

**DRAFT**

2022

Tacoma Streets Initiative  
Progress Report

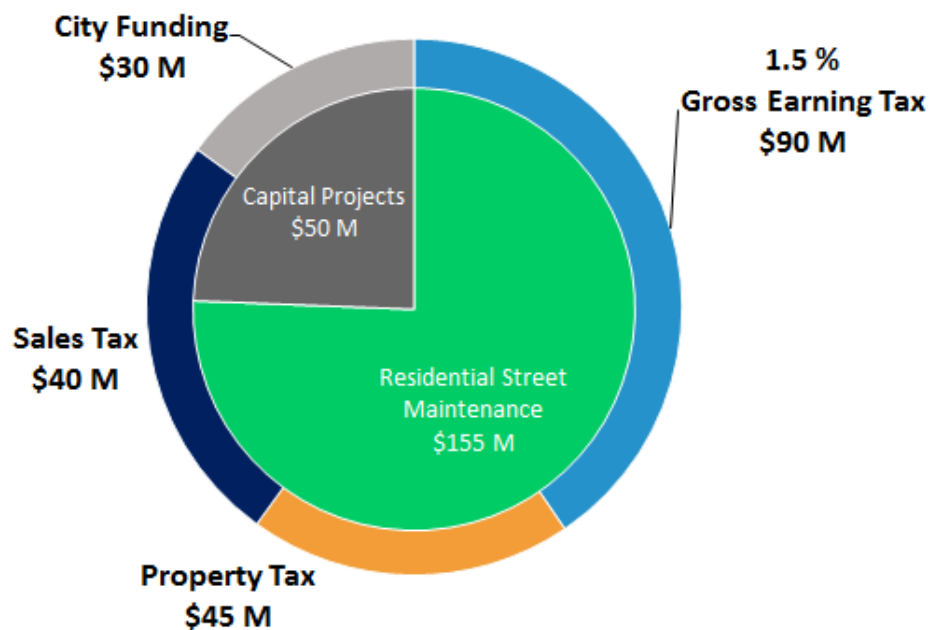


## **Background**

In 2015, Tacoma voters approved two ballot propositions to fund additional maintenance and improvements to City transportation infrastructure (City of Tacoma Proposition No. 3 and Transportation Benefit District Proposition A). Proposition No. 3 approved an increase in property tax of \$.20/ \$1000 of assessed value and a 1.5% increase in the gross earning tax for power, telephone, and natural gas utilities. Proposition A approved 1/10 of 1% increase in the City's sales tax. The taxes approved through Proposition No. 3 and Proposition A are expected to generate \$175 million (M) and will sunset after ten years.

In addition to the revenues approved by voters, the City has also made the commitment to allocate an additional \$30 M to the Streets Initiative Fund over the course of ten years. With these additional revenues the Streets Initiative is projected to collect \$205 M over the course of ten years.

Most of these funds (\$155 M) will support the preservation of residential streets, while \$50 M will fund capital improvements to arterial streets, freight routes, and active transportation infrastructure. Streets Initiative revenue sources and expected funding categories are shown in the graph below.



To maximize the investment of the Streets Initiative, funding for capital improvements will be used to leverage grant opportunities and, when possible, residential street maintenance funding will be used to partner with utilities and other work in the right-of-way. By seeking out these grant and partnership opportunities, the City believes an additional \$120 M of investment will be realized over the course of the Streets Initiative, bringing the total ten-year investment to \$325 M.

This report is intended to provide an update on 2022 revenues collected, additional grant and partner funds leveraged, and street work performed. This report is provided in accordance with Amended Resolution No. 39236, which states:

. . . the City Manager is directed to work with the Public Works Department to deliver an annual progress report to the public through the Transportation Commission so that citizens may easily understand the improvements made and budget and leverage achieved, among other indicators, important for transparency and accountability of these public resources.

### **2022 Revenues and Expenditures**

In 2022, Streets Initiative revenues were on target; revenue details are shown in the table below.

