

7

Implementation

TRANSPORTATION AND INFRASTRUCTURE GUIDING PRINCIPLES

GUIDING PRINCIPLE 18: Ongoing coordinated problem solving among stakeholders with a shared sense of responsibilities and priorities, and proactive leadership among the partners.

GUIDING PRINCIPLE 19: Ongoing collaboration and dialogue among governments, agencies, communities, and businesses implements the subarea plan.

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7.1 INTRODUCTION

The purpose of this chapter is to provide an implementation strategy for the subarea plan. Contents of chapter include:

- > Policies and actions and regulatory recommendations to guide implementation
- > Summary of how implementation will work
- > Tables of implementation priorities, responsible parties, performance measures

7.2 POLICIES

GUIDING PRINCIPLE 32: Ongoing coordinated problem solving among stakeholders with a shared sense of responsibilities and priorities, and proactive leadership among the partners.

Policy I-112: The City of Tacoma, Port of Tacoma, Puyallup Tribe of Indians, City of Fife, and Pierce County work together to address any new challenges or opportunities that arise related to this plan.

GUIDING PRINCIPLE 33: Ongoing collaboration and dialogue among governments, agencies, communities, and businesses implements the subarea plan.

Policy I-113: The City of Tacoma, Port of Tacoma, Puyallup Tribe of Indians, City of Fife, and Pierce County work together to implement the actions in this plan and monitor performance measures. They coordinate with local, regional, and federal partners as needed.

7.3 ACTIONS

Figure 75. Implementation Table 1: Actions and Regulatory Recommendations

Source: Steering Committee Discussion, 2024; Seva Workshop, 2024

ACTION/RECOMMENDATION	
ENVIRONMENT AND HEALTH	Action A-1: Support existing programmatic efforts to increase shoreline public access and recreation to the subarea such as boat tours, and maritime-oriented cultural facilities like the Foss Waterway Seaport.
	Action A-2: Support regular coordination between government and Tribal partners to regularly communicate access issues related to boat ramps and other fisheries & water vessel access points.
	Action A-3: Limit on-site access to restoration sites to protect ecological functions while providing opportunities for wildlife viewing and education about the area's ecology and restoration efforts.
	Action A-4: Consider offering public access fee-in-lieu methodology into the Shoreline Master Program to provide greater clarity and certainty to future permit applicants. Consider performance tracking and periodic updates to the fee methodology and priority project list to ensure the program is effective in delivering public access opportunities.
	Action A-5: On the Foss Waterway, consider new development opportunities and public facilities such as fishing piers, bike paths, an exercise course, a boat launch, and benches and paths along the shoreline where feasible, and consistent with the Shoreline Public Access Alternatives Plan and Tacoma Waterfront Design Guidelines.
	Action A-6: Work with the Washington Department of Natural Resources, Department of Ecology, Department of Fish and Wildlife, the National Oceanic and Atmospheric Administration (NOAA) Marine Debris Program , and the Coast Guard to remove and dispose of abandoned or derelict vessels in marinas or surrounding waters.
	Action A-7: Where practical, promote access to shellfish harvesting and fishing in the subarea through protecting existing shoreline environments from further encroachment, consider expansion of these environments, and identify rehabilitation efforts to prevent contamination.
	Action A-8: Implement priority near-term shoreline public access improvements that include the Thea Foss Waterway, Marine View Drive, and regional trails.
	Action A-9: Update Public Access Alternatives Plan with partner governments and Metro Parks Tacoma to re-evaluate city-wide access system and roles and responsibilities, funding mechanisms, and cost estimates to complete the system.
	Action A-10: Consider updates to project prioritization criteria in the City of Tacoma Comprehensive Plan Park and Recreation and Transportation Elements to reflect multiple values of projects that enhance waterfront access as well as perform other transportation and recreation functions.

	ACTION/RECOMMENDATION
ENVIRONMENT AND HEALTH	Action A-11: Building on the Environmental Protection Agency (EPA) and the Port's Brownfield Advisory Committee, create a brownfield redevelopment workgroup and forum to collaborate, prioritize, and advocate for brownfield cleanup in the Tideflats.
	Action A-12: Pursue brownfield remediation of contaminated City, Port, Puyallup Tribe, and County-owned properties as a strategy to encourage redevelopment in the Subarea, prioritizing strategically located sites that are at the highest risk to the environment or are potential catalysts for the type of development envisioned in the Plan.
	Action A-13: Coordinate with local businesses and possibly team with private developers, to create business support services that reduce the burden of brownfield development.
	Action A-14: Develop an intergovernmental partnership plan to answer the following questions: <ul style="list-style-type: none"> > What funding tools are readily available, like industrial revenue bonds or tax increment financing, to support private companies to overcome the fear of environmental liability? > What tools are available to create disincentives for an owner to leave a property underutilized?
	Action A-15: Continue to pursue funding, including grants from the EPA, Department of Commerce, Department of Ecology, and other sources to fund area-wide brownfield assessment work.
	Action A-16: Coordinate with the funding agencies to clarify and possibly update eligibility requirements. Work to streamline grant requirements while maximizing the benefits of a particular grant.
	Action A-17: Maintain and enhance the Site Inventory Tool of the Tideflats, recently developed for EPA's Environmental Assessment Grant.
	Action A-18: Review and improve data inputs and data quality of Ecology's database of confirmed and suspected Sites list to better assist in areawide cleanup planning within the Tideflats.
	Action A-19: Develop public information pages documenting cleanup status and actions for individual properties to record the site cleanup history, improve public communications, and reduce the due diligence transaction cost with future property lease or sale.
	Action A-20: Every contaminated site is treated as if it is unique. However, there are commonalities that could be evaluated through Subarea wide studies. See Chapter 3 for more detail.
	Action A-21: Develop Model Remedies with Ecology specific to the Subarea to streamline remedy selection.
	Action A-22: Develop Remediation Levels that consider Subarea specific human health and ecological exposure pathways, to guide remedy selection and implementation.
	Action A-23: Develop partnerships with local universities aiming to combine academic research with the practical implementation of Port and industrial projects within the subarea. Fostering these relationships will improve work skills and lead to enhanced workforce development.

