

2023

Tacoma Streets Initiative  
Progress Report - DRAFT

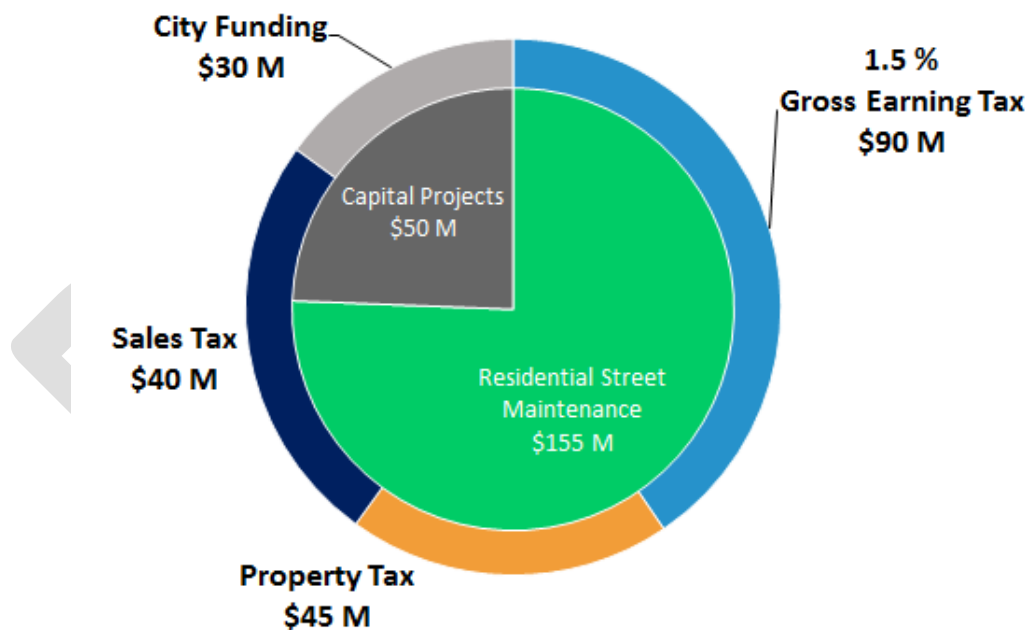


## **Background**

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 2023 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.

### **2023 Revenues and Expenditures**

In 2023, Streets Initiative revenues were on target; revenue details are shown in the table below.

<b>2023 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	\$ 24.2 M (81%)
TBD Sales Tax (0.1%)	\$ 7.3 M	\$ 47.4 M (105%)
Gross Earnings Tax (1.5%)	\$ 9.5 M	\$ 70.3 M (78%)
Property Tax (\$0.2/\$1,000 AV)	\$ 4.6 M	\$ 33.4 M (84%)
Interest and Other	\$ 0.8 M	\$ 1.7 M
<b>Total</b>	<b>\$ 25.2 M</b>	<b>\$ 177.0 M (86%)</b>

Streets Initiative expenditures are tracked by the funding categories; 2023 expenditures were as follows:

<b>2023 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*	\$ 102.9 M* (66%)
Capital – Arterial/ Freight	\$ 0.6 M**	\$ 10.1 M** (34%)
Capital - Active Transportation	\$ 1.9 M**	\$ 11.5 M** (58%)
Overhead & Assessments	1.3	
<b>Total</b>	<b>\$ 14.5 M</b>	<b>\$ 124.5 M</b>

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

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

## **2023 Capital Commitments**

In 2023, Public Works secured 9 grants totaling nearly \$15 M for transportation projects. Three of these projects use just over \$3.1 M of Streets Initiative funding as grant match to leverage over \$6.5 M in grant funds. The funding breakdown for Streets Initiative projects is shown below:

Project	Category	Streets Initiative Funding	Grant Amount	Total Secured
Puyallup Ave Corridor Improvements with Pedestrian Access to Fife	Arterial/Freight	\$2,668,865	\$5,465,000	\$8,133,865
6th Avenue & Tacoma Avenue Pavement Preservation	Arterial/Freight	\$355,379	\$792,406	\$1,147,785
Tacoma Mall Neighborhood Loop Road - Active Transportation Plan	Arterial/Freight	\$96,000	\$284,000	\$380,000
<b>Total</b>		<b>\$3,120,244</b>	<b>\$6,541,406</b>	<b>\$9,661,650</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 **\$121 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 2023, the Streets Initiative expenditures included \$40,000 to help advance several smaller projects and programs including construction of curb ramps, hazardous sidewalk replacements, curb ramp inventory mapping, and Safe Routes to School.