<b>2022 Streets Initiative Revenue</b>		
<b>Revenue Source</b>	<b>Actual Revenue</b>	<b>Initiative to Date (% towards 10-year goal)</b>
City Funding	\$ 3.0 M	\$ 21.2 M (71%)
TBD Sales Tax (0.1%)	\$ 5.8 M	\$ 35.9 M (80%)
Gross Earnings Tax (1.5%)	\$ 10.8 M	\$ 60.8 M (68%)
Property Tax (\$0.2/\$1,000 AV)	\$ 4.5 M	\$ 28.8 M (71%)
Interest and Other	\$ - 0.5 M	\$ 0.9 M
<b>Total</b>	<b>\$ 23.6 M</b>	<b>\$ 147.6 M (72%)</b>

Streets Initiative expenditures are tracked by the funding categories; 2022 expenditures were as follows:

<b>2022 Streets Initiative Expenditures</b>		
<b>Streets Initiative Funding Category</b>	<b>Actual Expenditures</b>	<b>Initiative to Date Expenditures (% towards goal)</b>
Residential Maintenance	\$ 12.0 M*	\$ 90.9 M* (59%)
Capital – Arterial/ Freight	\$ 0.5 M**	\$ 9.8 M** (33%)
Capital - Active Transportation	\$ 3.0 M**	\$ 9.4 M** (47%)
<b>Total</b>	<b>\$ 15.5 M</b>	<b>\$ 110.1 M</b>

\* Additional street maintenance work is funded through the Streets Fund.

\*\* Capital expenditures do not capture future encumbrances for capital projects.

## 2022 Capital Commitments

In 2022, Public Works secured 9 grants totaling over \$20 M for transportation projects using just over \$6 M of Streets Initiative funding as grant match. The funding breakdown for those projects is shown below:

Project	Category	Streets Initiative Funding	Grant Amount	Total Secured
J Street Bicycle Boulevard	Active Transportation	\$1,466,243	\$2,500,000	\$3,966,243
Citywide Pedestrian Accessibility Improvements	Active Transportation	\$100,000	\$3,000,000	\$3,100,000
Port of Tacoma Strategic Emergency Response/ITS Improvements	Arterial/Freight	\$250,000	\$1,000,000	\$1,250,000
S 11th St & Earnest S Brazill: Protected Bike Lane Couplet	Active Transportation	\$388,420	\$1,567,711	\$1,956,131
E Portland Ave (64-72) Overlay	Arterial/Freight	\$300,000	\$750,000	\$1,050,000
McKinley Ave ITS and Signal Coordination	Arterial/Freight	\$70,300	\$395,000	\$465,300
East 34th Street Bridge Deck Repair and Seismic Retrofit	Arterial/Freight	\$1,000,000	\$7,220,000	\$8,220,000
Sheridan Avenue Phase 1, S 72nd St to S 64th St	Arterial/Freight	\$2,394,332	\$3,560,000	\$5,954,332
School Safety - S 40th St and M St	Active Transportation	\$79,082	\$292,664	\$371,746
<b>Total</b>		<b>\$6,048,377</b>	<b>\$20,285,375</b>	<b>\$26,333,752</b>

Prior to the Streets Initiative the City's dedicated transportation revenues were limited to Motor Vehicle Fuel Excise Tax (MVET), car tab revenue through the Transportation Benefit District, and some Gross Earnings Tax. This made it difficult to secure the City grant match funds, especially for expenses that were not eligible for Real Estate Excise Tax funding (REET). Since Streets Initiative funding is dedicated for transportation purposes, Public Works can now reliably identify a funding source for grant match, which has helped the City to leverage over **\$100 M** in grant funds and partnership funds for transportation projects since 2016 - exceeding the goal of \$90 M over the life of the Streets Initiative.

When additional grant opportunities come available, staff will work with the Transportation Commission to identify appropriate projects and submit grant applications. Submitted projects will be those that are identified priority projects in the Transportation Master Plan and score well against grant selection criteria. Other projects may be allocated Streets Initiative funding to better prepare those projects for future grant opportunities or to address a need.

To help address active transportation challenges that are not generally grant eligible, the Transportation Commission worked with the Public Works Department to allocate funding towards the following program areas to help:

- ADA Accessibility/ Transition Plan
- Bicycle and Pedestrian
- Sidewalks
- Partnerships (transit, schools, parks, etc.)
- Small Projects (street eateries, wayfinding, signs, etc.)

In 2022, the Streets Initiative expenditures included \$25,000 to help advance several smaller projects and programs including construction of curb ramps, curb ramp inventory mapping, and small project lane striping.

### **2022 Residential Street Maintenance**

Residential street maintenance is a focal point for the City and the Streets Initiative. Using Streets Initiative funding and street maintenance funding sources that pre-existed the Initiative, Public Works has the goal of maintaining up to 70% of the residential street network by 2026 (approximately 5,614 blocks). To achieve that goal, pavement condition data is used to emphasize the maintenance and preservation of streets in fair to good condition through preventative maintenance activities and surface treatments. Secondly, Public Works is addressing many of the streets that rate as marginal or worse by performing overlays.

