

Asset Group	Asset List (Y/N)	Count	Condition Assessment	Condition (State of Assets)	Consequence/Risk of Failure	Level of Service Current/Future	Funding Strategy	Recommendation
Fleet	Yes	1,271 total assets 861 GF/Non-Utility 410 Environmental Services	Fleet Replacement Study completed in 2015.	Inventory of assets is complete. The average asset age is 9.6 years. The ideal average age is 5 years. 46% of vehicles are overdue for replacement.	Risk of widespread failure is low. Consequence of specific vehicle or component failure is low but does have operational impact to the specific department by sidelining their asset.	Current level of service is fair, but is continually decreasing as the fleet ages. There has not been a General Fund replacement fund since 2009.	Current strategy for fleet replacements is one-time capital funds each budget cycle. There is not a replacement fund. Current investment is insufficient, not dedicated, and done on a one-time basis.	Continue to fund replacements and increase funding to re-establish a replacement fund. Adopt policy and best management practices for the fleet replacement funds.
Public Facilities	Yes	Municipal Service Buildings: 3 NCS Department: 5 Public Works Department: 6 Tacoma Fire Department: 24 Tacoma Police Department: 8 Metro Parks Maintained: 4 Total Public Facilities: 50	Facility Condition Assessment underway. Final reports anticipated to be complete in 3rd Quarter 2018.	Average age of facilities is approximately 50-years. Majority of facilities are in fair to poor condition.	Consequence of even a small scale failure, such as roof leak or HVAC failure, can have a significant impact on building occupants and could adversely impact City services dependent upon the facility. Risk of failure is possible to likely.	Level of service is low, as there is a significant backlog of deferred maintenance needs on public facilities. Many building systems and components are beyond or near the end of their useful life and in need of replacement or refurbishment.	There is no dedicated funding source to address deferred or predictive maintenance. Current funding is limited and insufficient to address or improve level of service.	Dedicate a funding source to establish a Deferred Maintenance Program.
Streets	Yes	2118 lane miles total (864 arterials)	Yes	Assessment was completed in 2015. The overall pavement condition is 59/100 (fair).	The redundancy of the street network makes the consequence of failure low. The risk of large scale failure is also low.	Current level of service is low in that many streets are below the desired pavement condition. However, dedicated funding exists through the Streets Initiative and will allow PW to improve the pavement condition over time.	Dedicated funding through the Streets Initiative (until 2026), Gross Earnings Tax, and Transportation Benefit District.	Continue commitment to street maintenance.
Bridges	Yes	43 bridges	Yes	Condition of bridges is known, inspections required every 2 years. The City has 7 bridges that are structurally deficient and 9 that are functionally obsolete.	Consequence of bridge failure is high. Bridge failure could result in the loss of life or serious injury and would significantly impact the traveling public. However, because routine inspections are required, the risk of failure is low.	Current level of service varies based on the bridge. One bridge is closed (E. 11th Street Bridge) and another is weight restricted (Puyallup River Bridge).	Ongoing maintenance funding is provided through Transportation related funding, such as Motor Vehicle Fuel Tax; but funding levels are insufficient to make capital improvements needed to improve the level of service. One-time capital improvements are primarily funded through grants.	Continue to pursue grant funding for bridge improvements and repair
Traffic Signals	Yes	335 Signals 200 flashing beacons (school zone beacons, pedestrian beacons, 4-way stop beacons)	Yes	Half of Tacoma's signalized intersections are utilizing significantly outdated technology (early 90's and older).	Risk of widespread failure is low. Consequence of small scale failure is variable depending on the intersection.	Level of service is low, as approximately half of signalized intersections are utilizing significantly outdated technology, which negatively effects operations. Additionally, about 1/3 of all intersections have failed detection.	Maintenance funding is primarily provided through the transportation related funding and the General Fund, which is highly competitive. Funding levels are insufficient to make the capital improvements needed to improve the level of service. Capital improvements are primarily funded through grants.	Fund study to strategize a modernization project, and increase maintenance funding.
