

PSRC's 2026 Transportation Alternatives Program Grant Application

The following grant application is intended for sponsors competing in PSRC's 2026 Transportation Alternatives Program. Interested project sponsors must complete a grant application by **11:59 pm on April 3, 2026**.

For information related to the Transportation Alternatives Program, contact:

Doug Cox, AICP

Puget Sound Regional Council
1201 3rd Avenue, Suite 500
Seattle, WA 98104
(206) 971-3050 or DCox@psrc.org

Form Type: Grant Application

Application Type: Environmental Project

General Project Information

Project Title	RTP ID#	Lead Agency
Port of Tacoma Esplanade	The project is below the regional capacity project threshold and is programmatic	Port of Tacoma
Partner Agencies	Certification Acceptance	CA Sponsor
	No	WSDOT - OLY

Contact Information

Primary Contact Name	Alternate Contact Name
Cassandra de Kanter	Ryan Medlen
Primary Contact Phone	Alternate Contact Phone
253-888-4748	253.592.6721

Primary Contact Email	Alternate Contact Email
cdekanter@nwseaportalliance.com	rmedlen@nwseaportalliance.com

Project Description & Location

Project Scope: Please describe clearly and concisely (300 words or less) the individual scope components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.
yes

The primary outcome of the project will be design of the Foss Waterway Esplanade connecting the Port of Tacoma Maritime Center site to 15th Street in Tacoma. A secondary outcome of the project will be habitat restoration along the Foss Waterway that will add to the efforts to improve salmon and marine habitats in Commencement Bay. The Maritime Center is located on a 20-acre parcel of Port-owned property along the east side of the Foss Waterway, south of the Murray Morgan Bridge (11th Street Bridge) in Tacoma. Project deliverables will begin with a request for qualifications and procurement of a qualified design engineer. The project team will be preparing deliverables supporting project design and permitting. This will include 30% design, 60% design, 90% design with engineering drawings and specifications.

The proposed design work is part of the larger Maritime Center site combining the Port of Tacoma's new administration building with the Tacoma School District's Maritime Skill Center. The Port's new building will provide office space for approximately 150 employees of the Port and the Northwest Seaport Alliance and chambers for Port Commission meetings. The Port and the school district are conducting their own design processes, and each is funding the construction of their respective buildings. TAP funds would be used only for the design phase. The site master planning process explores opportunities to provide public access to the adjacent waterway, including the esplanade that is the subject of this TAP request.

Located in the heart of an original spuyaləpabš village site, the Port recognizes the historical and cultural significance of the project area and is committed to continued consultation and coordination with the Puyallup Tribe of Indians. Extensive cultural resource testing and environmental protection efforts will continue in order to protect tribal history.

Project Location

County/Counties	Location
Pierce	Foss Waterway Esplanade

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
15th St	Future 253 Maritime Skills Center

Please Identify the center the project is supporting.

Project is located in the Tideflats Manufacturing Industrial Center and is a part of the trail that provides a connection to the Tacoma Downtown Regional Growth Center. On an interim basis, the connection relies on public sidewalks to fill remaining gaps in the trail for the connection between the centers. An important feature of this segment is that it provides a connection from the south to the Port of Tacoma Maritime Center and the Tacoma Public Schools 253 Maritime Skills Center. This direct shared pathway connection will provide safe public access as students and the general public travel along the Foss Waterway on the periphery of the heavily industrial Tacoma Tideflats. Without this connection, a pedestrian and bicycle connection to the south requires approximately a half-mile detour utilizing narrower public sidewalks adjacent to heavy haul and major freight roads.

Federal Functional Classification

Please select the appropriate functional classification.

Exception

Bicycle & Pedestrian Facilities

Which pedestrian and/or bicycle features already exist in the project area? Please select one or more types:

No current pedestrian or bicycle features in project area

Which pedestrian and/or bicycle features are included in the project scope? Please select one or more types:

Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

If you indicated above that the project does not include existing or planned pedestrian and/or bicycle features, please indicate reasons per the guidance above:

If you selected “Other”, please expand on why the project is exempt from providing pedestrian or bicycle features.

Local Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

Tacoma Tideflats Subarea Plan: Project TA-P07, page 164

Tacoma Transportation and Mobility Plan: Appendix D, page 5, Project ID TMP-246

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

N/A

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

The project supports existing and planned housing and employment densities by repurposing a constrained, non-developable industrial parcel to deliver shoreline restoration, climate resilience, and a safer multimodal connection that enhances public access to a nearby high school and employment centers. This environmental mitigation project supports the Port of Tacoma and Tacoma Tideflats Subarea Plan goals for this MIC of being a working seaport area that also supports a healthy aquatic ecosystem and natural shoreline environment. The project creates a unique multimodal connection between the employment-centric Port of Tacoma MIC with the housing and transit-centric Tacoma Downtown Regional Growth Center that wraps around the western and southern boundary of the MIC.

The project will reduce exposure to existing and future coastal hazards while also mitigating historical impacts on the shoreline environment from waterway transportation activities and creating a safer transportation route for pedestrians and bicyclists. The project is adjacent to BNSF rail infrastructure and numerous productive industrial sites as well as the new Port of Tacoma Maritime Center and Tacoma Public Schools Maritime 253 Skills Center. The ecological enhancement of approximately 760 feet of shoreline will act as a buffer against coastal flooding, protecting people and critical infrastructure from storm surges and king tide events.

The project utilizes a property that does not have sufficient size or shape to accommodate new industrial or other employment generating uses within the Port of Tacoma MIC. The project capitalizes on this land to provide, in addition to the environmental benefits, a pedestrian and bicycle path that connects employment in the Port of Tacoma MIC with housing and transit in the adjacent Tacoma Downtown Regional Growth Center. The separated multimodal path will connect the south and north ends of the Foss Peninsula for students and employees, using a shorter route and keeping vulnerable road users separate from the heavy haul trucking that supports industrial employment in the Port of Tacoma MIC.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.

The Tacoma Tideflats Subarea Plan calls for the Port of Tacoma MIC to 1) support healthy ecosystems, especially for salmon and shellfish, 2) preserve industrial lands, and 3) provide multimodal travel opportunities.

The Tacoma Tideflats Subarea Plan was adopted as part of the City of Tacoma's 2025 update to their comprehensive plan. The document provides an overview of the vision for the Port of Tacoma MIC and serves as the Container Port Element of the comprehensive plan. Both the City of Tacoma and Port of Tacoma are equally committed to maintaining a functional and economically vibrant industrial seaport while stewarding the natural environment. This project is in an area of shoreline that can be restored to provide enhanced ecological function without inhibiting current or future seaport operations. For this reason, it is a prime location for shoreline enhancement to support a healthy aquatic ecosystem next to the working waterfront. Additionally, the site where the restoration is planned is large enough to accommodate a new pedestrian and bicycle facility so the public, including students and employees, can safely access the north half of the Foss Peninsula from the south end of the peninsula, where transit and housing exist.

The project advances the center's redevelopment objectives by mitigating the impacts of waterway transportation and industrial activity through restoration of a natural shoreline that remains compatible with a vibrant, working seaport. It also delivers a critical multimodal pedestrian and bicycle connection, safely linking housing, transit, education, and employment around the Foss Waterway between the Tacoma Downtown Regional Growth Center and the Port of Tacoma MIC.

Category-Specific Criteria: Environmental Projects

Describe the relationship of the project to the transportation system.

This is a unique project in that it 1) reduces the environmental impacts of a working industrial seaport, 2) remediates historical pollution from waterway transportation activities in the Port of Tacoma MIC, and 3) supports students by providing a multimodal shortcut via a new separated pathway to avoid a 4,000' walk along industrial heavy haul roads.

Over the past 107 years, the Port of Tacoma has spurred significant regional economic growth and job creation, establishing itself as a foundational institution in Pierce County. However, the development that created these economic benefits also caused profound environmental change through the construction and reconstruction of maritime cargo terminals, water-dependent industrial facilities, and the landside rail and road transportation infrastructure that support them. Over the past few decades, the Port of Tacoma has taken a leadership role in projects that balance the built environment, allowing maritime cargo and economic activities to continue in harmony with natural shoreline and marine environments.