Projected and actual service levels are broken out by category below:

Year	Overlay	Surface Treatment	Preventative Maintenance	Annual Total	10 Year Total	Percent Toward Goal (5614 Blocks)
2016 (Actual)	90	108	97	295	295	5%
2017 (Actual)	135	230	184	549	844	15%
2018 (Actual)	242	315	258	815	1659	30%
2019 (Actual)	200	355	135	690	2349	42%
2020 (Actual)	103	60	192	355	2704	48%
2021 (Actual)	97	193	64	354	3058	54%
2022 (Actual)	135	180	130	445	3503	63%
2023 (Projected)	95	196	304	595	4098	73%
2024 (Projected)	190	356	286	832	4930	88%
2025 (Projected)	205	181	284	670	5600	100%

Part of this body of work was completed through partnership with other City departments. In 2022, 16 blocks of overlay were completed through partnerships with the City’s Environmental Services Department and Tacoma Public Utilities, representing over \$700K in leveraged partnership funds.

A map showing work completed to date can be found in Appendix A.

### **Additional Streets Initiative Funded Infrastructure**

Residential street maintenance and capital projects often include the construction of transportation features that the Public Works Department feels are important to the overall transportation network. The table below provides a summary of additional transportation features that were installed as a part of Streets Initiative maintenance or capital projects; additional categories may be added in subsequent years, as needed.

Transportation Feature	2022	Initiative to Date
Curb Ramps Installed	243	2,162
Miles of Bike Infrastructure Installed	0	7
School Crossing Safety Beacons Installed	0	45
Lineal Feet of Sidewalk Constructed	8,420	34,811

### **Projected 2023 Revenues and Budget Allocations**

2023 anticipated revenues for the Streets Initiative are as follows:

Revenue Source	Projected Revenue
City Funding	\$ 3.0 M
TBD Sales Tax (0.1%)	\$ 7.5 M
Gross Earnings Tax (+1.5%)	\$ 9.9 M
Property Tax (\$0.2/\$1,000 AV)	\$ 4.5 M
Other	\$ 0.3 M
<b>Total</b>	<b>\$ 25.2 M</b>

2023 Streets Initiative revenues are allocated to the following funding categories:

2023 Streets Initiative Funding	
Residential Maintenance	\$ 20.2 M
Capital – Arterial/ Freight	\$ 3.0 M
Capital - Active Transportation	\$ 2.0 M
<b>Total</b>	<b>\$ 25.2 M</b>

**Projected 2023 Residential Maintenance Work Plan:**

Throughout 2022 staff from Public Works, Environmental Services, and Tacoma Water worked together to develop the 2023 work plan. Below are the 2023 service level targets.

A map showing project locations can be found in Appendix B. These projects can also be found on the Streets Initiative dashboard at [TacomaStreetsInitiative.org](http://TacomaStreetsInitiative.org).

2023 Service Level Targets		
Treatment	Estimated Blocks	Notes
Overlay	95	
Surface Treatment	196	
Preventative Maintenance	304	
<b>Total</b>	<b>595</b>	

Report Submitted By:

\_\_\_\_\_  
Ramiro A. Chavez, P.E. PgMP  
Public Works Director/City Engineer

Date: \_\_\_\_\_

Report Received By:

