

## WEEKLY REPORT TO THE CITY COUNCIL

November 21, 2013

Members of the City Council  
City of Tacoma, Washington

Dear Mayor and Council Members:

### ACTION REQUESTED

1. As a reminder, since **City offices will be closed Thursday, November 28<sup>th</sup> and Friday, November 29<sup>th</sup>**, for the Thanksgiving holiday, **Council Agenda and mail packets will be delivered Wednesday, November 27<sup>th</sup>**.

### STUDY SESSION/WORK SESSION

2. The **City Council Study Session** of Tuesday, November 26, 2013, will be held in Room 16 of the Tacoma Municipal Building North, at Noon. Discussion items will be: (1) **2013/2014 Mid-Biennium Budget Modification**; (2) **2014 State and Federal Legislative Agenda**; (3) **Other Items of Interest**; (4) **Agenda Review**; (5) **Closed Session – Labor Negotiations**; and (6) **Executive Session – City Manager Performance Review**.

At Tuesday's Study Session, Budget Officer Tadd Wille will review **recommended 2013/2014 mid-biennium budget modifications**. There will be a Public Hearing on the proposed modifications at Tuesday's Council meeting. The first reading of the ordinance amending the 2013/2014 biennial budget is scheduled for December 3<sup>rd</sup>.

As a second item on Tuesday's Study Session, **Government Relations Officer Randy Lewis will discuss the attached draft 2014 State and Federal Legislative Agenda with Council**. Prior to the beginning of each year's session of Congress and the Washington State Legislature, it is necessary for the Council to indicate its priorities concerning issues that may come before these bodies. Identifying priority issues helps members of the legislative and congressional delegation know which issues are most important to the City and helps staff focus resources appropriately. The Resolution adopting the State Legislative and Federal Policy Agendas for 2014 will be on the December 3<sup>rd</sup> Council agenda for your consideration.

3. The updated **Tentative City Council Forecast Calendar** is attached for your information.

### COUNCIL REQUESTS/INQUIRIES

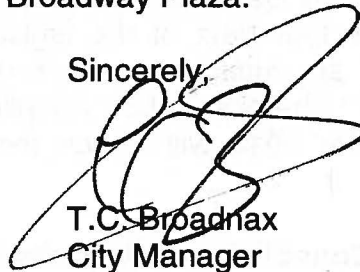
4. In response to Council Member Mello's question at the last Council meeting, Finance Director Andy Cherullo and Budget Officer Tadd Wille provide the attached memorandum explaining the **differences between the property tax ordinances scheduled for final reading on Tuesday's Council agenda** (Ordinances: 28186, 28187, 28188, 28189).

5. At the November 12<sup>th</sup> Study Session, Public Works staff presented the **proposed amendments to the *Six-Year Comprehensive Transportation Improvement Program Amended 2013-2014 & 2015-2020***. Interim Public Works Director Kurtis Kingsolver provides the attached memorandum in response to Council's questions and comments.

**MARK YOUR CALENDARS**

6. You have been invited to the following events:
- **The Tacoma-Pierce County DUI Victims Information Panel's Board Annual Awards Dinner on Friday, November 22<sup>nd</sup>, 6:00 p.m.**, at Columbia Junior High, located at 2901 54<sup>th</sup> Avenue East, Fife.
  - **Zoolights Program and Lighting Ceremony on Friday, November 29<sup>th</sup>, 4:35 p.m.**, at Point Defiance Zoo and Aquarium, located at 5400 North Pearl Street. Gates open at 4:00 p.m., with Zoolights from 5:00 to 9:00 p.m.
  - **The Tacoma Area Commission on Disabilities and the Human Rights Commission Joint Year End Celebration on Thursday, December 5<sup>th</sup>, 4:00 p.m.**, at the Tacoma Area Coalition of Individuals with Disabilities, located at 6315 South 19<sup>th</sup> Street.
  - **Tacoma-Pierce County Chambers Public Officials Holiday Reception on Wednesday, December 11<sup>th</sup>, 5:00 – 8:00 p.m.**, at the Hotel Murano, located at 1320 Broadway Plaza.

Sincerely,



T.C. Broadnax  
City Manager

# 2014 City of Tacoma Legislative Agenda

## Summary agenda:

- The City supports a transportation funding package that completes SR-167 and other local projects.
- The City seeks new local transportation funding tools.
- The City seeks new economic development tools.
- The City opposes any efforts to restrict or diminish its authority to tax and license.