The cleanup, restoration, and development of pedestrian facilities in the subject area of this grant, known as "the Boot," will directly support these ongoing environmental restoration efforts. The Boot is located on the Foss Peninsula within the Port of Tacoma MIC, adjacent to a BNSF railyard to the east and industrial properties to the south. This project will restore the shoreline to a natural state, coexisting with the rail and industrial uses that developed the area. The previous use of the property was industrial, including marine uses that left behind old creosote bulkheads that we know today to be a source of pollution. The project will remove the bulkheads and restore this shoreline environment to a natural state, becoming another example of the natural environment succeeding within a working industrial maritime port environment.

After completion, the project will still provide a transportation function. To the north and west of the Boot is the new Port of Tacoma Maritime Center, which includes the Tacoma Public Schools

Maritime 253 Skills Center, construction of which will be completed later this year, with students from across Pierce County currently enrolling to attend classes on site in September of 2026. The Maritime Center site will also provide pedestrian access via the Foss Waterway Esplanade. This project serves as the connection between this extension and East 15th Street, the primary bicycle and pedestrian route from the south end of the Foss Peninsula. Without this section of the esplanade, pedestrian and bicycle access requires a 4,000-foot detour route that relies on existing streets whose primary function is heavy haul trucking. The new path will be separated from heavy industrial traffic and is part of the long-envisioned Foss Waterway redevelopment outlined in the Tacoma Tideflats subarea plan, adopted by the City of Tacoma.

Identify the population groups within the project area and describe the level of public access to the project.

The project will support youth (high school students enrolled at the Skills Center), access to jobs in a historically disadvantaged census tract, employees of local businesses in the Port of Tacoma MIC, and members of the public. In addition to the functional aspect, this project is one part of the larger Foss Waterway Esplanade which provides a park-like amenity to the general public. This section of the esplanade will be open and available to the public with interpretive signage to provide educational and interpretive benefits.

The project will provide a healthier environment and improved transportation facilities for high-school students at the new Maritime 253 Skills Center and employees on the Foss Peninsula in the Port of Tacoma MIC. Members of the public that attend Port of Tacoma Commission meetings and special events (e.g. annual free boat tours of the harbor) will also benefit from the enhanced pedestrian connection and improved environment.

The Foss Waterway Esplanade project is identified in the Tacoma Tideflats Subarea Plan. On the west side of the Foss Waterway, the esplanade is mostly constructed. However, on the more industrial east side of the Foss Waterway, minimal segments currently exist. The esplanade is a public walkway that provides both recreational and functional transportation benefits. This project will design a key piece of the esplanade as part of an environmental restoration effort. The segment designed with TAP funds will connect pedestrians and bicyclists on East 15th Street north to the new Maritime 253 Skills Center and the Port of Tacoma administration building (together referred to as the Maritime Center). This connection provides a shorter and safer route for students and employees who may access the school and office by foot or bicycle either from housing in the south end of Downtown Tacoma or via transit at the Tacoma Dome Station. Long term, the goal is to finish construction of the esplanade along the length of the Foss Waterway. However, it is important to note that sidewalks exist along East 15th Street and East D Street from downtown housing and the Tacoma Dome Transit Station to the point where this esplanade segment will connect. Once completed, the segment will provide future students and employees, as well as recreating members of the public, with all the benefits of safe, efficient pedestrian and bicycle access on a separate pathway that is significantly shorter and does not require walking on busy, heavy haul trucking routes.

Describe how well the project goes over and above normally required environmental mitigation.

The project is a voluntary shoreline enhancement by the Port of Tacoma that restores and remediates a contaminated site, exceeds required mitigation through expanded natural shoreline

and saltwater marsh restoration, and is shaped through ongoing collaboration with the Puyallup Tribe to integrate cultural values, treaty rights, interpretive elements, and traditional ecological knowledge into the design.

Along with the transportation functionality provided, the site will have interpretive signage to provide environmental and cultural context. To accomplish this, as part of the design process the project team will work directly with the Puyallup Tribe to ensure all Tribal treaty rights and cultural values are respected. Formal consultation meetings will be scheduled at the project outset and at major milestones to solicit the Puyallup Tribe's input and address any concerns. Tribal representatives will be invited to site visits and design charrettes, recognizing the cultural and historical significance of the Boot site to the Tribe. This collaboration with the Puyallup Tribe will ensure that cultural values and traditional ecological knowledge are woven into the project's design, and it will strengthen the project through the Tribe's unique perspective and historical connection to the land. The Port meets with Tribal staff to discuss current and future projects multiple times a year.

The project is not a permitting requirement associated with any other project; rather, it is an enhancement undertaken by the Port of Tacoma to help restore this section of a shoreline to a natural state. Doing so allows the Tacoma Tideflats to be an area where working waterfronts and aquatic environments are not mutually exclusive but thrive together. The project will also remediate the site, which is contaminated from historical industrial activities, including rail transportation and waterway transportation activities.

Some mitigation will be required to construct this section of the esplanade; however, the project will exceed these requirements. Beyond restoring the buffer, the project will build a saltwater marsh area and expand natural shoreline restoration underway as part of the Port Maritime Center development to the west of the Boot.

Describe the long-term maintenance plans for the project.

The Port of Tacoma has several properties that provide public access to shoreline and are maintained to provide ongoing environmental benefits. Through these other properties, the Port of Tacoma maintenance staff and staff biologists are prepared to maintain both the esplanade and restored shoreline environment.

The Port maintenance and habitat teams will steward the project and the shoreline. Shoreline buffer plantings will be monitored for 5 years to ensure survival and growth performance. After the performance monitoring period, the shoreline buffer planting area will be maintained in perpetuity by the Port of Tacoma's maintenance staff, which includes a certified arborist. Maintenance will be in accordance with, and incorporated into, the approved Salmon-Safe Maritime Center Landscape Management Plan (2026; attached).

All pruning will follow ANSI A300 Pruning Standards and will be conducted in appropriate months as specified in the Landscape Management Plan or as determined by a certified arborist. Pruning will only be conducted to remove dead, dying, or broken branches or to eliminate conflicts with pedestrian and vehicular circulation.

Invasive weeds will be removed from the area monthly, and mulch will be replenished as needed. The irrigation schedule will be adjusted as needed to maintain healthy plants.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

If this project is not funded, there will be a lost opportunity to build momentum on advancing coastal resilience, ecological restoration, and public safety improvements in a highly constrained and industrially active area of the Foss Waterway. Delayed implementation would prolong exposure to coastal hazards and defer restoration of a degraded shoreline and aquatic ecosystem, missing a critical window to address climate resilience while compatible restoration remains feasible. Existing creosote bulkheads would remain in place longer, continuing to pose environmental and health concerns adjacent to an area intended to support education and workforce development.

Lack of funding will delay expanding the healthy school environment for future Maritime 253 Skills Center students, including establishing an alternate pedestrian emergency evacuation route to a public street. This is especially critical for this site as there is a possibility of railroad track crossings to the north blocking the primary emergency access route. Students attending school from the south end of the Foss Peninsula, including those that arrive at Tacoma Dome Station, would be required to take a 4,000' detour on limited pedestrian facilities along industrial, heavy haul trucking roads.

Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

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Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY preliminary engineering?

Yes

Is preliminary engineering/design complete?

N/A

If not complete, which best describes the CURRENT status of the project's engineering/design?

Less than 30%

Please provide the date the preliminary engineering/design phase was complete, or the anticipated date of completion.

June, 2028

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project?

Has NEPA documentation been approved?

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

,

Has there been a NEPA kick-off meeting with WSDOT Local Programs for this project?

N/A

If yes, is a formal Endangered Species Act (ESA) consultation expected?

N/A

Right of Way

Will Right of Way be required for this project?

What is the actual or estimated start date for right of way (month and year)?

N/A, N/A

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

N/A, N/A

Has right of way certification been completed?

N/A

If not, what is the estimated ROW certification date (month and year)?

N/A, N/A

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

N/A

Construction

Are funds being requested for construction?

Do you have an engineer's estimate?

N/A

Please attach the engineer's estimate.

N/A

Identify the environmental permits needed for the project and when they are scheduled to

be acquired.

N/A

Are Plans, Specifications & Estimates (PS&E) approved?

N/A

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

N/A, N/A

When is the project scheduled to go to ad (month and year)?

N/A, N/A

Other Considerations

If the project milestone dates specified above are less than [PSRC's Project Phase Milestone Minimum Timelines](#), please explain the project characteristics that justify the planned schedule.