	ACTION/RECOMMENDATION
ENVIRONMENT AND HEALTH	<p>Action A-24: Create a proactive habitat restoration plan for the Tideflats to increase restoration acreage. The Plan can address opportunities and priorities to protect and gain ecological functions. See Chapter 3 for more detail.</p>
	<p>Action A-25: Increase tree canopy in the Tideflats from 4% land cover to 8% (as measured at tree maturity) land cover by 2030 and 16% by 2045. See Chapter 3 for more detail.</p>
	<p>Action A-26: Develop landscaping requirements for the subarea to mitigate light and noise of new development while recognizing truck and rail operations must retain appropriate clearance and sightlines for safety. See Chapter 3 for more detail.</p>
	<p>Action A-27: Develop impervious surface standards for the subarea. See Chapter 3 for more detail.</p>
	<p>Action A-28: During the next shoreline master program amendment, consider increasing building setbacks from shoreline for buildings that are not a water-dependent use.</p>
	<p>Action A-29: During the next shoreline master program amendment, review best available science to inform updates to the Shoreline Master Program and Critical Areas code regarding critical area buffer widths and functionality, buffer modification allowances, and the potential cumulative impacts of continuing industrial activities. Code updates should also consider increased coastal flooding potential from sea level rise.</p>
	<p>Action A-30: Inventory and characterize the culverts within the Tideflat Subarea to determine asset age, replacement needs, and assess potential fish passage barriers.</p>
	<p>Action A-31: Implement riparian improvements along Alexander Ave E between 4th St E and 509 to manage stormwater runoff and further improve water quality and habitat value of Wapato Creek.</p>
	<p>Action A-32: Increase habitat restoration along the Puyallup River such as correcting encroachment for areas that have seen decreases in buffer widths, designing and implementing projects that ensure ecologically productive buffers.</p>
	<p>Action A-33: Require the use of green stormwater infrastructure and low-impact development where feasible to address increased storm intensities and stormwater runoff, especially in areas found within the priority subbasins for Stormwater Management defined below. <i>See related Action A-27.</i></p>
	<p>Action A-34: Work with FEMA, Pierce County, and other agencies in the lower Puyallup watershed to update the 100 and 500-year floodplain maps; consider local update and adoption of 500-year floodplain maps for the purposes of applying local building code, critical area development standards, and land use development standards.</p>
	<p>Action A-35: Work with the Army Corps of Engineers to update levee standards to improve fish and wildlife habitat along the Puyallup River. Partner with Pierce County and the Flood Control District to acquire properties along the Puyallup River for future flood control and riparian improvements.</p>

	ACTION/RECOMMENDATION
ENVIRONMENT AND HEALTH	Action A-36: Establish an Equitable Climate Action Plan Consistency Checklist. Proposed projects must submit the Checklist; the project must demonstrate it aligns with the Tacoma Climate Action Plan and has a greenhouse gas emissions reduction plan that aligns with local greenhouse gas emissions reduction goals.
	Action A-37: Increase street sweeping along roads and highways to decrease exposure to road dust and improve stormwater management. See <i>related Action A-27</i> .
	Action A-38: Explore the idea of a local pollution surcharge for the largest generators of air and water pollutants and potential revenue to support habitat restoration and mitigation projects.
	Action A-39: Develop and implement an urban heat resilience strategy.
	Action A-40: Explore with the Puyallup Tribe a phased transfer of ownership of open space and land designated for habitat or habitat protection.
	Action A-41: Evaluate integrating health assessment into the permit process.
	Action A-42: To ensure indoor air quality in places where people will live, work, or gather, encourage the upgrade of ventilation systems and pursue resources and grants to facilitate conversions.
	Action A-43: Require projects and developments that register new air pollution equipment to monitor air emissions and provide the city an annual air quality report.
	Action A-44: Work with the Puget Sound Clean Air Agency (PSCAA) and WA State Department of Ecology to establish appropriate regional air toxic standards and mitigation approaches for facility and mobile emission sources. Include standards for limiting cumulative air quality impacts.
	Action A-45: Update city code to require new projects to strive for zero greenhouse gas emission design, construction, and operation. Specifically consider updating building and energy codes to increase the number of EV-capable or EV-ready parking spaces and solar readiness.
	Action A-46: Incentivize projects which are focused on clean technologies and/or processes as well as those operators that deploy clean fleet relative to fleet standards in Washington.
	Action A-47: Improve community information and action for air quality. See Chapter 3 for more detail.
	Action A-48: Incentivize industries focused on clean technologies/ processes. Consider strategies in Tacoma's Green Economic Development Strategy (RM Donahue Consulting et al, 2023).
	Action A-49: Support zero emission technology innovation in the marine, trucking and rail sector. Offer more incentives to replace diesel trucks with cleaner engines or zero emission engines.
	Action A-50: Adopt applicable best management practices (BMPs) to manage particulate tire wear, 6PPD, and 6PPDquinone and their effects on fish habitat. See Chapter 3 for more detail.