## Detail agenda:

### Economic development:

The City supports the use of economic development tools that facilitate urban redevelopment and encourage development, including affordable housing, in transit station areas. This may include value capture tools like tax increment financing, local improvement district legislation, and funding of existing tools such as local infrastructure financing. The City will also propose legislation allowing the reuse of tax foreclosure property for affordable housing.

The “paramount” duty of the State is to “make ample provision for the education of all children...” and the Legislature is faced with a significant challenge to meet this responsibility in light of the McCleary decision by the State Supreme Court. Any solution to this problem cannot create winners and losers between the state’s school districts and must still provide the opportunity for local communities to meet unique local needs. New revenue will be required to meet the requirements of the court decision. Further, the State must continue the restoration of funding to higher education institutions that it began in 2013. One way would be to emphasize funding for select clusters or sectors of our economy such as cyber security, clean water, health care and others.

### Environment:

The City supports creation of a sustainable funding source to assist local governments with obligations under Federal storm water regulations. Such funding should be tailored to favor those jurisdictions that are currently required to implement their permit obligations over those that have successfully sought to delay implementation. Funding should also foster innovation in meeting permit goals for both water quality and quantity.

The City has operated a successful waste oil recycling program for several years. The program involves accepting household waste oil at the landfill and at select retail stores. Liability issues make it difficult for the City to continue the retail store component of this program, greatly reducing the convenience of recycling used oil and thereby increasing the likelihood that this oil will instead find its way to the City stormwater system and local waters. The City supports legislation that will reduce the liability issues or otherwise incentivize continuation of this important program.

**Fiscal:**

The City believes local control of tax and regulatory processes is in the best interest of city residents and businesses. Local control allows innovation and greater flexibility to match taxes and regulations to a changing local economy. The City will oppose special interest efforts to restrict or otherwise regulate its authority to license and tax, including but not limited to collection and control of the municipal business and occupation tax.

As part of its 2013 budget, the Legislature partially restored the diversion of local liquor excise taxes and capped fees authorized to local government in Initiative 1083. The City supports full restoration of this revenue to local government.

The State is implementing commercial sales for the personal use of marijuana. Initiative 502 authorized significant fees and taxes on the production and sales of marijuana but did not provide for the State to share any of that revenue with local government. As it is in cities where much of the production and the retail marijuana stores will be located, it is cities that will have to deal with any impacts from these businesses. The City supports changes to Initiative 502 to allow sharing of State marijuana fees and taxes with local governments where marijuana retail stores are located. Passage of Initiative 502 also makes changes to legislation covering the medical use of cannabis necessary. The City believes the medical cannabis law should be suspended so long as Initiative 502 remains in force because Initiative 502 grants far greater access to cannabis without the ad hoc, inconsistently regulated nature of the previous statute.

The voters of Tacoma have approved a permanent levy of 50 cents per thousand to pay for essential emergency medical services provided by the Tacoma Fire Department. Despite this approval, other provisions of state property tax law have resulted in reductions of this revenue and increased pressure on the City's General Fund to make up the difference. Revenue for this vital public service must be better protected. The City supports changes to EMS levy statutes that will increase the maximum levy rate to 75 cents per thousand and also protect the levy from erosion by placing it outside the 1 percent limit on taxes.

The State provided a sales tax credit that allowed construction of the Greater Tacoma Convention & Trade Center as well as other public facilities around the state. The sales tax credit runs for 25 years. Along with other public facility districts, the City supports legislation that will extend the sales tax for 15 additional years. This will reduce the impact of bond repayment on the convention center and, potentially, the City's General Fund.

Tax breaks for specific businesses and industries can serve as an important economic development tool. For example, the City supports a change in current law that discourages owners of large yachts from using Washington boatyards for major repair and retrofit. It is also necessary to review all tax breaks periodically to determine their success and usefulness. According to a New York Times report, Washington forgoes more than \$2.3 billion a year in revenue due to tax breaks. The City supports establishment of a systematic legislative review and sunset process for tax breaks.

**Neighborhoods:**

The City has launched a popular program of neighborhood clean-up and nuisance abatement. While this program has had some success, limitations in state law on a city's authority to apply a lien to property that contains a public nuisance have complicated this effort and frustrate citizens. The City supports harmonizing the lien authority of cities with that of counties. A city should be able to apply a lien against property to allow the City to recover its costs in abating a nuisance. Liens should remain on the property until the costs of abatement are paid and the lien should have the same rank as state and local taxes in case of sale or foreclosure.

**Transportation:**

The City supports adoption of a new transportation revenue package, which may include tolling. Completion of SR-167, finishing the current I-5/SR-16 HOV project and initial work on improvements to I-5 at Joint Base Lewis-McChord must be in the package. Initial planning for extension of I-5 HOV lanes beyond S. 38<sup>th</sup> Street is also a priority.

