aging and in some cases are over 100 years old. Older assets can have a high consequence and risk of failure, and they should be improved.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Surface Water improvement projects help to ensure Health and Safety and the Natural and Built Environment within Tacoma.
Does the project have a high level of public support?
Surface Water capital projects typically have a high level of public support since the proactive management of Tacoma's surface water is critical to the Health and Safety and the Natural and Built Environment within Tacoma.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
These projects will serve and support service to existing areas, growth areas, and new development and redevelopment areas.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
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.
Transportation Master Plan Tie-In

Treatment and Low Impact Projects

Type: Active **CFP Section:** Stormwater

Location: Citywide **Project Cost:** \$26,959,567

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.

Does the project address a public health or safety concern?
Capital improvements are necessary to ensure the proper collection, conveyance, and, some treatment of stormwater within Tacoma.
Is the project required or mandated by law?
The Surface Water utility is required to plan for future capacity demands to ensure compliance with the NPDES permit.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
This program competes for grant funding on some individual projects where there are grant opportunities.
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Stormwater assets are aging and in some cases are over 100 years old. Older assets can have a high consequence and risk of failure therefore must be improved.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Surface Water improvement projects help to ensure Health and Safety and the Natural and Built Environment within Tacoma.
Does the project have a high level of public support?
Stormwater capital projects typically have a high level of public support since the proactive management of Tacoma's surface water is critical to the Health and Safety and the Natural and Built Environment within Tacoma.
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?

Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
These projects will serve and support service to existing areas, growth areas, and new development and redevelopment areas.
Does the project qualify for the Municipal Art Program (TMC 1.28)?
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.
Transportation Master Plan Tie-In

Tacoma Power

General Plant

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Funded by Power utility 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?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Power Generation

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Utility-funded project
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Power Management

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Provides energy conservation services to Tacoma Power customers as required by the Energy Independence Act.
Is the project substantially (75%+) funded by non-City sources?
Utility-funded project
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Project supports energy conservation.
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

T&D Projects

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Utility-funded project
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Utility Technology Services

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Utility-funded project
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Tacoma Rail

Communications

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project is funded by Tacoma Rail.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Facility Upgrades

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project is funded by Tacoma Rail.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Rail Equipment/Vehicles

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project is funded by Tacoma Rail.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Track Improvements

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
This project is funded by Tacoma Rail.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
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)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Tacoma Water

General Improvements

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Projects in this category are funded through the Tacoma Water utility.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

RWSS Cost Share Eligible Projects

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Projects in this category are funded through the Tacoma Water utility.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Projects in this category are funded through the Tacoma Water utility.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Water Quality

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.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Projects in this category are funded through the Tacoma Water utility.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Water Supply/Transmission/Storage

Type: Active **CFP Section:** Tacoma Water

Location: Citywide **Project Cost:** \$39,910,911

Description: Upgrading/renewing/constructing Tacoma Water's supply system. Projects include well modifications, replacements/additions; large valve replacements, commercial, industrial, institutional conservation rebate program; transmission main renewal/replacement.

Rationale: Policy/Legislative Requirements, Federal/State Mandates
Consistent with the Tacoma Water Comprehensive Water System Plan.

Does the project address a public health or safety concern?
Is the project required or mandated by law?
Is the project substantially (75%+) funded by non-City sources?
Projects in this category are funded through the Tacoma Water utility.
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?
Transportation Master Plan Tie-In

Wastewater

Central Treatment Plant Improvements

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.

Does the project address a public health or safety concern?
Capital improvements are necessary to ensure the proper treatment of municipal wastewater generated by the citizens and adjacent customers of Tacoma.
Is the project required or mandated by law?
Capital improvements are necessary to ensure compliance with the City's NPDES Permits for municipal wastewater discharge to Commencement Bay.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Wastewater treatment facility assets are aging and in some cases are over 60 years old. Older assets can have a high consequence and risk of failure therefore must be improved.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

North End Treatment Plant Projects

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.

Does the project address a public health or safety concern?
Capital improvements are necessary to ensure the proper treatment of municipal wastewater generated by the citizens and adjacent customer of Tacoma's service area.
Is the project required or mandated by law?
Capital improvements are necessary to ensure compliance with the City's NPDES Permits for municipal wastewater discharge to Commencement Bay.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Wastewater treatment facility assets are aging and in some cases over 60 years old. Older assets can have a high consequence and risk of failure therefore must be improved.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Pump Station Projects

Type: Active **CFP Section:** Wastewater

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

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.

Does the project address a public health or safety concern?
Capital improvements are necessary to ensure the proper treatment of municipal wastewater generated by the citizens and adjacent customer of Tacoma's service area.
Is the project required or mandated by law?
Capital improvements are necessary to ensure the compliance with the City's NPDES Permits for municipal wastewater discharge to Commencement Bay.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Wastewater pump station assets are aging and in some cases are over 60 years old. Older assets can have a high consequence and risk of failure therefore must be improved.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In

Wastewater Collection System Projects

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.

Does the project address a public health or safety concern?
Capital improvements are necessary to ensure the proper treatment of municipal wastewater generated by the citizens and adjacent customer of Tacoma.
Is the project required or mandated by law?
Capital improvements are necessary to ensure compliance with the City's NPDES Permits for municipal wastewater generated discharge to Commencement Bay.
Is the project substantially (75%+) funded by non-City sources?
Is the project financially responsible, for instance by leveraging grant funding or other non-City funding sources, reducing operating costs, avoiding future costs, or by having a sustainable impact on the operating budget?
Is the project needed to correct existing public facility and services deficiencies or replace key facilities that are currently in use and are at risk of failing?
Wastewater collection systems assets are aging and in some cases are over 60 years old. Older assets can have a high consequence and risk of failure therefore must be improved.
Does the project improve the equitable access to public facilities and services?
Does the project align with Tacoma 2025 or other City priorities?
Does the project have a high level of public support?
Does the project reduce greenhouse gas emissions or support the adaptation of climate change?
Does the project meet growth patterns and projected needs and or serve new development and redevelopment? (Is it in a mixed use center?)
Does the project qualify for the Municipal Art Program (TMC 1.28)?

Transportation Master Plan Tie-In