Streetlights	Yes	>23,000 streetlights	Partial	Inventory is known. Knowledge of condition of major components is improving with the LED replacement project.	Risk of widespread failure is low. Consequence of small scale failure is low.	Level of service is improving with the LED replacement project, which will reduce the number of lights that burn out. However, more costly maintenance items (bad poles, bad conduit) are underfunded and will likely result in small scale failures in the future.	Maintenance funding is primarily provided through the transportation related funding and the General Fund, which is highly competitive. Funding levels are insufficient to make the capital improvements needed to improve the level of service.	Continue with LED replacement project and to dedicate maintenance funding.

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Trails	Yes	15.5 miles	No	Most trails are new within the last 20 years so condition is generally good.	Consequence and risk of failure is low.	Level of service is currently good. However, as we build more paths and existing paths age, maintenance requirements will increase. Without dedicated maintenance funding, the level of service will decline.	Funding for trail construction is primary provided through grant funded projects. Maintenance funding is can be provided through the transportation related funding and the General Fund, which is highly competitive. There is no ongoing maintenance funding for trails.	Establish maintenance fund for trails.
Street Signs	Yes	~34,000 signs (regulatory, warning, guide and other)	No	Inventory is good. Knowledge of condition is improving as staff replace signs. Sign replacement is often included as part of capital and overlay projects.	Consequence and risk of failure is low.	Level of service is low, as sign replacements are complaint-based. Pro-active sign replacement is only done when part of a capital or overlay project.	Maintenance funding is can be provided through the transportation related funding and the General Fund, which is highly competitive. These funds are overburdened and insufficient to meet or improve the level of service.	Continue to provide maintenance funding.
Active/Open Space and Parks	Yes	Total Acres: 711.27	No	True state of assets unknown.	Risk levels vary depending upon the specific site; some have high risk of failure (ex. failing seawalls), while others are relatively low. Consequences are high as these sites serve communities ranging from small neighborhoods (ex. Ray C. Roberts Park) to Regional service (ex. Point Defiance Park).	Level of Service is set by multiple agreements with both internal (ex. PW Grounds crews) and external partners (ex. Metro Parks, Harvest Pierce County).	There are some dedicated revenues (ex. 50% of Street Vacation revenues) to help offset maintenance and repair costs to these assets. However these funds ebb and flow with the real estate market and are not a consistent or sufficient source of funding.	Establish a source of funding for maintenance.
Sidewalks	Yes	Data analysis not complete	No	Unknown	Risk of widespread failure is low. Consequence of small scale failure is variable depending on an individual's mobility needs and access.	Level of service is low, as sidewalks are the abutting property owners responsibility to maintain. Enforcement is complaint-based.	One-time capital funding amounts are requested each budget cycle. Funding is insufficient to either offset the cost of reconstruction or abatements.	Establish a dedicated source of funding for maintenance.
Traffic Circles/Speed Humps	Yes	Approximately 160 traffic circles Approximately 280 speed humps	No	Unknown	Risk and consequence of failure is low.	Level of service is low, as funding exists for new installations but not for ongoing maintenance.	Maintenance funding is can be provided through the transportation related funding and the General Fund, which is highly competitive. Funding for new installations is requested each budget cycle as one-time funding.	Establish a dedicated source of funding for maintenance.
Alley	Yes	189 centerline miles	No	No current condition assessment.	Risk and consequence of failure is low.	Funding for alleys is limited, gravel alleys are graded as needed. Substantial funding for that provided by solid waste.	Maintenance funding is primarily provided through the solid waste, and funding provided through the streets fund.	Continue commitment to street maintenance.