	ACTION/RECOMMENDATION
ENVIRONMENT AND HEALTH	Action A-51: Fund grants for building energy efficiency upgrades to reduce infiltration of pollutants and to install high-efficiency air filtration systems at critical and sensitive facilities (schools, day care facilities, apartments, other).
	Action A-52: Expand urban greening to filter pollution and employ equitable funding strategies to advance Tacoma's Urban Forest Management Plan in overburdened communities.
	Action A-53: Consider adopting noise standards for non-port related uses (i.e. terminal operations, shipping, trucking, rail) in the subarea and options for businesses to develop noise compliance plans with measures to reduce noise levels outside the subarea.
	Action A-54: Coordinate regularly with agencies who rely on public utilities within the Port of Tacoma MIC to meet state and federal requirements within their jurisdictions. Provide unified support, and funding where appropriate, for necessary upgrades to these facilities.
TRIBAL ASSETS	Action A-55: For archaeological resources, conduct a thorough review under the existing regulatory framework to avoid, minimize, or mitigate impacts on these resources within the study area.
	Action A-56: Support cultural resources review by undertaking a comprehensive assessment of the Tideflats area to establish a framework for future cultural resources studies. See Chapter 4 for more detail.
	Action A-57: Continue historic property inventory surveys, eligibility assessments, and completion of inventory forms to avoid or mitigate any impacts of future development.
	Action A-58: Develop a Planned Action permit review process with the Puyallup Tribe of Indians. For example, in the Planned Action Ordinance, the City could identify a decision tree regarding cultural resources review requirements at a project level. See Chapter 4 for more detail.
	Action A-59: Protect cultural resources at risk due to exposure to sea level rise. See Chapter 4 for more detail.
	Action A-60: Support cultural and natural resources, and treaty rights. See Chapter 4 for more detail.
	Action A-61: Identify parcels for strategic acquisition that are not developable, locations that would provide a buffer or transition adjacent to sensitive uses (habitat or cultural sites), locations that have restoration potential or create contiguous sites, locations such as geo hazards, etc. that would help avoid risks to life and property to avoid property speculation.

	ACTION/RECOMMENDATION
TRANSPORTATION AND INFRASTRUCTURE	Action A-62: For archaeological resources, conduct a thorough review under the existing regulatory framework to avoid, minimize, or mitigate impacts on these resources within the study area.
	Action A-63: Map, monitor, and analyze coastal flood events.
	Action A-64: Conduct a Sea Level Rise Risk Assessment or add sea level rise into other hazard assessments such as wave runup, storm surge, and tsunami hazard assessments.
	Action A-65: Conduct a review of current science focusing on flooding impacts to critical roads, infrastructure, and steep slopes due to increasing intense rainfall events, sea level rise, flooding, and landslides. Integrate findings into City development codes, emergency management, and capital planning.
	Action A-66: Explore smart technologies to monitor changing conditions and identify potential threats. Smart technology applications may be especially useful in monitoring sites and areas that are hard to reach. For example, installing water-detection sensors in underground utility vaults may help identify water intrusion from events like groundwater flooding that may otherwise go unnoticed.
	Action A-67: Maintain up-to-date floodplain maps. Collaborate with FEMA and regional partners to develop a systematic way to regularly update the maps as projects affecting the floodplain are completed.
	Action A-68: Develop a local floodplain definition to help revise mitigation and adaptation strategies.
	Action A-69: Implement flood mitigation measures in low-lying areas such as in surrounding drainage canals within the MIC, the southern portion of the Thea Foss Waterway at the Route 509 bridge, and Near I5 south of the Blair Waterway.
	Action A-70: Implement flood mitigation efforts at the Central Wastewater Treatment Plant.
	Action A-71: Restrict hazardous uses in the 500-year floodplain.
	Action A-72: Develop a retrofit plan for public infrastructure in coastal flood hazard areas. Assess conditions of seawalls, piers, revetments, shoreline infrastructure, open spaces, parks, and habitat to identify length of service, repair, and maintenance.
	Action A-73: Evaluate flooding impacts on existing habitat areas such as areas at the mouth of the Puyallup River, Blair Waterway, Hylebos Waterway, and Wapato Creek. Implement additional modifications to mitigate flooding impacts on surrounding areas. See Chapter 5 for more detail.
	Action A-74: Prioritize protecting existing habitat sites to avoid decrease in ecological function due to coastal flooding impacts. See Chapter 5 for more detail.
	Action A-75: Maintain Port of Tacoma's status and capabilities as a Strategic Seaport. The Port of Tacoma is a Commercial Strategic Seaport and part of the National Port Readiness Network and must be ready to make the port and its facilities available to support the deployment of military forces. See Chapter 5 for more detail.