The City supports increasing the councilmanic authority for transportation benefit district vehicle license fees from \$20 to \$40. The City supports adoption of a fee based street utility. Similar funding mechanisms are in use in other states and result in a much higher level of citizen satisfaction with the maintenance of local streets.

Tacoma and Seattle have been authorized to operate speed cameras outside of school zones under a pilot program. Tacoma's camera, located on Bay Street, has significantly reduced speed and serious injuries. Rather than renewing this program through the budget process, the City supports a narrowly drafted amendment to the traffic camera statute to authorize any city to operate a speed camera in an area with demonstrated serious accident levels in which it would be dangerous for a traffic officer to be stationed.

# 2014 City of Tacoma Federal Policy Agenda

## Summary agenda:

- The City opposes changes to tax exempt municipal bonds.
- The City urges the House to pass the Main Street Fairness Act in 2014.
- The City will actively work to protect JBLM during any BRAC process.
- The City supports passage of legislation rewarding innovation in stormwater solutions.

## Detail agenda:

### **Access to Affordable Health Care**

The citizens of Tacoma have overwhelmingly expressed support for legislation providing access to affordable health care for everyone. The nation spends more per capita on health care than any industrialized nation yet there are 30,000 people in Tacoma and 47 million in the United States uninsured. ~~Under As the Affordable Care Act continues to be phased in the next year,~~ these numbers should begin to decline. The City continues to support universal access to affordable health care.

### **Community Development Block Grant**

The City supports continuation and enhancement of the Community Development Block Grant program. Although there have recently been modest increases to appropriations to this program, it has been reduced by over 50 percent in the last decade. The City supports increases in the program to cover increasing costs of vital safety net programs.

### **Economic Development Tools**

An important tool in helping cities build the infrastructure that supports the local economy has been the use of tax exempt municipal bonds. In recent years, the administration and Congress have repeatedly considered proposals to cap or eliminate the use of these bonds as part of various deficit reduction plans. The Federal government needs to be investing more in the nation's infrastructure, not making it harder for local government to do so. The City strongly opposes proposals to cap or eliminate tax exempt municipal bonds.

### **Harbor Maintenance Tax (HMT)**

A tax on the value of imports is assessed on products entering the Port of Tacoma and other US seaports. The revenue from this tax is used to pay for harbor and waterway dredging and improvements. Other than a small amount used in the Lake Washington Ship Canal, none of the HMT revenue is spent on the natural deep water ports of Puget Sound. The tax places Puget Sound ports at a competitive disadvantage with British Columbia ports and the revenue primarily benefits other US ports that also compete with Tacoma. The City supports the Port of Tacoma and other Puget Sound ports in seeking changes to the HMT to level the playing field. This may take the form of applying the tax to imports entering the US via Canadian ports, allowing broader uses of the revenue for the benefit of deep water ports, or other approaches.

### **Housing**

The fate of thousands of homeowners holding problematic mortgages is a serious community issue because as more and more houses become vacant and blighted, they attract crime and send healthy neighborhoods into a downward spiral. The City supports Federal legislation to allow bankruptcy courts or federal insurance programs to modify or otherwise protect mortgages in danger of foreclosure.

### **Immigration**

A comprehensive approach to reform of the nation's immigration laws is overdue. The City supports reform that provides a clear path to citizenship for young people who came to this country as children through no fault of their own as well as a separate process that eventually can result in citizenship for millions of undocumented adults already here. Border security and disincentives to businesses that exploit undocumented workers must be a part of the package.

### **JBLM**

Joint Base Lewis-McChord has begun a land use planning process. The City supports this effort and will actively participate. It is important to both minimize land uses incompatible with successful base operation while also assuring continuing opportunities for economic development in the area. A Federal Base Realignment and Closure study may begin in 2014. JBLM plays a vital role in the nation's security, but the community must not take the continued presence of the base for granted. The City will actively support preserving and strengthening the role of JBLM during the BRAC process.

### **Main Street Fairness**

Local sales tax revenue has been affected by the growth of internet sales. Washington has adopted destination based sales tax legislation as part of the national effort to encourage adoption of the Main Street Fairness Act, authorizing state sales taxes on interstate internet sales. The legislation is supported by many large brick and mortar retailers, small business groups, and major internet sales businesses. Earlier in 2013 the Senate passed the legislation with a strong bipartisan vote. The City urges the House of Representatives to support ~~passage~~ of the Main Street Fairness Act in 2014.

