



Future Streets Levy

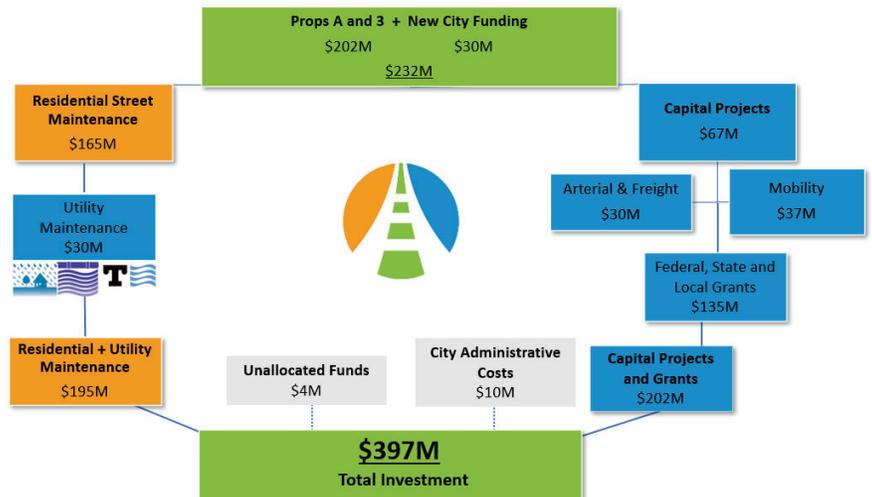
City of Tacoma | Public Works Department

Study Session
January 27, 2026
ITEM #3



BACKGROUND

- In 2015, Tacoma voters approved Proposition No. 3 and A, funding street repair, maintenance, and safety improvements, focusing on residential streets.
- The propositions raised funds through a tax increase, expired December 2025, generating over \$397 million surpassing the projected \$325 million.
- Funded projects include street resurfacing, pothole repair, pedestrian safety, school crossing beacons, and sidewalk improvements.





STREETS INITIATIVE (SI) SUCCESSES

- For every **\$1** approved by the voters of Tacoma on the Streets Initiative, we've been able to leverage grant match funds for a total value of approximately **\$3**.
- Built partnerships with Environmental Services, Tacoma Public Utilities, and private developers, Tacoma Public Schools, and Pierce Transit on capital and residential projects.
- We have earned over **\$135 million** in state and federal grants awarded to **59 projects**, surpassing our original \$90 million goal.
- We are on pace to beat our original goal of 5,600 residential blocks topping out at **6,000 blocks**.
- **60%** of expenditures have been utilized in contracted maintenance and capital project work.
- Full transparency and stewardship – passed State Auditor's Office audit and **did not receive any recommendations or findings**.
- **According to the 2023 Pavement Condition Assessment, residential streets have improved by 11%.**
- **Total City Pavement Condition Index (PCI) increased by 2%.**



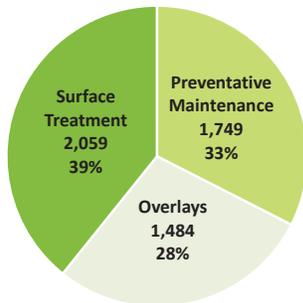
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SI: PERFORMANCE

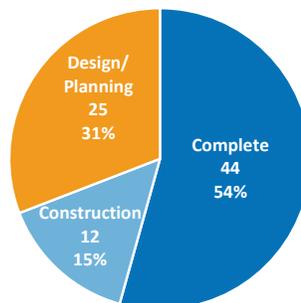


5,249 Blocks Improved

94% towards 10-year goal of 5,600 blocks

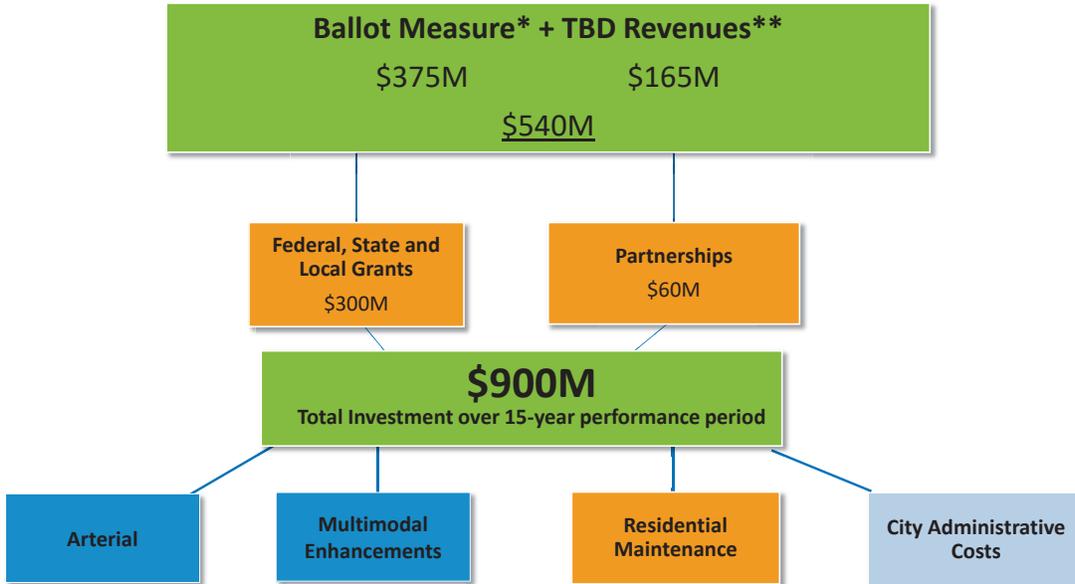


81 Capital Projects Supported



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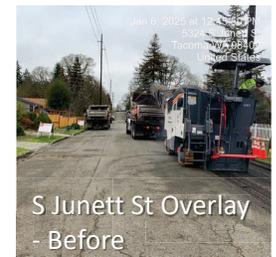
STREETS INITIATIVE II (APRIL 2025 PACKAGE)



