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COPY: Infrastructure, Planning, and Sustainability Committee
 Anna Le, Staff Liaison
PRESENTER: Joseph M. Franco, Special Assistant to the Director, Public Works
SUBJECT: Streets Initiative II Timeline and Feedback
DATE: August 14, 2024

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PRESENTATION TYPE:
 Informational Briefing

SUMMARY:

In 2015, Tacoma voters approved and passed Proposition No. 3 and Proposition A. These propositions funded street repair, maintenance, and safety improvements with a primary focus on residential streets, including resurfacing, pothole repair, pedestrian safety improvements, school crossing beacons, and sidewalk improvements as well as mobility projects identified in the City’s Six-Year Comprehensive Transportation Improvement Program. Together, these propositions raised funds through an increase in taxes that is set to expire in 2025. Over the last ten years, proposition funding combined with City matching funds raised over \$371 million, beating the projected spending plan of \$325 million for Tacoma streets. This information briefing will provide an update regarding the timeline in which the department plans to go to the voters for a new ballot measure and will consider input and feedback from City Council.

BACKGROUND:

The Tacoma Streets Initiative is a comprehensive program launched by the Public Works Department to address the critical needs of its transportation infrastructure. The initiative was conceived in response to growing concerns from residents, businesses, and local officials about the deteriorating condition of city streets. The primary goal of the Tacoma Streets Initiative is to significantly improve the condition of residential streets. This involved extensive resurfacing projects, pothole repair, maintenance and capital improvements for some arterial and freight access roads, installation of school beacons, and building missing sidewalks. Proposition No. 3 authorized, over a period of ten years, an additional 1.5 percent earning tax on natural gas, electric, and phone companies, and an increase in the regular property tax levy of \$.20 per \$100 of assessed value.

Proposition A provided additional funding for maintenance, preservation, and improvement for residential streets, arterials, freight access, and bike and pedestrian mobility projects outlined in the Six-Year Comprehensive Transportation Improvement Program. Proposition A funded specific transportation projects within the City’s Transportation Benefit District, which is a separate taxing district. In April 2024, the City Council approved the enhancement of the usage of these funds to be used for maintenance and preservation of roadways. Proposition A raised the sales tax by one tenth of one percent for a period of ten years.

Both propositions will expire in January of 2026.

ISSUE:

On the next page we have outlined the timeline in which we plan to go to the voters for the upcoming ballot initiative to renew the Streets Initiative for a period of 15 years. As with any initiative, community outreach



and feedback is important to us. We ask for City Council's feedback on this upcoming initiative. Please note that these dates are subject to change dependent on City priorities.

Quarter 2 – 2024

In April and May of 2024, Public Works conducted individual meetings with City Council Members regarding the Streets Initiative. During these meetings we shared our goals moving forward a potential ballot measure, focused on the upcoming package, and listened to initial feedback from Council. We also selected Fehr and Peers to assist the department in finalizing the Transportation Impact Fee Framework, which we intend to bring back to Council toward the end of 2024 for passage in early 2025.

City Council also passed Ordinance No. 28965 which enhanced the scope of the Transportation Benefit District to include maintenance and preservation of the roadways to benefit Tacoma roads and the transportation system. Additionally, the department held its first Public Works Summit to provide information on the functions of each division, celebrate departmental achievements, and look to the future opportunities for Public Works.

Earlier this June, the Street Operations team conducted Pothole Palooza, which crews focused on maintenance and preservation of arterial roadways in each of the five Council districts. The Public Works Street Operations team laid 1,938 tons of asphalt in 10 locations, a total of 9,545 square feet, repairing and preventing 5,389 potholes. Our Engineering team will also present information on the current state of Tacoma streets at Study Session this month.

Quarter 3 – 2024

July and August start our external and internal outreach. We plan to release the survey results to City Council during this summer and to continue briefing City Council on the Streets Initiative. Our external partners include:

- Transportation Commission
- Bicycle and Pedestrian Technical Advisory Group
- Tacoma Area Commission on Disabilities
- Chamber of Commerce
- Commission on Immigrant and Refugee Affairs
- Neighborhood Councils
- Other

Quarter 4 – 2024

In September 2024, we tentatively have scheduled a Streets Initiative Jobs Creation Report for the Economic Development Committee to talk about the impact that the Streets Initiative on job creation and the economic impact of these road projects. We also plan to come back to provide a Transportation Impact Fee Report to either the IPS Committee or Study Session. We also plan to bring forth a continuation of the one tenth of one percent sales tax past the expiration date of the Streets Initiative. Lastly, in December 2024, we will need to finalize the ballot language which will include a 15-year performance period for the next Streets Initiative.

Quarters 1 & 2 – 2025

In January 2025, Public Works will present a proposed resolution to City Council for consideration to place the Streets Initiative on the ballot for April 2025. We will also provide a progress report in February and ask that City Council adopt Transportation Impact Fees. In March, we will send informational packets to the City of Tacoma residents on the Streets Initiative and the impact this measure will have on City streets



and multimodal transportation options. In April, the ballot measure will be voted on and in May, we will approach Council for a potential increase of the vehicle license fee through the Transportation Benefit District.

ALTERNATIVES:

This is an information briefing only. There are no alternatives presented.

FISCAL IMPACT:

This is an information briefing only. There is no fiscal impact.

RECOMMENDATION:

This is an information briefing only. There is no recommendation.



Last updated: 5/2024 Subject to change.