### **Marijuana**

The voters of Washington have approved the decriminalization of personal use of marijuana and directed the establishment of a state controlled system of licensing and taxation of the drug. The City believes the Federal government needs to respect the decision of Washington residents and not attempt to interfere with either the decriminalization or the establishment of a retail sales marketplace.

### **Stormwater**

Increasingly strict Federal stormwater goals can be achieved with financial assistance and a willingness on the part of regulators to support innovation. The Innovative Stormwater Solutions Act will encourage the Environmental Protection Agency to promote innovative solutions and provide grant funding for innovative projects. It will also establish Centers of Excellence across the nation to develop proposals, industry standards and training and

technical assistance. The City supports designation of The Center for Urban Waters as one of these centers and supports passage of the Innovative Stormwater Solutions Act.

**Telecommunications**

The City opposes legislation which grants Federal authority over City rights of way, franchise authority, and taxation in the name of providing advantages for telecommunications companies to compete with cable companies. Such actions will surely lead to the cable firms wanting the same treatment and lead to uncompensated damage to City streets and loss of tax revenue used for City services, including cable services currently provided.

**Transportation**

The City is appreciative of the passage of the MAP-21 transportation program, but believes Congress has not completed its work. This two-year funding program does not begin to address the growing infrastructure problem in this country: both in the need to rebuild aging facilities as well as being able to develop capacity for growth where needed. The City urges action to provide new long-term funding for transportation projects- including those that benefit transit and non-motorized transportation. The City believes new funding should recognize that the greatest need for transportation spending is in the nation's metropolitan regions.



**City of Tacoma 2013-2014  
City Council Forecast**

Date	Meeting	Subject	Department
<b>November 26, 2013</b>	Study Session	2013/2014 Mid-Biennium Budget Modification	Finance
		2014 State and Federal Legislative Agenda	GRO
		Closed Session - Labor Negotiations	HR
		Executive Session - City Manager Performance Review	Council
	City Council Meeting	Public Hearing Six-Year Transportation Program	Public Works
		Mid-Biennial Modification Presentation	Finance
<b>December 3, 2013</b>	Joint Utility Board Study Session	MyAccount – Website Upgraded for Customer Payments	TPU
		IRP and How Conservation Will Meet Future Load	TPU
		Mountain Rail Division Annual Review	PW/Tacoma Rail
	Study Session	South Downtown Subarea Plan & EIS	PDS
		Executive Session - City Manager Performance Review	Council/City Mgr
	Committee of the Whole		
	City Council Meeting	Mid-Biennial Modification Presentation	Finance
<b>December 10, 2013</b>	Study Session	MLK Subarea Plan & EIS	PDS
		Neighborhood Council Review Recommendations	CED
		Executive Session-City Manager Performance Review(tentative)	Council
	City Council Meeting		
<b>December 17, 2013</b>	Study Session	Tacoma Link Expansion	GRO/Sound Transit
	Committee of the Whole		
	City Council Meeting		
<b>December 24, 2013</b>		<b>CANCELLED</b>	
<b>December 31, 2013</b>		<b>CANCELLED</b>	
<b>2014</b>			
<b>January 7, 2014</b>	Study Session		
	Committee of the Whole	Special Event Program Improvements	CED
	City Council Meeting		
<b>January 14, 2014</b>	Study Session		
	City Council Meeting		
<b>January 21, 2014</b>	Study Session	Overview of STAR Project	CMO/EPS
	Committee of the Whole		
	City Council Meeting		
<b>January 28, 2014</b>	Study Session		
	City Council Meeting		
<b>February 4, 2014</b>	Study Session		
	Committee of the Whole		
	City Council Meeting		
<b>February 11, 2014</b>	Study Session		
	City Council Meeting		
<b>February 18, 2014</b>	Study Session		
	Committee of the Whole		
	City Council Meeting		
<b>February 25, 2014</b>	Study Session		
	City Council Meeting		
<b>March 4, 2014</b>	Study Session		
	Committee of the Whole		
	City Council Meeting		
<b>March 11, 2014</b>	Study Session		
	City Council Meeting		
<b>March 18, 2014</b>	Joint Utility Board Study Session		
	Committee of the Whole		
	City Council Meeting		
<b>March 25, 2014</b>	Study Session		
	City Council Meeting		



**TO:** T.C. Broadnax, City Manager  
**FROM:** Tadd Wille, Budget Officer  
 Andy Cherullo, Finance Director  
**COPY:** City Council and City Clerk  
**SUBJECT:** Overview of Property Tax Ordinances  
**DATE:** November 20, 2013

**SUMMARY:**

The following overview of the property tax ordinances is a response to Council Member Mello’s question at the November 19, 2013 City Council Meeting regarding why Council is required to approve two ordinances for both the regular and EMS property tax levies. These property tax ordinances are scheduled for a second reading on November 26, 2013.