**2023 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 (Actual)	105	196	278	579	4082	73%
2024 (Projected)	185	254	275	714	4796	88%
2025 (Projected)	175	242	275	692	5488	98%
2026 (Projected)	70	229	275	574	6062	108%

Part of this body of work was completed through partnership with other City departments. In 2023, 20 blocks of overlay were completed through partnerships with the City’s Environmental Services Department and Tacoma Public Utilities, representing almost \$900K 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	2023	Initiative to Date
Curb Ramps Installed	257	2,419
Miles of Bike Infrastructure Installed	0	7
School Crossing Safety Beacons Installed	3	48
Lineal Feet of Sidewalk Constructed	6,998	41,809

### **Projected 2024 Revenues and Budget Allocations**

2024 anticipated revenues for the Streets Initiative are as follows:

Revenue Source	Projected Revenue
City Funding	\$ 3.0 M
TBD Sales Tax (0.1%)	\$ 7.7 M
Gross Earnings Tax (+1.5%)	\$ 9.6 M
Property Tax (\$0.2/\$1,000 AV)	\$ 4.6 M
Other	\$ 0.3 M
<b>Total</b>	<b>\$ 25.2 M</b>

2024 Streets Initiative revenues are allocated to the following funding categories:

2024 Streets Initiative Funding	
Residential Maintenance	\$ 27.5 M
Capital – Arterial/ Freight	\$ 3.0 M
Capital - Active Transportation	\$ 2.0 M
<b>Total</b>	<b>\$ 32.5 M</b>

### **Projected 2024 Residential Maintenance Work Plan:**

Throughout 2023 staff from Public Works, Environmental Services, and Tacoma Water worked together to develop the 2024 work plan. Below are the 2024 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](https://TacomaStreetsInitiative.org).

2024 Service Level Targets		
Treatment	Estimated Blocks	Notes
Overlay	185	
Surface Treatment	254	
Preventative Maintenance	275	
<b>Total</b>	<b>714</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