*Voted by Public (\$.25/\$1000 property tax and 2% utility tax) – April 2025
 **Based on City average home price and utility taxes increases [\$20 property tax & \$30 utility]
 **TBD Vehicle Fee Revenue (\$44M) & TBD Sales Tax (\$121M) (Councilmanic Vote – Dec. 2024)

LESSONS LEARNED

- Overall lack of belief and trust in City government
- High economic pressure across all income levels
- Low awareness of the Streets Initiative and completed projects
- Next levy will need to focus on arterials, traffic calming, road safety measures, connections in neighborhoods and transit
- Grant match dollars through Streets Initiative keeps the City competitive for capital project funding and partnerships





PUBLIC WORKS BUDGET

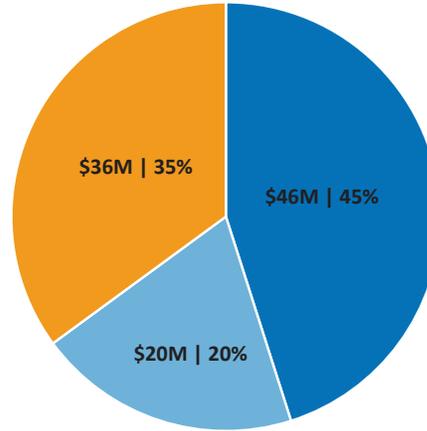


- \$102M Annual Operating Revenues

- 20% from Expiring Streets Initiative Revenues

- ~\$5M of the 20% goes towards grant match

Public Works
2025 Budgeted Revenues



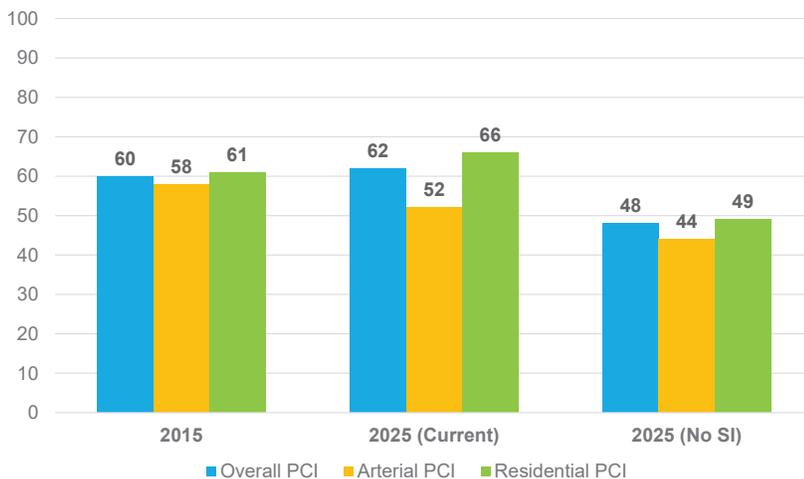
- Ongoing Transportation Revenues
- Expiring Streets Initiative Revenues
- Non-Transportation Related Revenues



Infrastructure Condition Ratings



Network Pavement Condition Index (PCI)



2015 Conditions

- Overall PCI – 60
- Arterial PCI – 58
- Residential PCI - 61

2025 Conditions

- Overall PCI – 62
- Arterial PCI – 52
- Residential PCI – 66

2025 Conditions (No SI)

- Overall PCI – 48
- Arterial PCI – 44
- Residential PCI – 49

- Current funding maintains conditions but does not significantly reduce backlog



COUNCIL PRIORITIES

- Current Tacoma Street backlog total: **\$2.1 Billion**
 - **\$680 million** in deferred maintenance (76% of the network)
 - **\$1.4 billion** in reconstruction needs (24% of the network)
- **Access, Opportunity, and Belonging**
 - Reliable streets support access to jobs, schools, transit, and services
 - Disinvestment disproportionately impacts neighborhoods
- **Complete Streets**
 - Streets are more than pavement: sidewalks, bike facilities, ADA access, transit, and freight
 - Preservation work is often the most cost-effective way to support multimodal safety
- **Climate Action Goals**
 - Well-maintained streets reduce vehicle emissions from congestion and damage
 - Street projects integrate green infrastructure and climate-resilient design
- **Vision Zero**
 - Poor pavement conditions increase crash risk, especially for pedestrians and cyclists
 - Arterials have the lowest PCI Scores



First Creek Safe Routes to School HAWK Beacon



Larchmont 84th and A St.



FUTURE STREETS LEVY STRATEGY

- Meeting with Community Stakeholders
- Strategy and Community Engagement Consultant
- Economic Analysis Report
- Formation of a Community Levy Committee
- Community Outreach and Engagement



POTENTIAL PACKAGES



- Overall makeup dependent on additional community engagement
- All packages are over a 10-year performance period
- Similar to Streets Initiative I funding levels



POTENTIAL TIMELINE



Current Process

- Community Levy Committee Formation – February 2026
- Community Levy Committee Recommendation – April 2026
- Meeting with Community Stakeholders – February - April 2026
- Study Session with Stakeholder Feedback and Potential Streets Levy Package – April 2026

Council Decision Points

- Resolution Adopted – No later than End of April 2026
- Potential Proposed Vote - August 2026 (Council Decision)



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