N/A

PSRC Funding Request

Phase	Year	Amount
PE/Design	2027	\$735000

Total PSRC Funding Request: \$735000

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	N/A

Total Estimated Project Cost and Schedule

Preliminary Engineering/Design Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Unsecured	\$735000
Local	Reasonably Expected	\$115000
		\$
		\$
		\$

Total Preliminary Engineering/Design Phase Cost: \$850000

Expected year of completion for this phase:

June, 2028

Right of Way Phase

Fund Source	Funding Status	Amount
		\$0
		\$
		\$
		\$
		\$

Total Right of Way Phase Cost: \$0

Expected year of completion for this phase:

,

Construction Phase

Fund Source	Funding Status	Amount
Local	Reasonably Expected	\$10750000
		\$
		\$
		\$
		\$

Total Construction Phase Cost: \$10750000

Expected year of completion for this phase:

June, 2032

Other Phase

Fund Source	Funding Status	Amount
		\$
		\$
		\$
		\$
		\$

Total Other Phase Cost: \$0

Expected year of completion for this phase:

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$11600000	June, 2032

Financial Documentation

Please enter a description of your financial documentation in the text box below.

The Port of Tacoma uses cash on hand, cash from other homeport operations, and, if necessary, cash from revenue or tax-secured bonds to fund capital commitments. The Port commits—subject to Port of Tacoma Commission approval—to a cost share of \$115,000. The attached letter, signed by Port of Tacoma Executive Director Eric D. Johnson, affirms the Port's commitment to fund the esplanade, which is part of the larger Maritime Center project.

The Port of Tacoma is governed by **five commissioners, each elected by Pierce County voters to serve four-year terms. The Commission sets policy and strategic direction and approves major expenditures. The Port operates as an independent municipal corporation under Title 53 of the Revised Code of Washington and is designated as a special purpose district. The Port of Tacoma holds regular public meetings each month. If the Port of Tacoma Esplanade project is awarded TAP grant funds, the Project Manager would request the Commissioners' authorization for Executive Director Johnson to sign the grant agreement once it's finalized. At that time, Commissioners would be advised of the Port's matching obligations and other pertinent grant details. Project authorization could be requested simultaneously or at a subsequent public meeting of the Commission. Generally, Project Managers bring grants to Commission for authorization toward the end of award negotiations, when agreements are final or near final and no major changes are expected.**

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

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f-151-712-21489334_F5A6189i_Port_of_Tacoma_2025_Year-End_Balance_Sheet.pdf

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

Attached are conceptual design sheets that have supported the planning process for this project. These illustrations best demonstrate how the project embodies restoration of aquatic environment, a functional multimodal transportation route, and interpretative signage to provide public education around the environmental and cultural significance of the area in partnership with the Puyallup Tribe of Indians.

Also attached are letters of support from the City of Tacoma, Tacoma Public Schools, Pierce

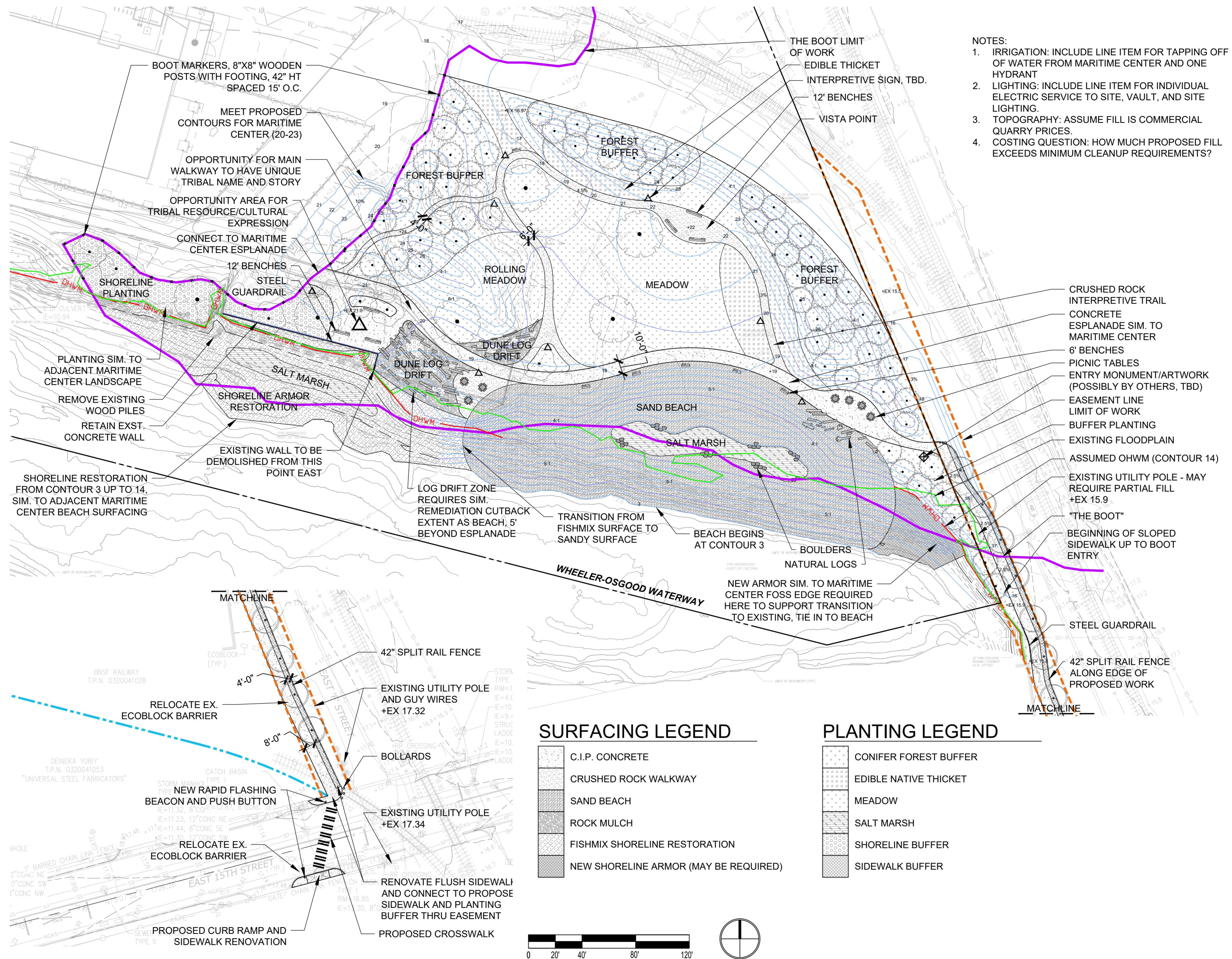
County, Pierce County Councilmember Bryan Yambe, and a joint letter of support from the Tacoma Pierce County Chamber and the Manufacturing Industrial council for the South Sound.

Please upload any relevant documents here, if they have not been uploaded previously in this application.

f-151-480-21489334_8jMFABkg_Port_of_Tacoma_TAP_Other_Considerations.pdf

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Mitch Koch at mkoch@psrc.org to have it returned to you.