	ACTION/RECOMMENDATION
TRANSPORTATION AND INFRASTRUCTURE	<p>Action A-76: In coordination with WSDOT, local jurisdictions, transit agencies, law enforcement and other emergency entities, identify high-priority locations to implement intelligent transportation systems (ITS) and other transportation systems management and operations (TSMO) improvements. High-priority investments within the subarea could include signal priority, wayfinding, and geometric improvements for freight, in addition to dynamic roadway messaging and warnings. An initial phase of this effort has already begun.</p>
	<p>Action A-77: Recognize the Port of Tacoma MIC is dependent on adjacent transportation infrastructure owners and partner with WSDOT and the City of Fife to coordinate sequencing and construction of planned roadway projects to maintain freight fluidity as well as improve transit and multimodal access at a system level.</p>
	<p>Action A-78: Coordinate with pertinent jurisdictions, entities, and private interests to implement a transportation management association (TMA) for the subarea. The purpose of this TMA would be to implement policies and supportive tools to improve travel demand management, such as establishing parking maximums/minimums, reducing spillover parking, unbundling parking costs, increasing parking taxes/fees, and reviewing/ revising transit pass provision programs for employees within the subarea.</p>
	<p>Action A-79: Partner with Pierce Transit (PT) to phase in transit service expansion over time. See Chapter 5 for more detail.</p>
	<p>Action A-80: Develop City-led and private partnerships to encourage the development of safe and accessible infrastructure for all modes within the MIC road network. This would include revising the City's transportation design standards to facilitate balancing multimodal and freight (truck and rail) needs by reflecting safety improvements within the subarea, and to require sidewalks at a minimum as part of future roadway improvements. Safety needs identified include pedestrian crossing and access improvements to facilitate access into and out of the subarea as well as along key corridors within the subarea itself.</p>
	<p>Action A-81: Consider parking strategies that manage on-street parking demand and supply, including implementing time limits, restricted parking zones, and implementing additional off-street truck staging and processing facilities. To facilitate additional off-street truck staging, perform a siting study to determine feasible locations for potential staging areas.</p>
	<p>Action A-82: Coordinate with railroad owners on safety or grade separation projects to support movement of freight by rail and compatibility with the roadway network.</p>
	<p>Action A-83: Identify opportunities to lower driver speed to reduce severity of crashes through redesign of roadway. This should include implementation of a safety countermeasure fee or fund that new developments within the subarea must pay into. Explore the use of automated speed enforcement cameras to improve traffic safety in the subarea.</p>

	ACTION/RECOMMENDATION
	Action A-84: For corridors identified as Heavy Haul Routes, update the Public Works Design Manual to prioritize safety, support multimodal transportation, and accommodate semi-truck traffic and the industrial uses of the Container Port.
	Action A-85: Identify funding opportunities to fund projects and actions in the Subarea Plan. See Chapter 5 for more detail.
	Action A-86: The regional partners will work collaboratively to implement the projects contained in the priority project list, shown in Figure 71 . The near-term focus of this implementation would be on Tier 1 projects, with Tier 2 projects being considered longer-term and/or lower-priority investments for the subarea.
LAND USE AND ECONOMIC DEVELOPMENT	Action A-87: Work with adjacent jurisdictions in the adoption of new zoning districts, development regulations, and use restrictions within the tideflats, to further the intent of Policy LUED-105 – LUED 111.
	Action A-88: Work with regulatory agencies to create an approval process for projects meeting economic development goals articulated in the subarea plan. This could be a designated in-water location with streamlined permitting to allow for research, demonstration, testing, and evaluation of new technologies.
	Action A-89: Pursue intergovernmental tools to promote economic development such as the Economic Free Trade Zone for industries that complement the Port and industrial activity and have less environmental impact.
	Action A-90: Support the maritime sector. See Chapter 6 for more detail.
	Action A-91: Support the development of a green energy sector. See Chapter 6 for more detail.
	Action A-92: Support the development of an industrial symbiosis sector. See Chapter 6 for more detail.
	Action A-93: Support the development of a green building technologies sector. See Chapter 6 for more detail.
	Action A-94: Offer capacity-building services including loan funds, technical assistance, and training courses for small businesses in priority sectors at risk of displacement.
	Action A-95: Support relocation of existing businesses that are aligned with the Subarea's Plan's goals and may be displaced from the MIC. These include potential relocation from the Core to the Transition Areas within the MIC or from the MIC to elsewhere in Tacoma.
	Action A-96: Attract business services to the subarea to support and scale existing businesses and attract new businesses.
	Action A-97: Work together to apply for grants to prepare industrial sites for growth.
	Action A-98: Create cooperative spaces that support entrepreneurship and growth for existing businesses.

	ACTION/RECOMMENDATION
LAND USE AND ECONOMIC DEVELOPMENT	Action A-99: Invest in workforce development and career connected learning for youth, for careers in priority sectors. See Chapter 6 for more detail.
	Action A-100: Invest in workforce intermediaries to customize apprenticeships, increase adoption, and provide wraparound support. Strengthen and broaden the efforts of service providers (such as Workforce Central, AJAC, Impact Washington, etc.).
	Action A-101: Connect existing and desired firms to apprenticeships. Outreach to targeted firms to identify firms that are good candidates for apprenticeship. Identify intermediaries who can function as part of the team doing initial outreach or be immediately engaged to provide follow-up assistance to firms interested in apprenticeship.
	Action A-102: Create or scale pre-apprenticeship programs that align with desired sectors for the Tideflats to ensure that there is a pipeline of talent into full apprenticeships that is representative of the demographics of Tacoma's emerging workforce (e.g., aged 18 to 30).
	Action A-103: Invest in Workforce Central's ability to fund (directly or through nonprofits) robust wrap-around supports and stipends to pre-apprenticeship participants . See Chapter 6 for more detail.
	Action A-104: Collaborate with workforce development providers and stakeholders to promote and retain jobs in the MIC.
	Action A-105: Create development regulations that maintain effective transition areas and buffers.
	Action A-106: Support and promote land owners who are cleaning up contaminated sites.