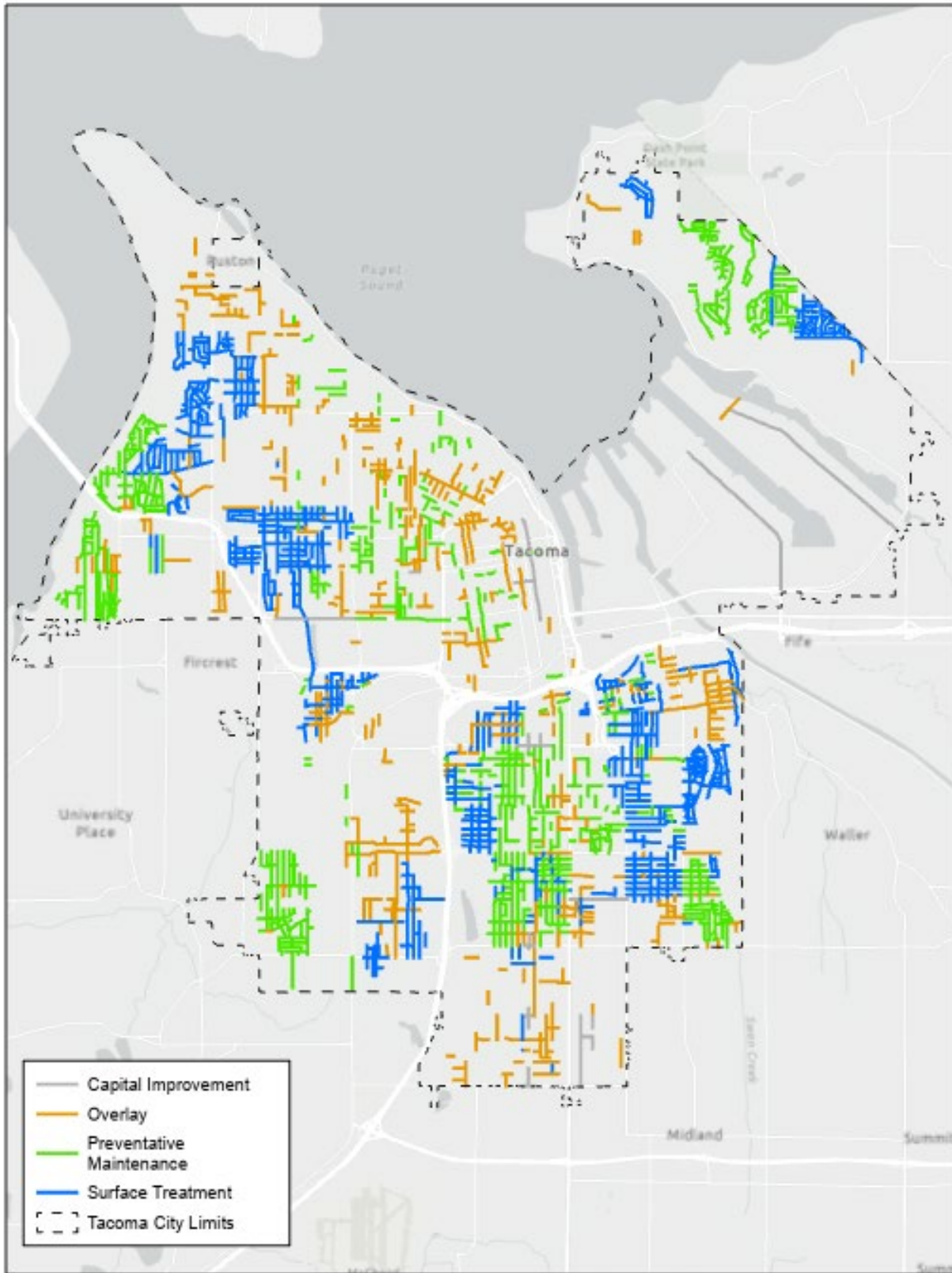
Date: \_\_\_\_\_

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 Matt Stevens  
 Transportation Commission Co-Chair

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

Appendix A

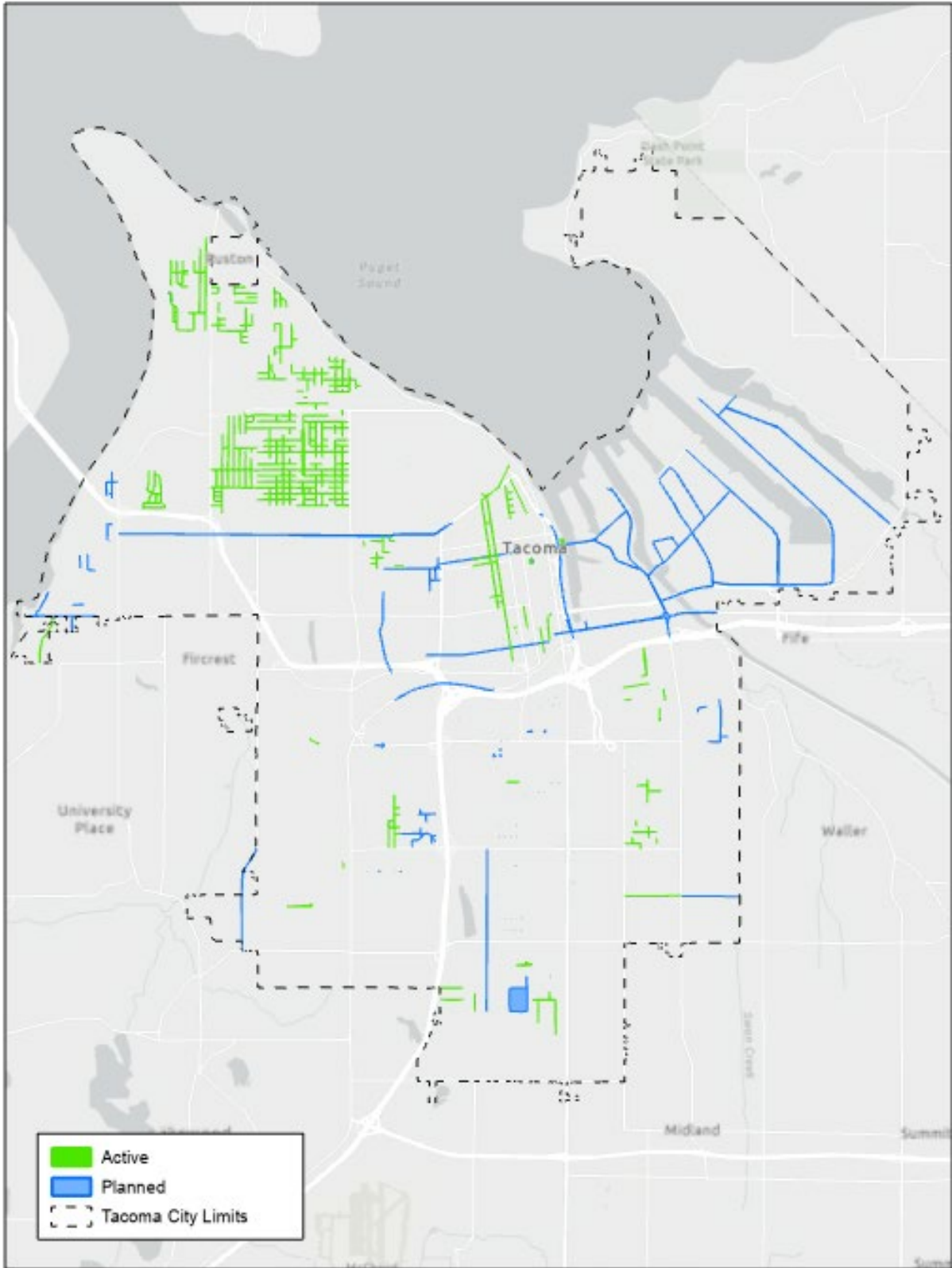
Streets Initiative Work Completed through 2023