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Project Title

PORT MARITIME CENTER

426 E 11TH PL
TACOMA, WA

Project Numbers
2023-018

Issue & Revision Dates
FEB 12, 2025 PRELIMINARY PRICING SET

PRELIMINARY PRICING SET

Sheet Title
CONCEPTUAL GRADING - CIVIL PLAN

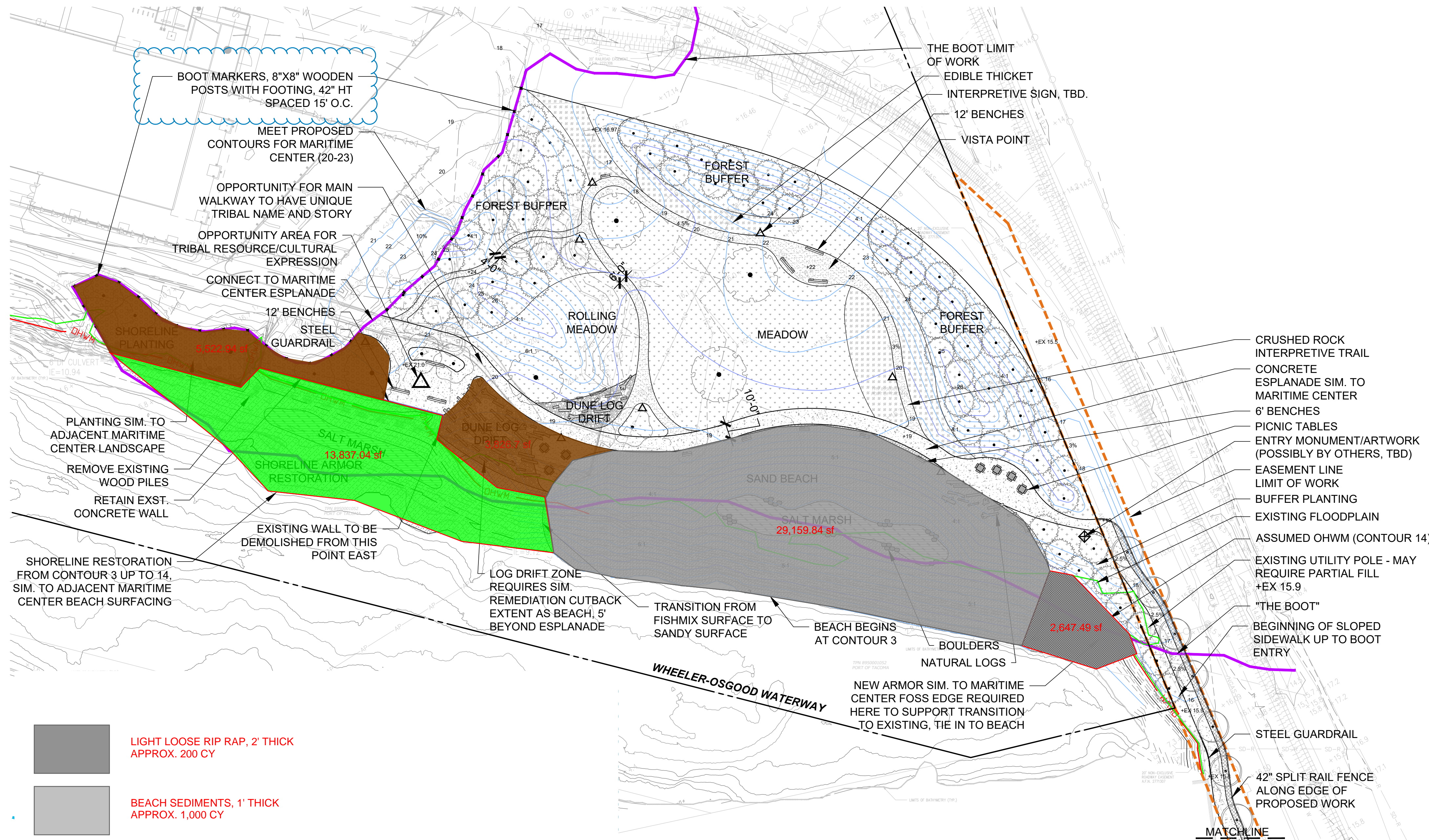
Drawn By
CO

Checked By

Sheet Number

**THE BOOT
C1**

Sheet Number Of
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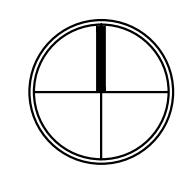
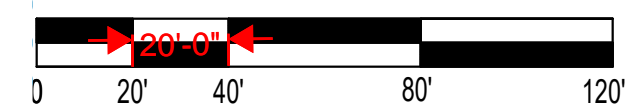
- LIGHT LOOSE RIP RAP, 2' THICK
APPROX. 200 CY
- BEACH SEDIMENTS, 1' THICK
APPROX. 1,000 CY
- AMENDED OR REPLACED SHORELINE SOILS, 1' THICK
APPROX. 350 CY
- NEARSHORE HABITAT ROCK, 1' THICK
APPROX. 600 CY

SURFACING LEGEND

	C.I.P. CONCRETE
	CRUSHED ROCK WALKWAY
	SAND BEACH
	ROCK MULCH
	FISHMIX SHORELINE RESTORATION
	NEW SHORELINE ARMOR (MAY BE REQUIRED)

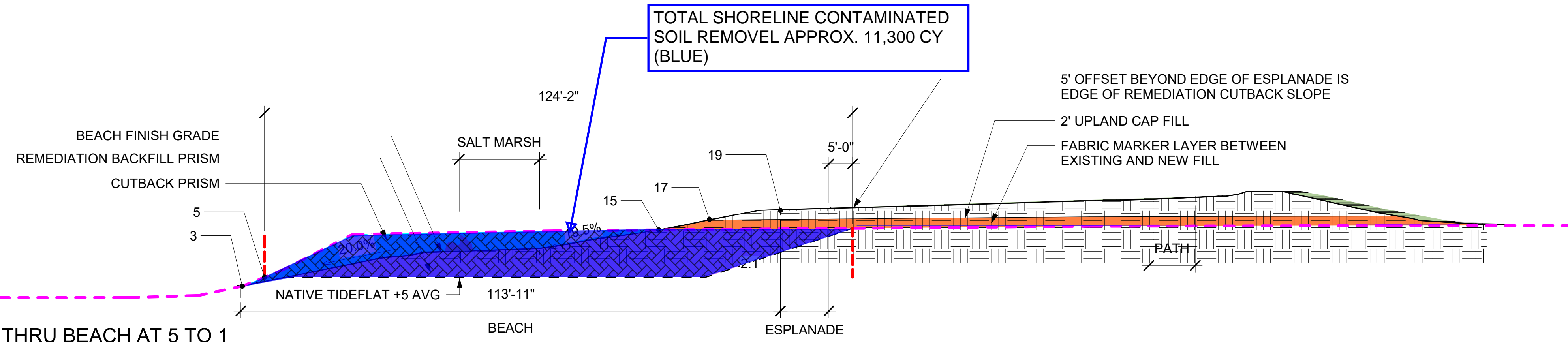
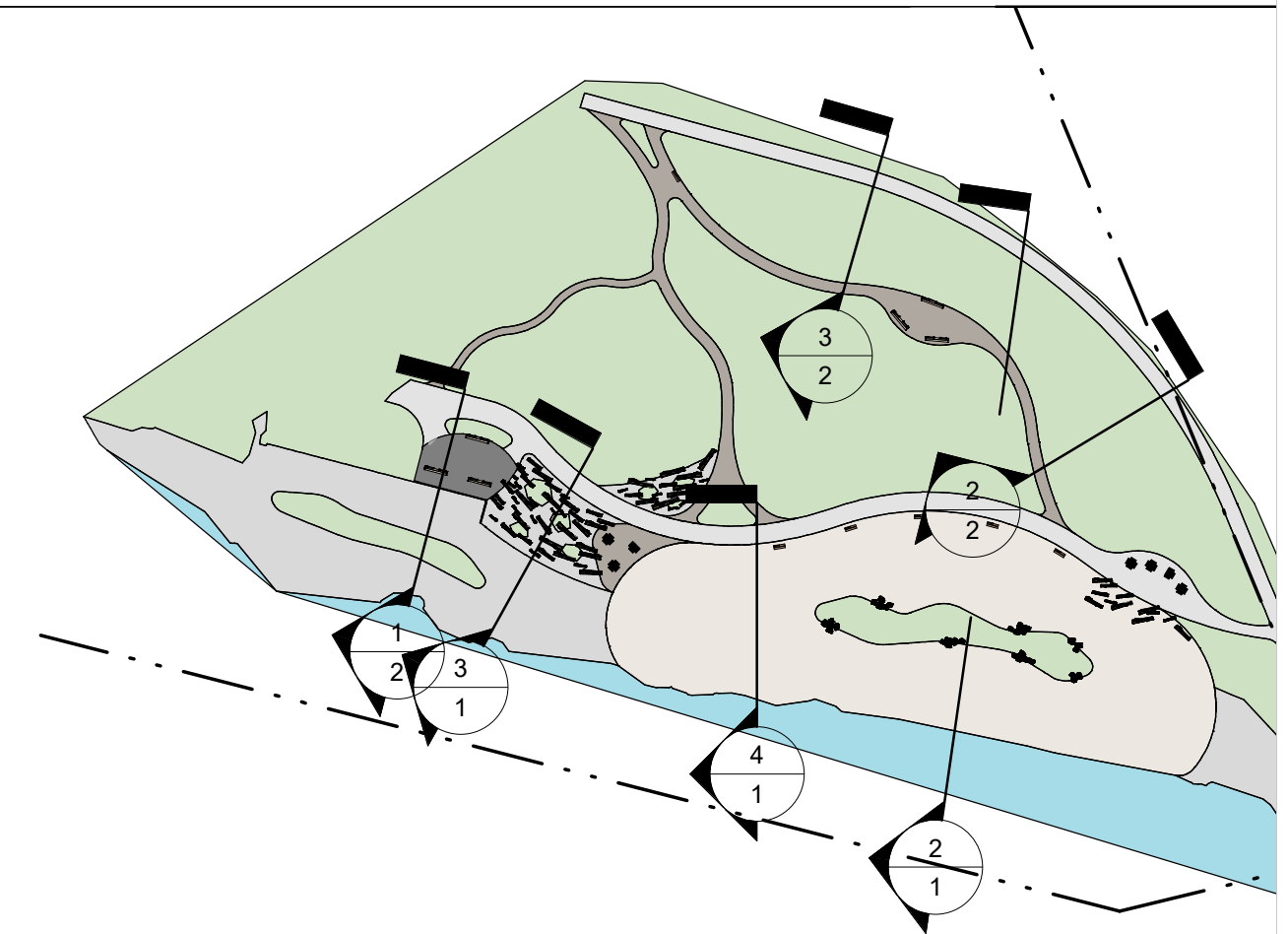
PLANTING LEGEND