7.4 INVESTMENTS

The table below shows all potential investments, particularly transportation projects that implement the vision of the Subarea plan. These include projects flagged specifically within the EIS, as well as projects flagged as a priority by Port of Tacoma, City of Tacoma, City of Fife, and Puyallup Tribe staff (see the “Priority” column). Other potential projects brought up by jurisdictional staff but not given a priority level are also included, denoted in italics. Projects are also subdivided into which geographic area of the subarea they correspond to; this includes general projects, which apply Subarea-wide.

Figure 76. Implementation Table 2: Projects and Investments

Source: Steering Committee Discussion, 2024; Seva Workshop, 2024

ID	PROJECT NAME	DESCRIPTION	COST	PHASE	PRIORITY	MODE
West of Puyallup River						
TA-P01	Lincoln Ave & Portland Ave	This project is to improve the intersection of Lincoln Ave and Portland Ave to reduce intersection delay. In 2022, the Port prepared several design concepts and have forwarded them to the City. An earmark request to Rep. Kilmer’s Office was submitted but does not appear to be receiving a recommendation to advance. A \$2.5 million earmark has been awarded to the City of Tacoma to support this project.	TBD	Design	Tier 1	Multimodal
TA-P02	Portland Ave Freight Access	Project to reconstruct Portland Ave from Lincoln Ave to I-5 to heavy haul standards, improve the intersection with SR 509, and install additional fiber connections for ITS. The project was not funded through the FY2027-28 PSRC grant process. Project needs to be monitored to avoid impact to the future improvements at Lincoln Ave and Portland Ave.	\$11 million; \$692k confirmed for Design	Design	Tier 1	Multimodal
TA-P03	Puyallup Ave Corridor Improvements	Reconstruction of Puyallup Ave to concrete and complete street improvements in the area around the future TDLE Tacoma Dome station.	\$41.5 million; \$13.5 million unconfirmed	Design	Tier 1	Multimodal
TA-P04	Fishing Wars Memorial Bridge	Finish reconstruction of the Fishing Wars Memorial Bridge to restore the connection from Puyallup Ave to Pacific Hwy, fill the gap in the bicycle and pedestrian network, and lift the weight restriction to open Pacific Hwy, west of Port of Tacoma Road as a transit and freight corridor.	\$310 million; \$300 million unconfirmed	Design	Tier 1	Multimodal
TA-P05	Portland Avenue & E 26th Street	Perform a detailed engineering study at the intersection of Portland Avenue and E 26th Street to determine appropriate traffic control updates for the intersection. This should be done in coordination with Sound Transit’s Tacoma Dome Link Extension.	TBD	Planning	Tier 1	Vehicle/ Freight