**ISSUE:**

In order to set the City of Tacoma’s 2014 property tax levies, the City of Tacoma is required to pass two separate ordinances for both the regular property tax levy and the Emergency Medical Services (EMS) levy. The two types of ordinances are summarized below:

1. Ordinances approving the levy amount to be collected - RCW 84.52.020 and RCW 84.52.070 require that the City adopt ordinances that state the total amount of the property tax levies. State law limits the 2014 levy increase to 1% over the City’s highest levy amount since 1985. The levy amount is also limited by specific rate limitations (\$3.60 per \$1,000 of Assessed Value for the regular property levy and \$0.50 per \$1,000 of Assessed Value for the EMS levy). The regular property tax is limited by the 1% growth restriction to \$52.2 M in 2014 and the EMS levy is limited by the rate limit to \$8.3 M in 2014.

Table 1

	Highest Levy Since 1985	2014 Maximum Levy (1% increase over highest levy)*	2014 Rate Limited Levy (Based on the rate limit and the 2013 Assessed Value)	2014 Levy Amount Set in Each Ordinance
<b>Regular Property Tax</b>	\$51,686,991 (2013 Levy)	\$52,203,861	\$59,659,401	\$52,203,861
<b>Emergency Medical Services Property Tax</b>	\$10,117,421 (2010 Levy)	\$10,218,595	\$8,286,028	\$8,286,028

\*Does not include new construction

2. Ordinances approving the percentage and dollar increase over the prior year’s actual levy collection - RCW 84.55.120 requires that the City Council approve a separate ordinance that states the percentage and dollar increase of this year’s levy over the prior year’s actual levy. The purpose of this ordinance is to authorize the increase of the property tax levies to the highest allowable amount.

The percentage increase in this ordinance may appear to be slightly different than the previous ordinance. This difference is due to the required use of the prior year’s actual levy collection. The prior year’s actual levy collection can differ from the amount levied in the prior year due to unexpected refunds or as a result changes in State law or court cases (for example changes in the



types of properties eligible for tax exemptions). The City's collections in 2013 were higher than the amount levied due to unexpected refunds. Therefore, while the City can only increase its levy by 1% over the highest levy since 1985, the restricted levy amount of \$52.20 M is actually less than the 2013 actual collections of \$52.24 M.

Table 2

	2013 Actual Collections	Requested 2014 Levy	Dollar Increase	Percent Increase
<b>Regular Property Tax</b>	\$52,240,093	\$52,203,861*	\$0	0%
The 2014 levy is actually a \$36,232 decrease from 2013 collections. The row above and ordinance states this difference as a \$0 and 0% increase because the Assessor's Office requires that the City clearly state the percentage and dollar increase in the ordinance.				
<b>Emergency Medical Services Property Tax</b>	\$8,006,973	\$10,218,595**	\$2,211,622	28%
*The 2014 requested levy does not include new construction revenues, potential refunds, or adjustments for historical collection rates.				
**The 2014 requested amount is \$10,218,595 since this is the highest allowable levy that the City can request. However, due to the statutory rate maximum the City can only levy \$8,286,028 (see Table 1).				



**TO:** T.C. Broadnax, City Manager  
**FROM:** Kurtis D. Kingsolver, P.E., Interim Public Works Director/City Engineer / *14012*  
**SUBJECT:** Six-Year Comprehensive Transportation Program – Study Session Response  
**DATE:** November 21, 2013

At the November 12, 2013, City Council Study Session, Public Works staff presented the proposed amendments to the *Six-Year Comprehensive Transportation Improvement Program Amended 2013-2014 & 2015-2020*. The following information is in response to City Council questions and comments.

Mayor Strickland asked when the East Thea Foss Waterway Transportation Corridor (Local Improvement District) project was added to the Six-Year Comprehensive Transportation Improvement Program. In 2008, the East Thea Foss Waterway Transportation Corridor Study was completed. It included estimates for street reconstruction and street repaving for this area. In 2009 the East Thea Foss Transportation Corridor was added to the Six-Year Comprehensive Transportation Improvement Program based on a series of meetings with owners of the area between East D and East F Streets from East 3<sup>rd</sup> Street to East 11<sup>th</sup> Street to discuss the option of funding the improvements through a Local Improvement District (LID). The majority of owners did not support formation of an LID at that time. As part of the LID consolidation process, this project will be combined with the *Comprehensive LID* project, which is a placeholder for potential LIDs. Should an LID be formed for this area, it will be added to the Six-Year Comprehensive Transportation Improvement Program.