	CONIFER FOREST BUFFER
	EDIBLE NATIVE THICKET
	MEADOW
	SALT MARSH
	SHORELINE BUFFER
	SIDEWALK BUFFER



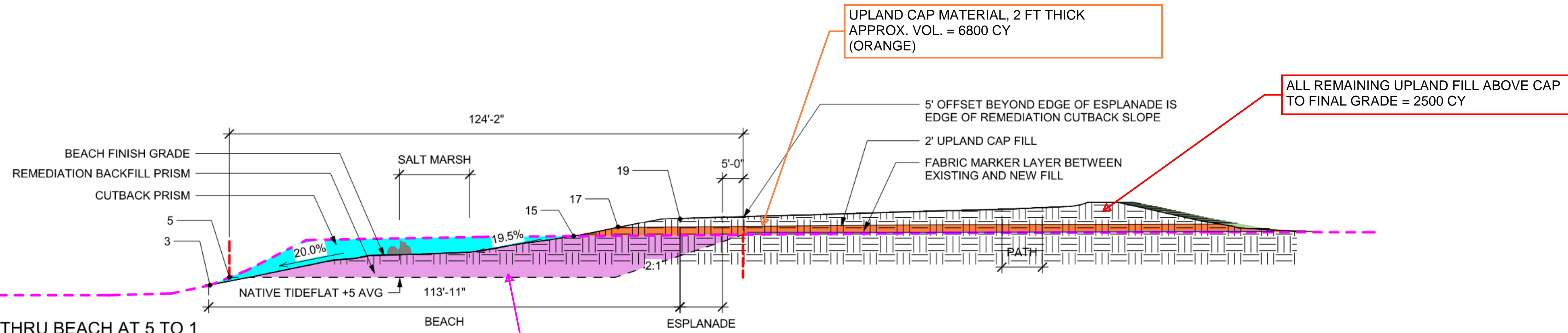
PARK AT THE BOOT
February 12, 2025

SiteWorkshop
LANDSCAPE ARCHITECTURE
3800 Woodland Park Ave N, Suite 200
Seattle, WA 98103
206.285.3026 | www.siteworkshop.net



2 SECTION THRU BEACH AT 5 TO 1
1/16" = 1'-0"

1R



2 SECTION THRU BEACH AT 5 TO 1
1/16" = 1'-0"

SHORELINE BACKFILL TO FINAL GRADE APPROX. VOL. = 8700 CY (PURPLE)

3 SECTION THRU LOG DRIFT
1/4" = 1'-0"



City of Tacoma

Mayor Anders Ibsen

April 2, 2026

Kelly McGourty
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dear Director McGourty,

On behalf of the City of Tacoma, I am writing in support of the Port of Tacoma's request for Transportation Alternatives Program (TAP) funding to design and permit an esplanade that will connect the Port Maritime Center site to 15th Street in the Tacoma Tideflats. The work represented in this project represents the next phase of this ongoing effort by the Port of Tacoma to redevelop the Foss Peninsula. By creating this pedestrian and bicycle-friendly connection, the *Port of Tacoma Esplanade* project will support the TAP goal of investing in community-based transportation improvements while creating significant habitat benefits.

The *Port of Tacoma Esplanade* project will create environmental benefits while supporting access to Tacoma Public Schools and employment opportunities in the Port of Tacoma Maritime Industrial Center. The City recognizes the Maritime Center as a long-term investment Tacoma's youth, economy, and environment. The City of Tacoma urges you to fund the *Port of Tacoma Esplanade* project. If you have any questions, please do not hesitate to contact me.

Sincerely,

Mayor Anders Ibsen
City of Tacoma

April 1, 2026

Kelly McGourty
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dear Director McGourty,

On behalf of Tacoma Public Schools, I am writing to express our support for the Port Maritime Center project and to recognize the Port of Tacoma's leadership in creating a campus that integrates education, workforce development, and environmental stewardship. The Port of Tacoma's request for Transportation Alternatives Program (TAP) funding will enable the design of pedestrian and bicycle-friendly access to the Maritime Center site. The *Port of Tacoma Esplanade* project will support the TAP goal of investing in community-based transportation improvements while creating significant habitat benefits.

As the home of our Maritime|253 Skills Center, the Port Maritime Center offers more than classroom space; it will provide a living, working, and learning waterfront that will immerse students in career-connected education. The habitat restoration elements of the esplanade project, including marsh restoration and a living shoreline, are critical to the ecological health of the Foss Waterway and integral to our educational mission. These features will serve as hands-on learning environments for students to explore marine science, environmental stewardship, and climate resilience.

Our goals also include a meaningful partnership with the Puyallup Tribe, whose ancestral lands we share. Together, we aim to offer students learning experiences grounded in local ecology, native plants and wildlife, and Indigenous ways of knowing connected to the Puyallup River watershed. This collaboration will support a deeper cultural and ecological understanding among students and reinforce our shared responsibility to care for this place. Equally important is the Port's commitment to public access along the Foss Waterway, including the esplanade that will connect students and the broader community to the restored landscape and reinforce a sense of ownership, belonging, and stewardship.

The Maritime Center is a long-term investment in the future of Tacoma's youth, economy, and environment. We are proud to partner with the Port on this visionary effort and look forward to continued collaboration as we prepare to welcome students this fall. For these reasons, Tacoma Public Schools urges full funding of the *Port of Tacoma Esplanade* request. Please do not hesitate to contact me if I can provide additional information about our partnership or can be of further assistance.

Sincerely,



Joshua J. Garcia, Ed.D.
Superintendent
Tacoma Public Schools



Pierce County

Office of Executive Ryan N. Mello

1501 Market Street, Suite 510
Tacoma, Washington 98402
(253) 798-7477 • FAX (253) 798-6628

Ryan N. Mello

Executive

(253) 798-7477

Ryan.Mello@piercecountywa.gov

April 1, 2026

Kelly McGourty
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dear Director McGourty,

On behalf of Pierce County, I am writing in support of the Port of Tacoma's request for Transportation Alternatives Program (TAP) funding to design and permit an esplanade that will connect the Port Maritime Center site to 15th Street in the Tacoma Tideflats. The work represented in this project represents the next phase of this ongoing effort by the Port of Tacoma to redevelop the Foss Peninsula. By creating this pedestrian and bicycle-friendly connection, the Port of Tacoma Esplanade project will support the TAP goal of investing in community-based transportation improvements while creating significant habitat benefits.

The *Port of Tacoma Esplanade* project will create environmental benefits while supporting access to Tacoma Public Schools and employment opportunities in the Port of Tacoma Maritime Industrial Center. The County recognizes the Maritime Center as a long-term investment Pierce County's youth, economy, and environment. The County urges you to fund the Port of Tacoma Esplanade project. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Ryan N. Mello".

Ryan N. Mello
Pierce County Executive

PIERCE COUNTY

Office of the County Council



Bryan Yambe
Councilmember, District No. 5

March 31, 2026

Kelly McGourty
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dear Director McGourty,

On behalf of Pierce County Council District 5, I am writing in support of the Port of Tacoma's request for Transportation Alternatives Program (TAP) funding to design and permit an esplanade that will connect the Port Maritime Center site to 15th Street in the Tacoma Tideflats. The work represented in this project represents the next phase of this ongoing effort by the Port of Tacoma to redevelop the Foss Peninsula. By creating this pedestrian and bicycle-friendly connection, the *Port of Tacoma Esplanade* project will support the TAP goal of investing in community-based transportation improvements while creating significant habitat benefits. The Puyallup Tribe of Indian's Fisheries, Environmental, and Historic Preservation staff will also be active partners throughout the final design phase of this proposal.