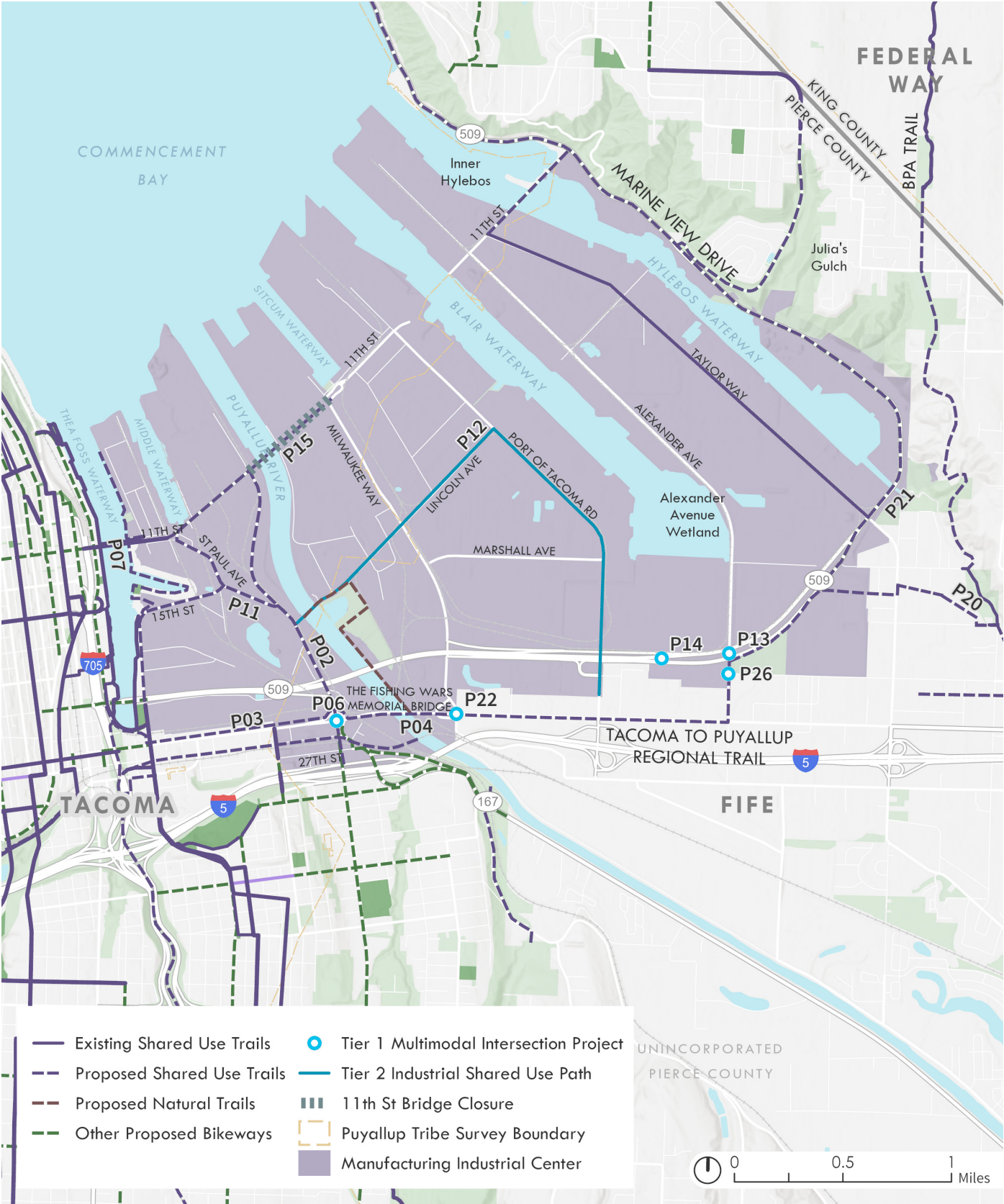


Figure 77. Existing Facilities and Planned Active Mode Improvements within the Subarea
Source: Fehr & Peers, 2024; Seva Workshop, 2024

ID	PROJECT NAME	DESCRIPTION	COST	PHASE	PRIORITY	MODE
TA-P06	Portland Ave & Puyallup Ave	Evaluate potential multimodal, safety, and capacity improvements along Portland Avenue as well as Puyallup Avenue to improve safety at the intersection of Portland Avenue and Puyallup Avenue.	TBD	Planning	Tier 1	Multimodal
TA-P07	East Foss Esplanade and Shoreline Access	Establish a shared use path adjacent to the waterway, where feasible, connecting the north and south ends of the Foss Waterway, from the Dome District to the Center for Urban Waters. When a shoreline alignment is infeasible improvements should be made to accommodate the facility on E D Street.	TBD	Planning and Design	Tier 1	Active
TA-P08	SR 509 Slip Ramps	Construct Half Single Point Urban Interchange at East D St. / SR 509 (Ramps to and from the east) and signal.	TBD	Planning	Tier 2	Vehicle/ Freight
TA-P09	East D Street Redesign	Widen East D St. north of East 11th St. (SB parking lane and 2 - 14' lanes, 10' sidewalk on west side. This also includes: -Improve East 15th St. / East D St. to include 10' sidewalk on west side, SB parking lane, 14' SB lane, 12' landscaped median/turn pocket, 14' NB lane. Also improve pedestrian crossings at designated locations. Relocate transit stops/shelters to crosswalk locations. -Extend East D St. south of East 11th St. to link to East 15th St. (10' sidewalk on west side, SB parking lane, 2 - 11' travel lanes, 6' sidewalk on east side).	TBD	Planning	Tier 2	Vehicle/ Freight
TA-P10	11th Street & E F Street Intersection	Realign intersection at E. 11th St. and East F St.	TBD	Planning	Tier 2	Multimodal
TA-P11	Foss Peninsula Shared Use Facilities	Establish shared use facilities for E 11th, St. Paul, and E 15th Street serving the Foss Peninsula.	TBD	Planning	Tier 2	Active
Between Puyallup and Blair Waterway						
TA-P12	Port of Tacoma Rd/ Lincoln Ave Shared Use Path Feasibility Study	Conduct a planning study to evaluate the design feasibility and conceptual alignment of an industrial shared use path from City limits along Port of Tacoma Rd to Lincoln Ave and following Lincoln Ave to Portland Ave. The study should consider bicycle and pedestrian safety and access to major employers, while still giving priority to efficient freight movement throughout the Core Areas of the Port of Tacoma MIC. This includes the need to coordinate with Tacoma Rail about safety at rail crossings. Consolidation of sidewalks to meet shared use facility standards may be considered to provide an enhanced commute trip option for bicyclists and pedestrians and to reduce conflicts with freight access. This project depends on future widening of the Lincoln Ave Bridges.	TBD	Planning	Tier 2	Active