Retaining Walls	No	Unknown	No	Condition of retaining walls around the City is unknown. The number of retaining walls on City-owned property or within the City's responsibility is also unknown.	Inadequate funding in the near-term may not have a significant impact. However, there is a significant lack of knowledge about this asset and the City's responsibility to maintain them. There is significant risk involved with this asset, particularly in the event of an earthquake.	While the current function of retaining walls appears to be adequate, it is difficult to state with certainty the current level of service. Failure of a retaining wall could be significantly damaging.	There is no dedicated funding source to assess, maintain, or improve these assets.	Fund Study and Condition Assessment

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Sea Walls	No	Unknown	No	Condition of sea walls around Commencement Bay, the Tacoma Narrows, and elsewhere is unknown at this time. No condition assessment has been undertaken. The number of sea walls is also unknown.	The near-term consequence of inadequate funding is likely continued erosion of the sea walls. It is unclear how rapid they may deteriorate. However, the consequence of failure in an emergency could be quite high. Long-term consequences could also be high, due to sea-level rise.	Because of the lack of current knowledge, it is difficult to state the level of service, but it is reasonable to expect that there will be future needed investment in these important pieces of infrastructure.	There is no dedicated funding source to assess, maintain, or improve these assets.	Fund Study and Condition Assessment
Parking Garages	Yes	7 garages (2122 stalls) 2 surface lots (98 stalls)	Yes	Inventory is complete and deferred maintenance needs have been identified. A new condition assessment is needed to update current list of identified deferred maintenance needs.	Likelihood of failure is low, but in the event that structural deficiencies are not remedied, it could result in catastrophic failure that compromises life safety.	Level of service is adequate, but will continue to erode without investment in facilities.	Parking garage operations and maintenance funding is provided by the Parking Fund. However, it is insufficient to address maintenance needs.	Fund Study and Condition Assessment.
Parking Pay Stations	Yes	161 Stations	Yes	Inventory and state of assets are good. Pay stations have aged better than expected and upgrades forecasted in the short term will keep them viable for the next 7-10 years.	Consequence of failure is minimal. Single machine failures would be inconsequential. A full systematic failure would be more impactful, but is not likely.	Current level of services is excellent with all installed meters functioning to expectations. Upgrades currently being undertaken will prolong the useful life of meters by 7-10 additional years.	Pay Stations operations and maintenance funding is provided by the Parking Fund.	Maintain current funding strategy.
Libraries	Yes	8 Library Buildings	Facility Condition Assessment underway. Final reports anticipated to be complete in 3rd Quarter 2018.	Six libraries are in disrepair, and there is a major backlog of deferred maintenance throughout the system.	Immediate risk of failure is low. However, current deterioration risks future library functions.	Libraries continue to operate despite the fact that many of the Library building systems and components are at the end of their life. Deferred maintenance risks the future operations of many library buildings.	Maintenance funding is can be provided through the General Fund, which is highly competitive. There is no dedicated funding source to address deferred or predictive maintenance.	Create a Strategic Investment Plan based on the condition assessment and increase funding for maintenance.
TVE Theaters	Yes	3 Buildings	No	Inventory of assets is complete. Condition of the majority of assets is unknown.	Risk of failure is low; consequence is high with occupancy and low if unoccupied.	Unknown, due to the lack of a condition assessment.	By Contract, current strategy is \$500,000 from Real Estate Excise Tax every year.	No immediate action is required. By Resolution and Contract, funding has been identified through 2020.
TVE Tacoma Dome	Yes	1 Building	Yes	Inventory and assessment of assets was completed in 2012. Condition of the majority of assets is fair to poor.	Risk of failure is low; consequence is high with occupancy and low if unoccupied.	Current level of service is below industry standard and regional competitors. As competition increases, service level gap will increase. Many building systems and components are beyond or near the end of their useful life and in need of replacement or refurbishment.	One-time funding for improvements are requested from the General Fund each budget cycle. There is no replacement fund.	Continue to fund capital projects and increase funding to establish a replacement fund. Dedicate a funding source to establish a Deferred Maintenance Program.
TVE Convention Center	Yes	1 Building	Yes	Inventory and assessment of assets completed in 2012. Condition of the majority of assets is good to fair.	Risk of failure is low; consequence is high with occupancy and low if unoccupied.	Current level of service is at industry standard and is comparable with regional competitors. Level of service will maintain competitive with continued investment in the asset.	Surplus funds from a dedicated tax rebate are set aside for one-time capital projects, but the funding is insufficient to meet all needs. One-time funding for improvements are also requested from the General Fund each budget cycle.	Establish a source of funding for maintenance and renewal.
TVE Cheney Stadium	Yes	1 Building	No	Inventory of assets is known. Condition of the majority of assets is good to fair. Partially renovated in 2011.	Risk of failure is low; consequence is high with occupancy and low if unoccupied.	Current level of service is at industry standard and is comparable with regional competitors. Level of service will maintain competitive with continued investment in the asset.	By Lease Agreement, current strategy is \$50,000 from General Fund every year and matched by the Tacoma Rainiers.	No immediate action is required. By Resolution and Contract, funding has been identified through 2041.