The *Port of Tacoma Esplanade* project will create environmental benefits while supporting access to Tacoma Public Schools and employment opportunities in the Port of Tacoma Maritime Industrial Center. The County recognizes the Maritime Center as a long-term investment Pierce County's youth, economy, and environment.

As the Pierce County Councilmember representing the Port, the Tacoma Tideflats, and this location historically known as spuyaləpabš ("the place of the Puyallup people"), I offer my strong support for the *Port of Tacoma Esplanade* project and urge full funding of the proposal. I am confident that the Port's project team, in concert with the appropriate Tribal departments and partners, possesses the technical capacity and shared vision to deliver a design that is shovel-ready for implementation in 2029.

If you have any questions, please do not hesitate to reach out to my office.

Sincerely,

A handwritten signature in blue ink that reads "Bryan Yambe". The signature is written in a cursive style.

Bryan Yambe
Pierce County Council
District 5



April 1, 2026

Kelly McGourty
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dear Director McGourty,

On behalf of the Tacoma-Pierce County Chamber and Manufacturing Industrial Council for the South Sound (MIC), We are writing in strong support of the Port of Tacoma's request for Transportation Alternatives Program (TAP) funding to design and permit an esplanade connecting the Port Maritime Center site to 15th Street in the Tacoma Tideflats.

The Tacoma Pierce County Chamber and The Manufacturing Industrial Council for the South Sound (MIC) represent a broad cross section of the business community in Tacoma and Pierce County, Washington. The Port of Tacoma Esplanade represents the next critical phase in the Port's long-term redevelopment of the Foss Peninsula, one that aligns infrastructure investment with workforce access, economic competitiveness, and environmental stewardship.

By creating a safe, reliable, and multimodal pedestrian and bicycle connection, the Port of Tacoma Esplanade project directly supports workforce mobility to one of the region's most important industrial employment centers. Improved access to the Port Maritime Center will enhance connectivity between Tacoma Public Schools, workforce training programs, and family-wage jobs in the maritime, manufacturing, and logistics sectors. These industries remain essential drivers of Pierce County's economy and offer pathways to stable employment for a diverse and growing workforce.

The Chamber and MIC view the Port Maritime Center as a long-term investment in Pierce County's youth, economy, and environment, and this project supports the development of a future-ready workforce equipped with the skills needed to compete in a rapidly evolving industrial economy. We believe the Port of Tacoma Esplanade is an essential component of that vision and urge full funding this project.

Thank you for your consideration. Please do not hesitate to contact us if you have any questions or would like additional information.

Sincerely,

Tom Pierson
President & CEO
Tacoma Pierce County Chamber

Ryan Spence
Director
Manufacturing Industrial Council



Port of Tacoma

Enterprise Fund Statements of Net Position December 31, 2025 and 2024 (Dollars in Thousands)

	2025	2024
Assets		
Current assets:		
Cash	\$ 11,246	\$ 2,172
Investments, at fair value	109,664	145,961
Trade accounts receivable, net of allowance for doubtful accounts	1,956	2,283
Grants receivable	580	1,082
Taxes receivable	684	648
Related-party receivables - joint venture	53,078	39,920
Leases receivable - current	8,428	7,033
Prepayments and other current assets	6,582	6,516
Assets held for sale	7,840	7,840
Total current assets	200,058	213,455
Non-current assets:		
Long-term investments:		
Restricted bond reserves and Harbor Maintenance Tax funds at fair value	44,395	46,981
Other long-term investments	146,731	117,077
Total long-term investments	191,126	164,058
Capital and intangible assets:		
Land	585,063	585,063
Buildings	100,919	100,534
Improvements	671,496	669,189
Machinery and equipment	85,342	84,087
Intangible assets	15,604	16,577
Construction in process	93,515	29,317
Total capital and intangible asset	1,551,939	1,484,767
Less accumulated depreciation	651,420	638,247
Less accumulated amortization	5,269	3,624
Capital and intangible assets, net	895,250	842,896
Investment in joint venture	347,668	319,975
Leases receivable, net of current portion	198,531	203,940
Net OPEB asset	3,521	3,195
Pension asset	6,523	5,729
Other	30	30
Total non-current assets	1,642,649	1,539,823
Total assets	\$ 1,842,707	\$ 1,753,278
Deferred outflows of resources:		
Accumulated decrease in fair value of hedging derivatives	\$ 20,653	\$ 19,588
OPEB deferred outflow	68	163
Pension deferred outflow	8,318	7,854
Advance refunding deferred losses	3,939	4,332
Total deferred outflows of resources	\$ 32,978	\$ 31,937

See notes to financial statements.

Port of Tacoma

Enterprise Fund

Statements of Net Position

December 31, 2025 and 2024

(Dollars in Thousands)

	2025	2024
Liabilities and Net Position		
Current liabilities:		
Accounts payable and accrued liabilities	\$ 15,597	\$ 18,936
Payroll and taxes payable	7,305	6,685
Accrued interest	2,012	1,624
Related party payables - joint venture	7,025	14,290
Current portion of long-term debt	20,800	20,098
Current portion of environmental liability	8,003	5,927
Total current liabilities	60,742	67,560
Non-current liabilities:		
Long-term debt:		
General obligation bonds, net	109,456	118,581
Revenue bonds, net	361,436	376,846
Net long-term debt	470,892	495,427
Other long-term liabilities:		
Interest rate payment agreements	20,653	19,588
Environmental liability	35,275	34,251
Pension Liability	1,558	2,392
Other	27,502	28,966
Other long-term liabilities	84,988	85,197
Total non-current liabilities	555,880	580,624
Total liabilities	\$ 616,622	\$ 648,184
Deferred inflows of resources:		
Leases deferred inflow	\$ 206,959	\$ 210,973
Pension deferred inflow	1,771	2,367
OPEB deferred inflow	35	5
Total deferred inflows of resources	\$ 208,765	\$ 213,345
Net position:		
Net investment in capital assets	\$ 402,036	\$ 321,561
Restricted net position for Harbor Maint Tax proceeds and bond reserves	44,395	46,981
Restricted net position for Post-Employment Health		
Benefits Trust	3,521	3,195
Restricted net position for net pension asset	6,523	5,729
Unrestricted	593,823	546,220
Total net position	\$ 1,050,298	\$ 923,686

See notes to financial statements.

From: [Ho, John](#)
To: [de Kanter, Cassandra](#)
Cc: [Medlen, Ryan](#); [Fletcher, Dawn](#); [Archer-Parsons, Andrea](#)
Subject: RE: [EXTERNAL] RE: WSDOT CA authority - Port of Tacoma
Date: Tuesday, February 24, 2026 8:50:20 AM
Attachments: [image001.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspicious email using the Report Phish button in Outlook.

Cassandra,

WSDOT Olympic Region Local Programs Office is happy to support the Port of Tacoma. In the event the Port is successful with the TAP funding from PSRC, we will act as the CA authority for the Port. Good luck.

If you have any questions, please let me know. Thanks.

John

From: de Kanter, Cassandra <cdekanter@nwseaportalliance.com>
Sent: Monday, February 23, 2026 9:16 AM
To: Ho, John <john.ho@wsdot.wa.gov>
Cc: Medlen, Ryan <rmedlen@nwseaportalliance.com>; Fletcher, Dawn <dawn.fletcher@wsdot.wa.gov>; Archer-Parsons, Andrea <andrea.archer-parsons@wsdot.wa.gov>
Subject: RE: [EXTERNAL] RE: WSDOT CA authority - Port of Tacoma
Importance: High

Good morning, John—

I hope this email finds you and your team well. The Port of Tacoma is preparing an eligibility screening form for the [Transportation Alternatives Program](#) (TAP) opportunity through PSRC. Because the Port of Tacoma doesn't have Certification Acceptance (CA) authority, we need to get an email from WSDOT Local Programs affirming that they are willing to be our CA authority. Can you provide an email or letter confirming WSDOT is willing and able to be our CA authority if the Port applies for and receives TAP funding?