ID	PROJECT NAME	DESCRIPTION	COST	PHASE	PRIORITY	MODE
TA-P13	Alexander Ave & SR 509	Coordinate with WSDOT to update designs and planning for the intersection of Alexander Avenue and SR 509 to provide safe and efficient access at the intersection with the travel demand expected as part of the SR 167 extension and added pedestrian and bicycle demand as part of the spuyaləpabš Trail. Preliminary coordination with WSDOT has already occurred on this project.	TBD	Design (?)	Tier 1	Multimodal
TA-P14	SR 509 Three Grade Crossing Removal	Remove three grade crossing connected with a single railroad crossing signal activation system on SR 509 between Port of Tacoma Road and Alexander Ave. Three at-grade public crossings, the tracks in-between, and all associated signal components will be removed and replaced with asphalt.	\$500,000; fully funded	Design	Tier 1	Multimodal
TA-P15	E 11th Street Bridge	Replace the E 11th Street bridge at its current vertical alignment and replace the viaduct with a 40-foot high-rise. The overall width of the structure would be 55 feet. The bridge would include one 12-foot shared use path.	\$300 million; unfunded.	Planning	Tier 2	Multimodal
TA-P16	Lincoln Ave Bridge Widening	2022 Tacoma Tideflats Truck Modeling identified the need to add additional lanes for traffic to cross the Puyallup River. Project should incorporate a shared use path. No defined concept at this time.	TBD	Planning	Tier 2	Multimodal
TA-P17	Lincoln Ave Corridor Improvements	Improvements to the Lincoln Ave corridor were a part of the 2022 Tacoma Tideflats Truck Modeling work to ideate ways to improve freight fluidity. Project should incorporate a shared use facility.	TBD	Planning	Tier 2	Vehicle/ Freight
TA-P18	WUT Entrance Improvements	WUT has expressed concern with the way the terminal's entrance to the public street works. NWSA staff regularly coordinates with the City on the short-term operational needs, but long-term improvements are needed to support business growth.	TBD	Planning	Tier 2	Vehicle/ Freight
East of Blair Waterway						
TA-P19	54th Ave & SR 509 Intersection	Project is to add a second left turn lane to NB 54th Ave at the intersection with SR 509 to alleviate congestion. The City of Fife is currently negotiating with WSDOT whether an Intersection Control Evaluation (ICE) is required. An \$800,000 earmark has been awarded to the City of Fife for this project.	\$1,181,000	Planning	Tier 1	Vehicle/ Freight
TA-P20	spuyaləpabš Trail	The spuyaləpabš Trail, formerly referred to as the Tacoma to Puyallup Regional Trail, will be a 12-mile regional shared use path that connects downtown Puyallup to Fife and downtown Tacoma. This trail will follow along the alignment of the SR 167 extension, and will connect directly with the City of Tacoma's larger trail network.	TBD	Construction	Tier 1	Active

ID	PROJECT NAME	DESCRIPTION	COST	PHASE	PRIORITY	MODE
TA-P21	SR 509/Marine View Drive Multimodal Improvements	Construct multimodal and safety improvements along SR 509 and Marine View Drive, including the improvements identified in the Puyallup Tribe's Road Safety Audit.	TBD	Planning	Tier 1	Multimodal
Tacoma/Fife Transition Area						
TA-P22	Milwaukee Way & Pacific Hwy	This intersection is the last intersection before the FWMB. The pending replacement and removal of the weight restriction of the FWMB provides an opportunity to improve this intersection for freight and improve the utility of Milwaukee Ave for Port business and freight activities.			Tier 1	Multimodal
TA-P23	Port of Tacoma Rd Interchange	Phase 2 will add a new crossing over I-5 and complete the couplet functionality to improve traffic operations at this interchange.	\$78,864,000, largely committed	Design	Tier 1	Vehicle/ Freight
TA-P24	54th Ave Grade Separation	Train operations along the UP tracks resulted in the closure of this crossing due to safety concerns involving Columbia Junior High School. Traffic cannot cross at this location until grade separation is achieved, limiting access to residences and the Puyallup Tribe Youth Center on the south side of the track.	\$50,000,000	Planning	Tier 1	Multimodal
TA-P25	54th Avenue & Pacific Highway	Coordinate with WSDOT to identify appropriate capacity improvements at the 54th Avenue E and Pacific Highway intersection to facilitate right-turning movement at the intersection.	TBD	Planning	Tier 1	Vehicle/ Freight
TA-P26	Alexander Ave & 12th Street E	Perform a detailed engineering study to confirm the appropriate intersection control and configuration at the intersection of Alexander Avenue E and 12th Street E.	TBD	Planning	Tier 1	Multimodal
TA-P27	Reinstitute NE Tacoma Express	Coordinate with Pierce Transit to reinstitute the NE Tacoma Express route, which passes through the Subarea along SR 509.	TBD	Planning	Tier 1	Transit
TA-P28*	Milroy Bridge Replacement	Replace the existing Milroy Bridge and construct associated roadway/intersections improvements on both sides of the river to accommodate the new crossing. This project is a component of the Canyon Rd Extension regional project listed below.	TBD	Planning	Tier 1	Vehicle/ Freight
TA-P29*	70th Ave Grade Separation	A new overpass to provide grade separation between 70th Ave and the UP-arrival tracks to the Port of Tacoma. The arrival tracks can occasionally block access at the crossing due to congestion at Bullfrog Junction. This project is located on the Canyon Rd corridor and is the last 2 lane bottleneck between Fredrickson and the Port of Tacoma, but they are independent.	\$50,000,000	Planning	Tier 2	Vehicle/ Freight

*Project does not appear on the modal maps, as project is outside the mapping extents of the subarea plan.