Council Member Walker asked when the Tacoma Mall West Streetscape (Local Improvement District) project was added to the Six-Year Comprehensive Transportation Improvement Program and what street improvements were completed as part of the Community Based Services efforts. Increased multifamily development sparked interest for LIDs within this area; LID advisory surveys were provided to improve several streets and alleys. Two streets and one alley received support for full cost LIDs and were constructed in 2009. Additionally, two streets and one alley received property owner support for fixed rate LIDs and are currently included in the unfunded LID backlog. The remaining streets were captured under the Tacoma Mall West Streetscape project, which was added to the Six-Year Comprehensive Transportation Improvement Program in 2007. As part of the LID consolidation process, this project will be combined with the *Future Streetscape LIDs* project, which is a placeholder for potential streetscape LIDs. Should an LID be formed for this area, it will be added to the Six-Year Comprehensive Transportation Improvement Program. Also, as part of the City Manager's Clean & Safe Initiative, Community Based Services worked with the neighbors to repave nine blocks and install several streetlights in this neighborhood.

Council Member Boe asked staff to revise the 2008-2013 Capital Project Summary by City Council District to better identify Port related and major bridge projects. Staff created a separate category for Port related and major bridge projects, see attachment.

The Revised Code of Washington requires each city or town to annually update their Six-Year Comprehensive Transportation Improvement Program and hold a public hearing. A public hearing has been set for November 26, 2013. If you have any additional questions, please contact myself or Jennifer Kammerzell, Six-Year Comprehensive Transportation Program Manager, at (253) 591-5511 or [jkammerzell@cityoftacoma.org](mailto:jkammerzell@cityoftacoma.org).

2008-2013 Capital Project Summary  
By City Council District

ID	COUNCIL DISTRICT	PROJECT NAME	PROJECT COST	GRANT FUNDING	CITY & OTHER PARTNERSHIPS*	YEAR COMPLETED**
1	1	LID 8639 - Permanent Alley Paving with Storm Drain	\$497,241	\$0	\$497,241	2011
2	1	LID 8641 - Permanent Street Paving with Storm Drain	\$432,624	\$0	\$432,624	2008
3	1	LID 8652 - Permanent Alley Paving with Storm Drainage	\$1,115,918	\$0	\$1,115,918	2014
4	1	LID 8656 - Point Ruston	\$21,790,219	\$0	\$21,790,219	2013
5	1	LID 6980 - Streetlighting	\$769,306	\$0	\$769,306	2012
6	1	Mildred Street	\$2,227,960	\$942,792	\$1,285,168	2014
7	1	N. 37th St. Connector Trail	\$70,000	\$0	\$70,000	2014
8	1	North Waterview St. Roadway Repair	\$1,400,000	\$0	\$1,400,000	2013
9	1	Titlow Beach Sea-Wall Repair	\$220,000	\$0	\$220,000	2013
<b>COUNCIL DISTRICT 1</b>			<b>\$28,523,268</b>	<b>\$942,792</b>	<b>\$27,580,476</b>	
1	2	Lemay Access Road (Lot A Access Corridor)	\$653,029	\$0	\$653,030	2012
2	2	L St. E. Bridge	\$3,000,000	\$2,400,000	\$600,000	2008
3	2	LID 8642 - Permanent Street Paving with Storm Drain	\$1,709,611	\$0	\$1,709,611	2013
4	2	LID 8645 - Broadway Streetscape	\$20,240,268	\$0	\$20,240,268	2011
5	2	LINK Light Rail Pedestrian Improvements	\$900,000	\$540,000	\$360,000	2012
6	2	LINK Light Rail Stop @ S. 11th	\$700,000	\$0	\$700,000	2011
7	2	Pacific Ave Safety & Mobility (S. 17th St. - S. 25th St.)	\$2,000,000	\$1,800,000	\$200,000	2008
8	2	Pacific Ave Safety & Mobility (S. 17th St. - S. 25th St.) Phase 2	\$796,228	\$409,228	\$387,000	2013
9	2	Pacific Ave Streetscape	\$10,574,522	\$7,078,163	\$3,496,359	2014
10	2	Prairie Line Trail	\$6,725,000	\$465,000	\$260,000	TBD
11	2	Road Repair at S. 13th St. & Ct. A	\$307,219	\$0	\$307,219	2011
12	2	S. 25th St. - C St. to Jefferson	\$777,089	\$409,000	\$368,089	2013
13	2	Sauro Site Improvements	\$890,000	\$700,000	\$190,000	2011
14	2	Slayden Rd. "Sidewalk ONLY" - Marine View Dr. to Harbor View Dr.	\$1,450,000	\$1,400,000	\$50,000	2009
15	2	Spanish Steps Rehabilitation	\$1,097,000	\$944,000	\$153,000	2010
16	2	Stadium Way - S. 9th St. to Tacoma Ave.	\$13,451,838	\$9,718,850	\$3,732,988	2013
17	2	Thea Foss - Site 11 Esplanade (Phase I)	\$1,654,683	\$1,250,000	\$404,683	2011
18	2	Thea Foss - Site 11 Esplanade (Phase II) & Site 10 (Phase I)	\$2,067,500	\$2,060,000	\$7,500	2015
19	2	Thea Foss Waterway Esplanade - Site 1 (21st Street Park)	\$2,039,800	\$1,599,800	\$440,000	2009
<b>COUNCIL DISTRICT 2</b>			<b>\$71,033,787</b>	<b>\$30,774,041</b>	<b>\$34,259,746</b>	