I'm referencing this, from PSRC's [screening form guidance](#):

Certification Acceptance

The Federal Highway Administration (FHWA) delegates authority to the Washington State Department of Transportation (WSDOT) for approving project development and construction administration. WSDOT delegates some of this authority to qualified local agencies through a Certification Acceptance (CA) program.

To be eligible to receive PSRC funds, a project sponsor must either have CA status or designate a sponsor agency that has CA status. **If CA sponsor is identified, please provide PSRC either an email or a letter from the sponsor agency confirming that they are willing and have the capacity to serve in that role.**

More information on Certification Acceptance and a listing of current CA agencies is provided [here](#).

Happy to answer questions of course, and as always, we are grateful for your support.

Take care,

Cassandra de Kanter (she/her)

Grants Specialist

THE NORTHWEST SEAPORT ALLIANCE | PORT OF TACOMA

P: 253.888.4748

www.nwseaportalliance.com | www.portoftacoma.com

From: Archer-Parsons, Andrea <andrea.archer-parsons@wsdot.wa.gov>

Sent: Tuesday, February 17, 2026 8:30 AM

To: de Kanter, Cassandra <cdekanter@nwseaportalliance.com>

Cc: Medlen, Ryan <rmedlen@nwseaportalliance.com>; Ho, John <john.ho@wsdot.wa.gov>; Fletcher, Dawn <dawn.fletcher@wsdot.wa.gov>

Subject: RE: [EXTERNAL] RE: WSDOT CA authority - Port of Tacoma

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspicious email using the Report Phish button in Outlook.

Good Morning Cassandra,

I have added John and Dawn to this as I am only acting interim Local Projects Engineer for John until his return on Monday, February 23rd. Upon John's return you will still have time to submit the application and he will be better suited to answer your question about CA coverage moving forward. Please reach out to him next week to discuss this item.

Respectfully,

Andrea

Andrea Archer-Parsons, P.E.

Assistant Local Programs Engineer

Olympic Region Local Programs Office

Direct: (360) 357-2712

Cell: (360) 522-0569

Mailing Address:

PO Box 47440

Olympia, WA 98504-7440

Physical Address:

7407 31st Ave NE

Lacey, WA 98516



From: de Kanter, Cassandra <cdekanter@nwseaportalliance.com>

Sent: Friday, February 13, 2026 10:57 AM

To: Archer-Parsons, Andrea <andrea.archer-parsons@wsdot.wa.gov>

Cc: Medlen, Ryan <rmedlen@nwseaportalliance.com>

Subject: [EXTERNAL] RE: WSDOT CA authority - Port of Tacoma

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Good morning, Andrea. Wanted to follow up on whether WSDOT can confirm that they can serve as CA authority for the Port of Tacoma if we successfully apply for TAP funding.

Thank you for any guidance you can provide,

Cassandra de Kanter (she/her)

Grants Specialist

THE NORTHWEST SEAPORT ALLIANCE | PORT OF TACOMA

P: 253.888.4748

www.nwseaportalliance.com | www.portoftacoma.com

From: de Kanter, Cassandra

Sent: Wednesday, February 11, 2026 4:45 PM

To: Archer-Parsons, Andrea <andrea.archer-parsons@wsdot.wa.gov>

Cc: Medlen, Ryan <rmedlen@nwseaportalliance.com>

Subject: FW: WSDOT CA authority - Port of Tacoma

Good evening, Andrea,

I got an out-of-office response from John to the email below about WSDOT serving as CA

authority for the Port of Tacoma—a requirement of the eligibility screening form for the TAP grant program. Is this something you can assist with? Or perhaps you can point me toward the correct point of contact in John’s absence? The screening form is due 2/27 so I’d love to get the WSDOT confirmation email or letter sooner than 2/23, if possible.

Thank you,

Cassandra de Kanter (she/her)

Grants Specialist

THE NORTHWEST SEAPORT ALLIANCE | PORT OF TACOMA

P: 253.888.4748

www.nwseaportalliance.com | www.portoftacoma.com

From: de Kanter, Cassandra

Sent: Wednesday, February 11, 2026 4:40 PM

To: Ho, John <john.ho@wsdot.wa.gov>

Cc: Medlen, Ryan <rmedlen@nwseaportalliance.com>

Subject: WSDOT CA authority - Port of Tacoma

Good evening, John,

I hope this email finds you and your team well. The Port of Tacoma is preparing an eligibility screening form for the [Transportation Alternatives Program](#) (TAP) opportunity through PSRC. Because the Port of Tacoma doesn’t have Certification Acceptance (CA) authority, we need to get an email from WSDOT Local Programs affirming that they are willing to be our CA authority. Can you provide an email or letter confirming WSDOT is willing and able to be our CA authority if the Port applies for and receives TAP funding?

I’m referencing this, from PSRC’s [screening form guidance](#):

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The Federal Highway Administration (FHWA) delegates authority to the Washington State Department of Transportation (WSDOT) for approving project development and construction administration. WSDOT delegates some of this authority to qualified local agencies through a Certification Acceptance (CA) program.

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More information on Certification Acceptance and a listing of current CA agencies is provided [here](#).

Happy to answer questions of course, and as always we are grateful for your support.

Take care,

Cassandra de Kanter (she/her)

Grants Specialist

[THE NORTHWEST SEAPORT ALLIANCE](#) | **PORT OF TACOMA**

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MARITIME CENTER
LANDSCAPE MANAGEMENT PLAN

2026

Contents

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1. Site Description

The Port Maritime Center site consists of approximately 21 acres of Port-owned property on the east side of the Foss Waterway. Two buildings are located south of the BNSF rail line, The Port of Tacoma business office building and Tacoma Public Schools' new Maritime | 253 skills center. The site has historical and cultural significance to the Puyallup Tribe of Indians and the Port is committed to continued consultation and coordination with the Tribe as the site is developed.

There are 2.74 acres of vegetated area on site and approximately 95 plant species. Planting typologies include native low-maintenance meadow, shoreline riparian, marsh, bioretention, and ornamental meadow. The irrigation system consists of shrub spray heads in all planting areas except below the ordinary high water mark (OHWM) in the shoreline buffer.

Utilizing the management practices outlined in this plan will minimize negative impacts of landscape management on water quality, air quality, soil health, and habitat.

1.1. Reference Documents

For more information on planting and irrigation, reference the landscape planting, soils, and irrigation construction drawings and related specifications for the Port Maritime Center.

1.2. Landscape Goals

This landscape management plan aims to ensure the functionality of the Port Maritime Center and Maritime | 253 skills center while supporting a thriving, biodiverse landscape.

1.2.A Low Maintenance Plantings

Plant selection has been designed to minimize maintenance in the long-term. Plant species were chosen to fill in quickly, creating a 'living mulch' that will form a barrier to weed establishment.

1.2.B Reduced Water Use

Plantings consist of climate-resilient plants native to coastal regions from Washington to California. Irrigation has been installed to be used during an establishment period of 2 years for landscape beds and 3 years for trees. After the establishment period, irrigation may be used in times of drought or stress, or to delay summer dormancy by irrigating deeply once or twice per month during the summer.

2. Vegetation Management

In this section general best practices are described, followed by additional notes for the different planting typologies at the Port Maritime Center (Figure 2).

2.1. General Plant Management

2.1.A Weeding

- 2.1.A.a Inspection for weeds should occur regularly. Weeds should be removed prior to flowering and going to seed. Perennial weeds must be removed entirely immediately following identification.
- 2.1.A.b Removal of weeds must be completed manually or with handheld mechanical equipment. Annual weeds may be cut to the ground to minimize soil disturbance. Perennial weeds must be thoroughly grubbed to remove all roots.

2.1.B Pruning

- 2.1.B.a Woody plants should not be pruned and should maintain their natural form, unless growth conflicts with pedestrian or vehicular circulation. In those cases, pruning should be done proactively, anticipating future conflicts and making cuts on the smallest diameter branches possible.
- 2.1.B.b Selective pruning will include the removal of dead wood, diseased wood, wood that is infected with insects, and excess sucker-shoots.
- 2.1.B.c Herbaceous species should be cut back on an annual basis, either once per year or on a rotational cycle, as described in section 2.6.
- 2.1.B.d All dead, diseased or damaged plant material, including clippings and other debris, shall be removed promptly from the site, using a route approved by the Property Manager and without interfering with building operations. All plants, excepting trees, within the BNSF sight triangle should be pruned to maintain a height not exceeding 36” (figure 1).