\_\_\_\_\_  
Bruce Morris  
Transportation Commission Co-Chair

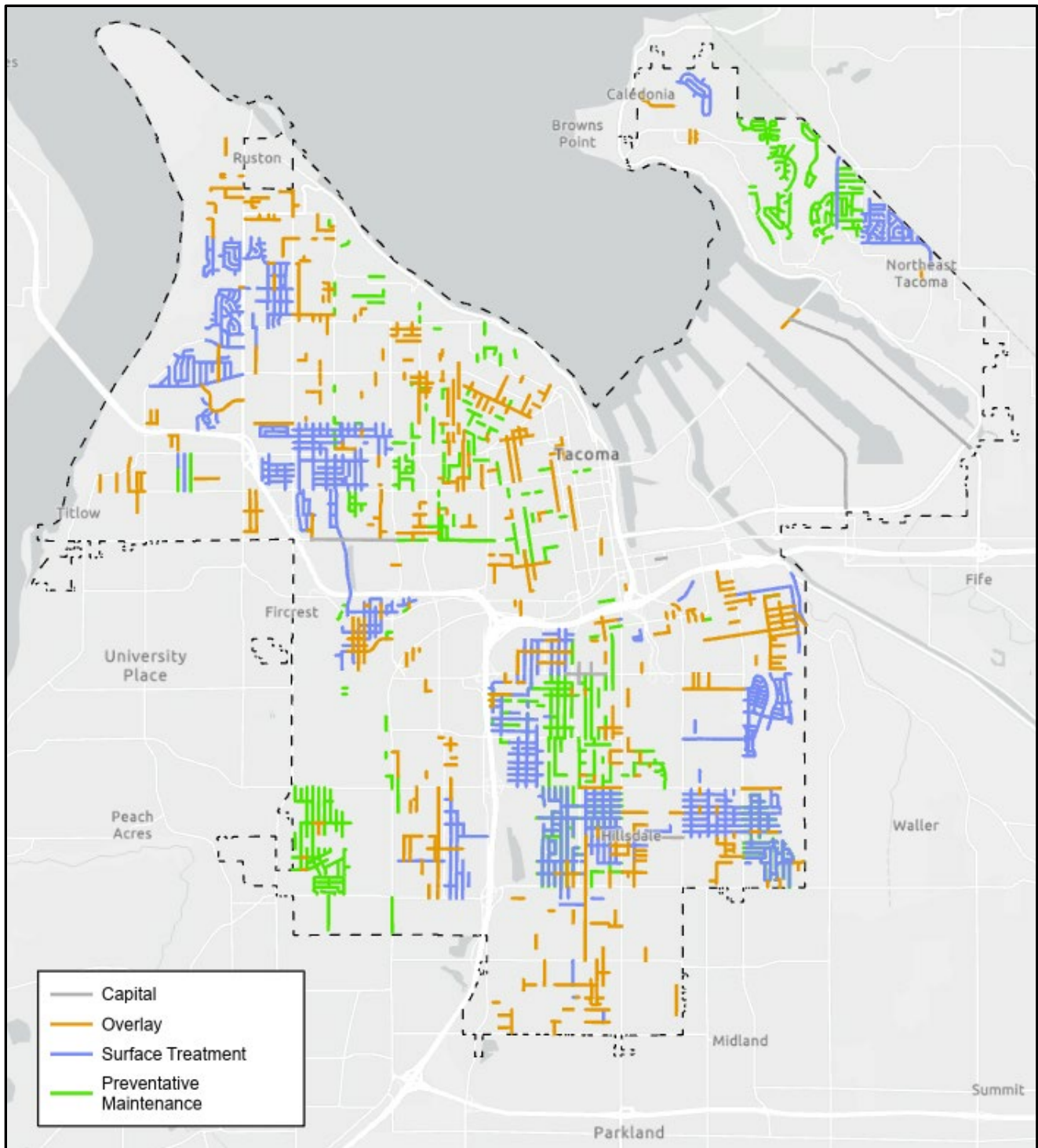
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Matt Stevens  
Transportation Commission Co-Chair