Appendix B

Streets Initiative Future Work Plan



# TACOMA TRANSPORTATION AND MOBILITY PLAN

## GOALS AND POLICIES [DRAFT - V2]

10/05/24

1. Advance **Equity and Livability**: Harm is repaired, and burdens from legacy transportation infrastructure decisions are alleviated by prioritizing investment identified through equitable engagement in communities that have experienced disproportionate impacts and disinvestment.
  - a. *Center the voices of communities of color, low-income people, and underrepresented groups when planning, designing, and making-decisions about key transportation policies, projects, and programs.*
  - b. *Prioritize policies, programs, and projects that remove systemic and physical barriers and address harm from past and contemporary infrastructure investment.*
  - c. *Provide accessible and dignified services to all persons ensuring all travelers regardless of mobility status can safely and effectively navigate the transportation system at every part of their journey.*
  - d. *Plan and design transportation investments to support and strengthen community assets and reduce displacement risk.*
  - e. *Empower communities affected by harm or disinvestment to shape the future of their neighborhoods by creating opportunities for inclusive participation, educating residents on the need for change, and fostering collaborative engagement to create and implement the changes.*
  - f. *Prioritize investment in affordable transportation options so everyone can take the trips they need to make, when they need to make them.*
  
2. Ensure a **Safe and Comfortable** Experience: All users of the transportation system can move freely and without fear of traffic violence, supported by safe, comfortable, and intuitive multimodal travel options.
  - a. *Advance the commitment to zero fatal and serious injury crashes by implementing safe and equitable design and practices that uphold the principle that no loss of life is acceptable on Tacoma's transportation network.*
  - b. *Design a street network that is safe and accessible for all users, including pedestrians, bicyclists, scooter riders, skateboarders, and other small mobility users, ensuring complete networks of ADA-compliant pedestrian facilities and a comprehensive bicycling system that connects all parts of Tacoma and accommodates all types of riders.*
  - c. *Reduce vehicle speeds to increase safety for all street users, prioritizing safety and mobility over vehicle capacity.*
  - d. *Concentrate safety investments in areas with the highest risk of fatal and serious injury collisions, guided by safety and equity data, while secondarily enhancing routes to key destinations such as schools, transit stops, mixed-use centers, and health-serving destinations.*

- e. *Foster a public realm that people want to use, where communities are empowered to look out for each other, and all people can use without fear of harassment or threats.*
  - f. *Design and maintain the transportation network to secure safe and reliable emergency access, facilitating rapid response for emergency vehicles and efficient emergency evacuation routes.*
3. Make Tacoma an **Environmentally Sustainable** and **Healthy** Place to Live:  
 Transportation and land-use strategies enable a citywide shift towards a greener future, delivering better outcomes for the environment and ultimately for the people who live here.
- a. *Elevate active travelers and public transit riders in the planning, design, and construction of streets using the Green Transportation Hierarchy.*
  - b. *Design new transportation infrastructure to be climate resilient and withstand the impacts of climate change.*
  - c. *Incentivize modes that improve air quality, reduce vehicle emissions, and offer convenient alternatives to driving.*
  - d. *Establish land use, zoning, and design regulations that create development patterns and street designs that minimize conflicts between road users and prioritize and incentivize transit and active transportation.*
  - e. *Support the transition from fossil fuels to electric and cleaner transportation technologies, including electric fleets and emission-free vehicles and devices for all types of motorized mobility.*
  - f. *Transform streets into green streets by incorporating features such as trees, bioswales, and permeable pavement to manage stormwater, reduce urban heat, and enhance air quality.*
  - g. *Promote active transportation and public realm activation by creating safe, accessible, and engaging public spaces that encourage walking, biking, and social interaction to support physical health and mental well-being.*
4. Cultivate Meaningful **Partnerships**: Local, regional, and intergovernmental efforts are coordinated and aligned, supporting a more seamless multimodal transportation system.
- a. *Develop shared goals with other agencies, which balance local and regional needs, to help guide and navigate trade-offs in ongoing coordination.*
  - b. *Establish and maintain regular communication channels across departments and agency partners to identify opportunities for better alignment in decision-making and planning processes.*
  - c. *Pursue partnerships with regional and state entities which expand access to funding sources to support implementation of the TMP.*
  - d. *Equip Tacoma city staff with the skills and resources to engage in multimodal transportation planning and design using a Safe Systems Approach, driving*