2008-2013 Capital Project Summary  
By City Council District

ID	COUNCIL DISTRICT	PROJECT NAME	PROJECT COST	GRANT FUNDING	CITY & OTHER PARTNERSHIPS*	YEAR COMPLETED**
1	2	Hylebos Bridge	\$23,311,470	\$11,750,000	\$11,561,470	2012
2	2	Lincoln Ave. - Portland Ave. to Marc Ave.	\$4,300,000	\$4,120,000	\$180,000	2012
3	2	Lincoln Ave. Grade Separation Management	\$50,000,000	\$37,000,000	\$13,000,000	2011
4	2	Milwaukee Way - Lincoln Ave. to Marshall St.	\$867,000	\$750,000	\$117,000	2015
5	2	Murray Morgan Bridge Rehabilitation	\$57,427,292	\$57,427,292	\$0	2013
6	2	Port of Tacoma Rd between SR 509 & E 11th St Rehabilitation	\$8,271,000	\$429,040	\$1,031,080	2015
7	2	Puget Sound Local Haul Diesel Retrofit Project	\$3,103,500	\$3,103,500	\$0	2013
8	2	Puyallup Bridge F16A & F16B Replacement	\$38,776,500	\$36,750,000	\$2,026,500	TBD
<b>PORT RELATED &amp; MAJOR BRIDGE PROJECTS</b>			<b>\$186,056,762</b>	<b>\$151,329,832</b>	<b>\$27,916,050</b>	
1	3	South Tacoma Way - 38th to Pine	\$1,500,000	\$1,000,000	\$500,000	2010
2	3	Sprague Entryway	\$115,000	\$0	\$115,000	2013
3	3	Union Ave. Viaduct	\$3,000,000	\$3,000,000	\$0	2014
4	3	LID 6976 - Streetlighting	\$46,573	\$0	\$46,573	2008
5	3	LID 8646 - Permanent Alley Paving with Storm Drain	\$881,928	\$0	\$881,928	2008
6	3	LID 8647 - Permanent Street Paving with Storm Drain	\$167,093	\$0	\$167,093	2009
<b>COUNCIL DISTRICT 3</b>			<b>\$5,710,594</b>	<b>\$4,000,000</b>	<b>\$1,710,594</b>	
1	4	34th St. E. Bridge	\$3,800,000	\$3,000,000	\$800,000	2011
2	4	48th St E. - McKinley to Portland Ave	\$4,500,000	\$3,000,000	\$1,500,000	2008
3	4	E. 44th St. (Salishan Revitalization)	\$1,671,071	\$1,671,071	\$0	2010
4	4	Pipeline Trail (E. 48th St. - E. 56th St.)	\$150,000	\$0	\$150,000	2013
5	4	Pipeline Trail Phase II Preliminary Engineering	\$300,000	\$0	\$300,000	2014
6	4	Portland Ave. - E. 29th St. to E. 56th St.	\$3,500,000	\$3,500,000	\$0	2011
7	4	Safe Routes To School - Sheridan E.S.	\$414,400	\$379,960	\$34,440	2014
<b>COUNCIL DISTRICT 4</b>			<b>\$14,335,471</b>	<b>\$11,551,031</b>	<b>\$2,784,440</b>	
1	5	LID 6979 - Streetlighting	\$100,466	\$0	\$100,466	2009
2	5	LID 8632 - Permanent Alley Paving with Storm Drain	\$85,012	\$0	\$85,012	2008
3	5	LID 8648 - Permanent Street Paving with Storm Drain	\$568,919	\$0	\$568,919	2008
4	5	72nd St./Hosmer @ I-5 Ramp	\$340,000	\$340,000	\$0	2014
5	5	South Tacoma Way - S. 74th St. to S. 80th St.	\$700,000	\$0	\$700,000	2012
<b>COUNCIL DISTRICT 5</b>			<b>\$1,794,397</b>	<b>\$340,000</b>	<b>\$1,454,397</b>	