Date: \_\_\_\_\_

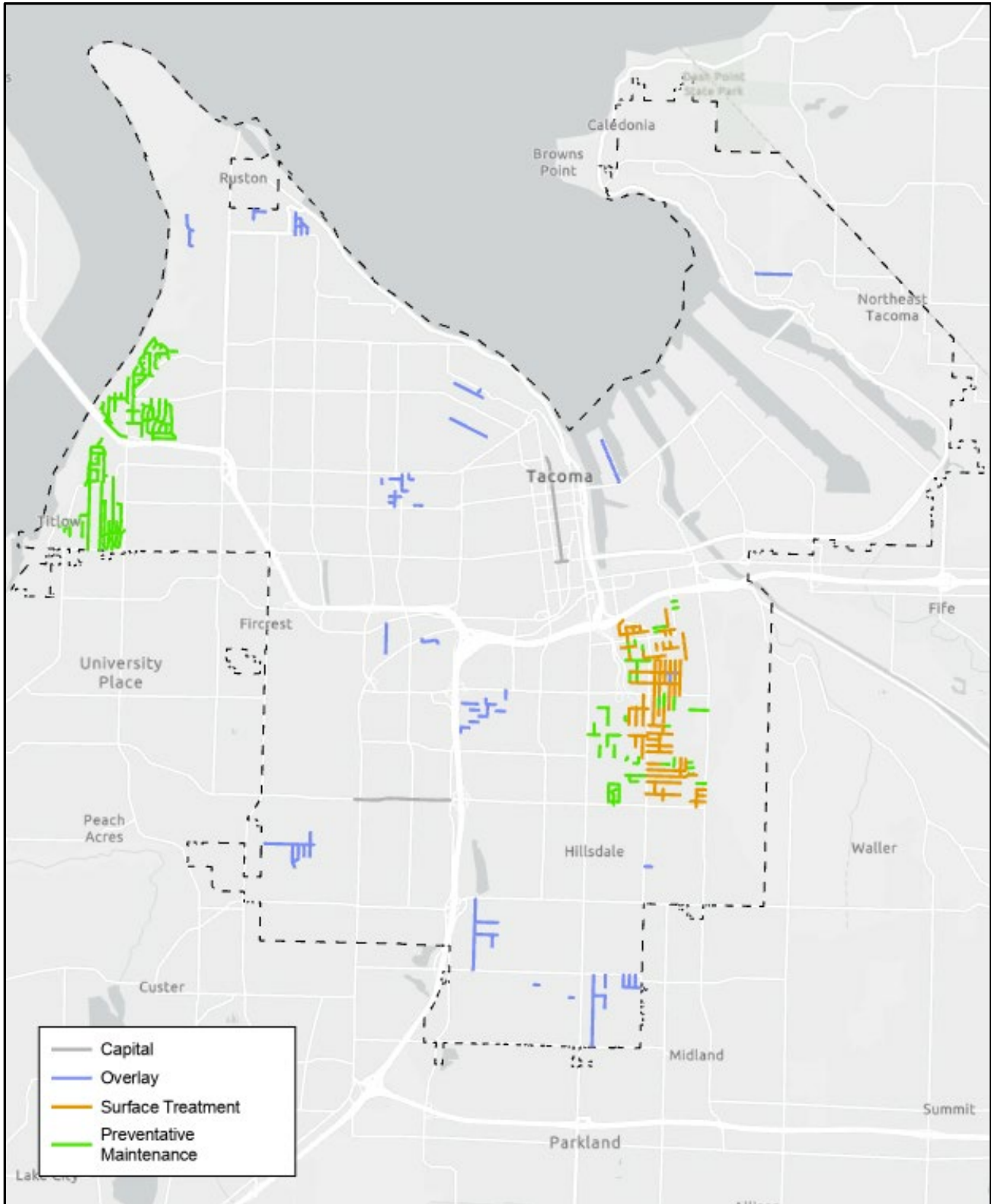
Appendix A

Streets Initiative Work Completed through 2022





Appendix B  
2023 Streets Initiative Work Plan





# MEMO

To: Tacoma Transportation Commission

From: Lauren Hoogkamer, Neighborhood Planning

Date: October 9, 2023

**Subject: Neighborhood Planning Program Update**

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## Overview of Program

In 2021, City Council provided funding for the Neighborhood Planning Program (NPP) in response to feedback from the Planning Commission, a desire for more equitable delivery of service, and to provide a grassroots response to neighborhoods' concerns and vision for the future. The goal of the NPP is to implement a neighborhood's short-term goals while building capacity for larger efforts. The program also supports implementation of *Tacoma 2025* and the *One Tacoma Comprehensive Plan*, including the *Transportation Master Plan* and *Vision Zero Action Plan*. In the recently adopted 2023-24 biennial budget, the Neighborhood Planning Program was included as a permanent program.

In March 2023, City Council adopted the McKinley Hill Neighborhood Plan and allocated \$250,000 towards the design of a McKinley Ave streetscape redesign as part of the McKinley Neighborhood Plan implementation, which is now in progress.

The Proctor Neighborhood Plan launched the planning phase in September 2022 and staff is preparing a draft for Planning Commission review in November, as well as preparing to launch South Tacoma Way as the third Neighborhood Plan in January 2024.

At the Transportation Commission meeting on October 18<sup>th</sup>, Planning and Development Services staff will present an update on the Neighborhood Planning Program (NPP), including the status of implementation of the McKinley Hill Neighborhood Plan, progress on the Proctor Neighborhood Plan, and the launch of South Tacoma Way.

## Questions and Discussion

Staff invites input from the Transportation Commission on three key questions:

- 1. How can Neighborhood Plans help to implement the Transportation Master Plan and its goals? How can we help inform the TMP update?**
- 2. Do you have thoughts on the transportation-related action items for McKinley and Proctor?**
- 3. What would you like us to keep in mind as we embark on South Tacoma Way?**

## More Information

[Cityoftacoma.org/NeighborhoodPlanning](http://Cityoftacoma.org/NeighborhoodPlanning)