ID	PROJECT NAME	DESCRIPTION	COST	PHASE	PRIORITY	MODE
Regional Projects						
TA-P30	54th Ave Interchange	A reconfiguration of the 54th Ave interchange that would include extending 51st Avenue E from Pacific Hwy E to 12th Street E to provide an alternate route for traffic around the 54th Avenue/Pacific Hwy intersection and Fife City Center. This project will improve traffic operations, safety, truck travel times and non-motorized facilities. Project will maintain existing bridge over I-5 and eastern half of the interchange and reconfigure the western half of the interchange. This project represents costs from all phases.	\$125,000,000; \$4,500,000 committed	Design	Tier 2	Vehicle/ Freight
TA-P31	Wapato Way / SR 167 frontage road (New Road)	A new frontage road along SR 167 with a stated intent of providing an alternate route for trucks around the future Fife City Center.	TBD	Planning	Tier 2	Vehicle/ Freight
TA-P32	SR 167 Completion	Part of the Puget Sound Gateway, this project will connect SR 167 in Puyallup to SR 509 at the Port of Tacoma. This includes connection of SR 509 limited access to I-5.		Construction	Tier 1	Vehicle/ Freight
TA-P33	Sound Transit TDLE	This is a light rail project to connect Federal Way to Tacoma. Of interest is the station area in Fife, located east of 54th Ave and a new station along Portland Ave in Tacoma. Both are expected to increase the potential for ROW competition between freight, transit, and pedestrians.		Design	Tier 1	Transit
TA-P34*	SR 18 Widening to I-90	This is a two-phase project to widen SR 18 from Maple Valley to I-90. The corridor provides a vital connection from the Port of Tacoma to Ellensburg as well as an opportunity to improve the flow of traffic on I-90.		Design/ Construction	Tier 1	Multimodal
TA-P35*	Canyon Rd Extension	An extension of Canyon Road to 70th Ave in Fife that would improve system resiliency by providing a secondary connection to the Frederickson MIC. This project is related to, but does not include the 70th Ave railroad crossing.		Planning	Tier 2	Vehicle/ Freight
TA-P36*	I-5 & SR-18 interchange	This project to complete 'Phase 2' of the triangle interchange between SR 18 and I-5. The interchange sees a notable number of trucks from the Port of Tacoma, but it is unknown the level of benefit freight as most of benefits targeted were for WB SR-18 and most maritime freight is entering EB SR-18 at this location. There is no funding path forward for this project.		Planning	Tier 2	Vehicle/ Freight

*Project does not appear on the modal maps, as project is outside the mapping extents of the subarea plan.

7.5 PERFORMANCE MONITORING

This subarea plan establishes a framework for aligning efforts across the participating governments, coordinating with partners, and measuring progress. The City will monitor and evaluate outcomes on a regular basis. Monitoring provides an early warning system if goals are not being met. It also can alert the City to early successes so that resources can be focused on actions that are the most effective.

The subarea plan monitoring program has two components – implementation monitoring and performance monitoring, described below.

Implementation monitoring will track which of the 99 actions are being implemented and the extent to which partners are participating. Performance monitoring will show whether the subarea plan actions are achieving the desired results. Performance indicators are listed on the following page.

Performance Indicators

Performance indicators include:

> Number of Actions acted upon

> Total jobs

Increase total employment in the subarea to 17,250 jobs by 2045 from the current baseline of 10,000 jobs

> Industrial jobs

Maintain and increase the proportion of jobs in industrial sectors

> Acreage of habitat restoration added since 2024

> Acreage of habitat restoration along the Puyallup River

> Salmon and shellfish health

Increase in percent change over time of wild spawners, the number of wild, natural-origin, or hatchery-origin adults harvested in fisheries, individual or composite annual number of smolts

> Water quality

This indicator represents the biological and chemical aspects of water quality and the extent to which water quality meets the expectations of the plan. Example metrics: temperature, pH, fecal coliform bacteria, dissolved oxygen, nutrients, and sediments. May also include values for pharmaceuticals, pesticide, industrial pollutants, heavy metals and other contaminants.

> Air quality Index

An air quality index indicator summarizes levels of ground-level ozone, particulate matter, carbon monoxide, sulfur dioxide, and nitrogen dioxide in one measure.

This indicator provides a measure of community health and well-being, as well as environmental health. The indicator identifies the percentage of days for which air quality was monitored and found to be unhealthy, either for sensitive groups, such as people with asthma, or the community as a whole.

> Brownfield remediation

Implement cleanup actions on 100 acres by 2030

Brownfield Advisory Committee has been established and at least annual meetings are held

> **Percent of tree canopy**

Increase tree canopy in the Tideflats from 4% land cover (2024 baseline) to 8% land cover (measured at tree maturity) by 2030 and 16% by 2045

> **Percent impervious surface**

Reduce impervious surfaces to lower than 81% of the land cover in the Tideflats (2024 baseline)

> **GHG emissions**

Reduce GHG emissions to achieve zero emissions by 2045

> **Renewable energy**

Public uses must source 100% of their power from renewable or zero-carbon resources by 2045

> **Electrification**

10 average megawatts (87,600 MWh annually) of new electric transportation load in 10 years (2030), which is about 10 times the current (2020) estimated electric vehicle load for Tacoma Power

> **Transportation**

Reduce intersection congestion/delay

Improve truck travel time reliability index for key roads

Reduction in crashes

Reduction in truck idle time

25% of Tier 1 projects have advanced by 2030