2008-2013 Capital Project Summary  
By City Council District

ID	COUNCIL DISTRICT	PROJECT NAME	PROJECT COST	GRANT FUNDING	CITY & OTHER PARTNERSHIPS*	YEAR COMPLETED**
1	1,2	LID 8640 - Permanent Alley Paving with Storm Drain	\$706,835	\$0	\$706,835	2012
2	1,2	LID 8654 - Permanent Alley Paving with Storm Drainage	\$802,443	\$0	\$802,443	2013
3	1,2	LID 6978 - Streetlighting	\$459,055	\$0	\$459,055	2008
4	1,2,3	LID 8644 - Permanent Alley Paving with Storm Drain	\$1,145,645	\$0	\$1,145,645	2011
5	1,2,3,4,5	ADA Internal and External Building Upgrades	\$5,276,000	\$0	\$5,276,000	2013
6	1,2,3,4,5	Citywide Safety	\$1,294,950	\$1,294,950	\$0	2014
7	1,2,3,4,5	MOMAP Short Term Bicycle/Top 4 Priority Bikeways (Phase II & III)	\$2,270,000	\$1,500,000	\$770,000	2014
8	1,2,3,4,5	Hazardous Sidewalk Program	\$1,664,618	\$1,150,686	\$513,932	2008-2012
9	1,2,3,4,5	Sidewalk Abatement	\$946,501	\$0	\$946,501	2008-2012
10	1,2,3,5	LID 8643 - Permanent Street Paving with Storm Drain	\$1,024,157	\$0	\$1,024,157	2008
11	1,4	LID 8655 - Streets	\$967,716	\$0	\$967,716	2013
12	1,5	LID 8651 - Permanent Street Paving with Storm Drainage	\$1,278,027	\$0	\$1,278,027	2013
13	2,3	Shuster Parkway Bridge	\$1,880,000	\$1,880,000	\$0	2014
14	2,3	Historic Water Ditch Trail - Phase III & IV	\$681,000	\$600,000	\$81,000	2015
15	2,3	S. 25th St. Corridor Signal Improvements	\$1,131,097	\$1,131,097	\$0	2013
16	2,3	6th Avenue Parking	\$400,000	\$0	\$400,000	2010
	2,3	Tacoma Ave. Bridge Rehabilitation	\$9,000,000	\$7,200,000	\$1,800,000	2015
	2,3,4	LID 8659 - Permanent Alley and Street Pavement	\$1,410,404	\$0	\$1,410,404	2013
19	3,4,5	LID 8630 - Permanent Street Paving with Storm Drain	\$1,759,154	\$0	\$1,759,154	2009
20	3,4	LID 8653 - Permanent Alley Paving with Storm Drainage	\$1,181,385	\$0	\$1,181,385	2013
21	3,5	Tyler St. - S. 38th St. to S. 56th St.	\$4,270,000	\$3,298,000	\$972,000	2011
22	3,5	Historic Water Ditch Trail - Phase I, TAC-40	\$1,779,080	\$143,225	\$1,635,855	2013
23	3,5	Historic Water Ditch Trail - Phase II	\$2,164,000	\$1,564,000	\$600,000	2014
24	3,5	South Tacoma Way Multimodal Improvement	\$4,147,749	\$3,789,696	\$358,053	2014
25	3,5	Pedestrian & Bicycle Safety Crossing/Historic Water Ditch Trail - Signals	\$1,035,000	\$835,000	\$200,000	2013
26	4,5	Alaska St - S 56th to 72nd St	\$4,885,747	\$3,584,747	\$1,301,000	2012
27	4,5	56th St. E. & McKinley Ave.	\$80,000	\$0	\$80,000	2008
<b>Multiple Districts</b>			<b>\$53,640,563</b>	<b>\$27,971,401</b>	<b>\$25,669,162</b>	
<b>TOTAL FUNDING</b>			<b>\$361,094,842</b>	<b>\$226,909,097</b>	<b>\$121,374,865</b>	
<b>TOTAL PERCENTAGE OF FUNDING</b>			<b>100%</b>	<b>63%</b>	<b>34%</b>	

\*City & Other Partnerships - Funds contributed by City, Private, Outside Agencies, and/or Utilities

\*\* Future completion years means that projects are in design, under construction, or contingent on additional funding