*partnerships across work groups and departments to foster collaborative improvements.*

- e. *Promote ongoing capacity building for community organizations to strengthen local advocacy networks.*
5. **Promote Transparent Decision-Making:** Transportation decisions are made openly and with community, and lessons from projects are captured and used to make future work better, while success and challenges are shared to improve community trust.
- a. *Use a data-driven approach that prioritizes safety and equity for transportation investments, making the decision-making process accessible and clear to the public.*
  - b. *Track and publicize the measurable outcomes of transportation investment.*
  - c. *Create defined processes for how lessons learned are used to inform and improve future projects.*
  - d. *Regularly provide progress updates in accessible formats that are easy for all members of the public and stakeholders to understand and engage with, considering language needs and literacy levels.*
  - e. *Educate the community on the need for transportation changes and work together to navigate tradeoffs that prioritize safety and equity while striving to address community needs and priorities.*
6. **Connect the Tacoma Community:** Streets and the public realm serve as essential public spaces, which are inclusive for all ages and abilities, foster social interaction, and provide multimodal access, enriching quality of life.
- a. *Adopt land use policies and invest in transportation infrastructure to transform the Frequent Transit Network into conduits for transit-oriented development.*
  - b. *Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility.*
  - c. *Create streets as public spaces that are enjoyable for people to travel to and through, give people a sense of pride and community care, and encourage them to travel by walking, biking, or rolling.*
  - d. *Mend social cohesion and equitable access by redesigning streets that divide neighborhoods, prioritizing safe crossings, slow speeds, and accessible routes.*
  - e. *Support land use and grid street patterns that promote mixed-use developments, bringing housing, retail, workplaces, and recreational spaces closer together to create walkable neighborhoods.*
7. **Maintain and Upgrade Tacoma's Transportation Resources:** Infrastructure is preserved and modernized to support the city's sustainable and multimodal future.
- a. *Secure reliable sources of funding that align with Tacoma's multimodal transportation investment priorities.*
  - b. *Keep streets, sidewalks, bridges, trails, and transit facilities well-maintained and able to meet the needs of all transportation users.*

- c. *Prioritize maintenance of transportation facilities in areas of historic underinvestment to reach the point where transportation infrastructure is well kept in all parts of the city.*
  - d. *Prepare Tacoma for emerging mobility trends and technology and leverage available technology to improve safety and efficiency.*
  - e. *Invest in the timely maintenance of transportation assets to reduce long-term repair and upkeep costs.*
  - f. *Foster and strengthen partnerships to support clean, safe, and vibrant public spaces that contribute to neighborhood and business vitality and community well-being.*
8. Support a **Thriving Economy**: An effective multimodal transportation system facilitates connections that enable people, goods, and services to access businesses, jobs, essential services, and recreational and cultural destinations, boosting economic vitality.
- a. *Connect employees and volunteers to worksites across all sectors by improving safe, reliable, and convenient multimodal transportation options that support seamless commutes and enhance workforce mobility.*
  - b. *Enhance access to local businesses through improved transit, active transportation, and inviting public realm in mixed-use centers, fostering welcoming business districts for people to visit, gather, and invest in.*
  - c. *Include small and disadvantaged businesses in the planning, design, and construction of transportation projects to advance Tacoma's transportation vision.*
  - d. *Facilitate the safe movement of goods within and through the city, to get supplies to local businesses and connect the Port with the broader region, while reducing local impact.*
  - e. *Mitigate the impacts of I-5 and state routes on the commercial success of designated growth areas to support economic vitality and sustainable development.*
  - f. *Advance flexible curb management in mixed-use and growth centers to support economic development while balancing the diverse needs of all users.*