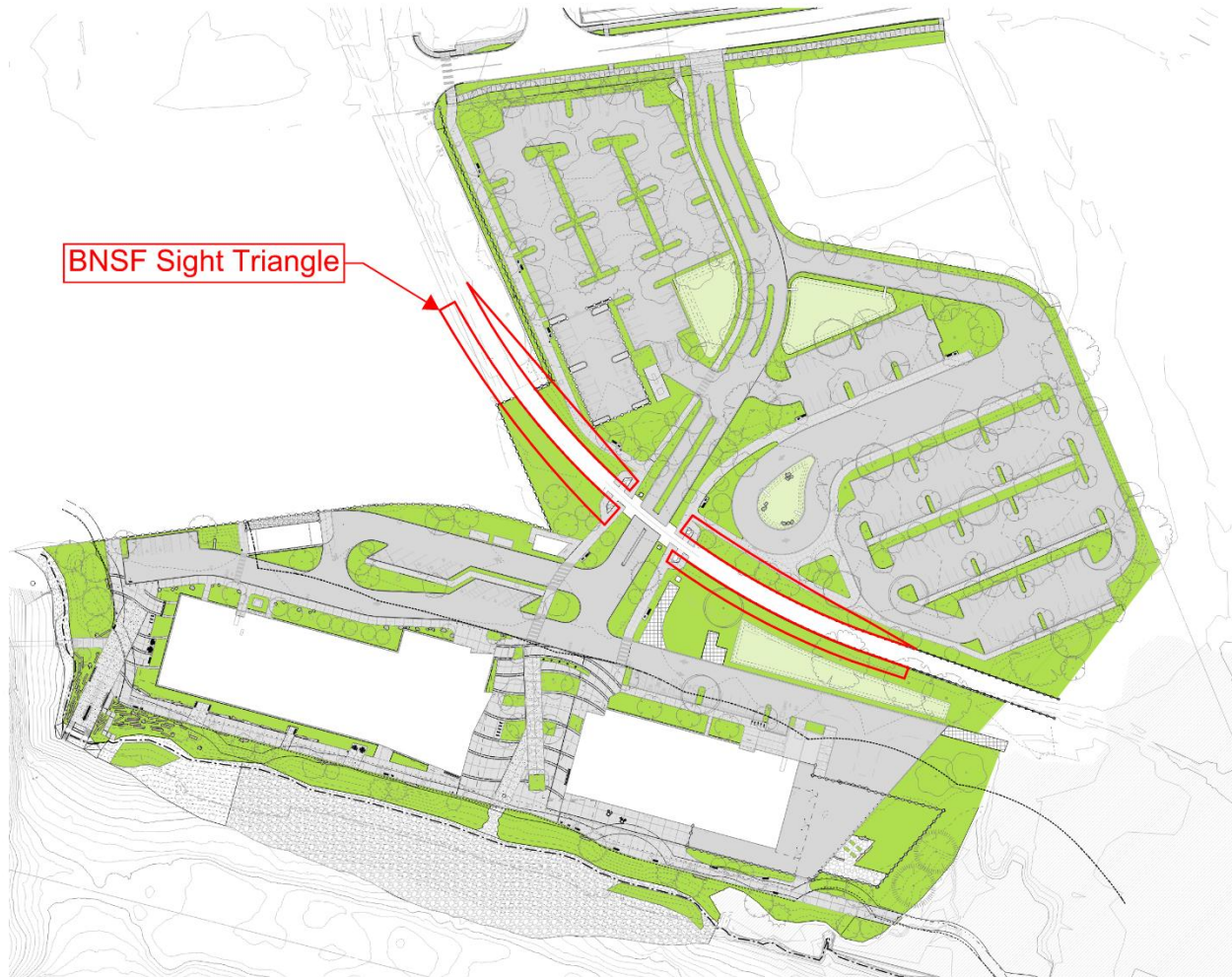


Figure 1

2.1.C Fertilizing

Fertilizer applications should not be necessary for this plant palette, which relies on limited productivity to effectively compete with weed species. Productive conditions tend to benefit the most competitive species in the plant community, at the expense of slower and smaller species. Moreover, excessive fertilization can lead to excessively lush growth that makes plants vulnerable to pests. Healthy plant growth is slow and steady, as appropriate to each species. Fertilizing should be implemented only when necessary to correct nutrient deficiencies in planter soil, as indicated by soil analysis and by informed observation. When applicable, perform seasonal fertilization using a granular slow-release product, unless results of soil testing indicate otherwise. Spot fertilizing may occur on an as-needed basis.

- 2.1.C.a Fertilizers must comply with Salmon Safe requirements including those regarding application and materials. Fertilizers are not to include any chemicals prohibited by Salmon Safe.
- 2.1.D Plant Replacement
 - 2.1.D.a In general, declining or dead plants should be replaced as soon as possible to ensure a healthy-looking landscape.
 - 2.1.D.b Plants should be replaced with the same species and/or cultivar and in the same quantities and locations. Replacement plants should be secured before plants are removed.
 - 2.1.D.c Exceptions to in-kind plant replacement can be made when a particular plant fails repeatedly.
 - 2.1.D.d The base matrix of *Agrostis pallens* and *Carex pansa* creates a dense canopy that discourages weed recruitment. However, it can also make it difficult for newly installed plants to establish in the meadow. When adding plants, reduce competition by cutting back surrounding grasses or sedges and use 1-gallon container stock.
- 2.1.E Pesticide Use

Do not apply pesticide or other chemical treatment without first preparing and receiving the Port's approval for an Integrated Pest Management Plan. Consider non-chemical treatments including physical controls, such as hosing off foliage, mechanical controls such as traps, and biological control agents.

2.2. Tree Management

- 2.2.A Pruning
 - 2.2.A.a All pruning shall follow ANSI A300 Pruning Standards. Topping, flush cuts and stub cuts are not acceptable.
 - 2.2.A.b Street trees along E 11th street shall be pruned per City of Tacoma Street Tree requirements. <https://www.tacomapermits.org/tip-sheet-index/street-tree-pruning>
 - 2.2.A.c Prune trees only in appropriate months as specified herein or as determined by an Arborist. Prune in accordance with generally accepted standards for proper pruning.
 - 2.2.A.d Do not prune for shape. Only remove dead, dying, or broken branches, or to eliminate conflicts with pedestrian and vehicular circulation.
 - 2.2.A.e Discard all tree trimmings off-site using a legal method approved by the Port.

- 2.2.A.f The cutting blades on pruning shears, clippers, blades, saws, etc. shall be sterilized after pruning each tree and every 3 shrubs to minimize the possibility of spreading disease. When pruning trees known or suspected to be diseased, cutting blades shall be sterilized after each cut. Sterilize blades by dipping them in a solution of 1 part bleach and 9 parts water or heavily spray them with a disinfectant spray, such as Lysol. After dipping or spraying, wait 20 seconds before using again.
- 2.2.A.g Do not shear and do not apply pruning paint to wounds.
- 2.2.B Clearances
 - Meet the below jurisdictional vertical clearance restrictions for street trees and trees above all parking spaces. Trim trees to remove all limbs within these areas.
 - 2.2.B.a The vertical distance from the lowest tree branch to a sidewalk must be 8' minimum. (Tacoma Urban Forest Manual 4.2.8)
 - 2.2.B.b The vertical distance from the lowest tree branch to a street must be 14' minimum. (Tacoma Urban Forest Manual 4.2.8)
- 2.2.C Tree Litter
 - Natural tree litter within planting areas, including leaves and conifer needles, is encouraged as mulch, as long as plants are not buried and plant health is maintained. Tree litter on adjacent hard surfaces shall be collected and disposed of. Litter from adjacent hard surfaces will not be moved into planting areas.

2.3. Soil & Mulch Management

- 2.3.A Fill in as necessary any soil subsidence that may occur because of settling or other processes. All site soil that requires replacement or topdressing shall use the same product to avoid soil interface conflicts or the creation of perched conditions. Alternatively, coarse washed sand works well as topdressing.
- 2.3.B Replace mulch materials damaged or lost in areas of subsidence. Any mulch being replaced shall use the same product and depth. Mulch replenishment will occur yearly as needed.
- 2.3.C Tree Mulching
 - Maintain a ring of mulch of 4-inch average thickness, with 36-inch radius around trunks or stems or as indicated on plans. Do not place top mulch within 3 inches of tree trunks or stems.

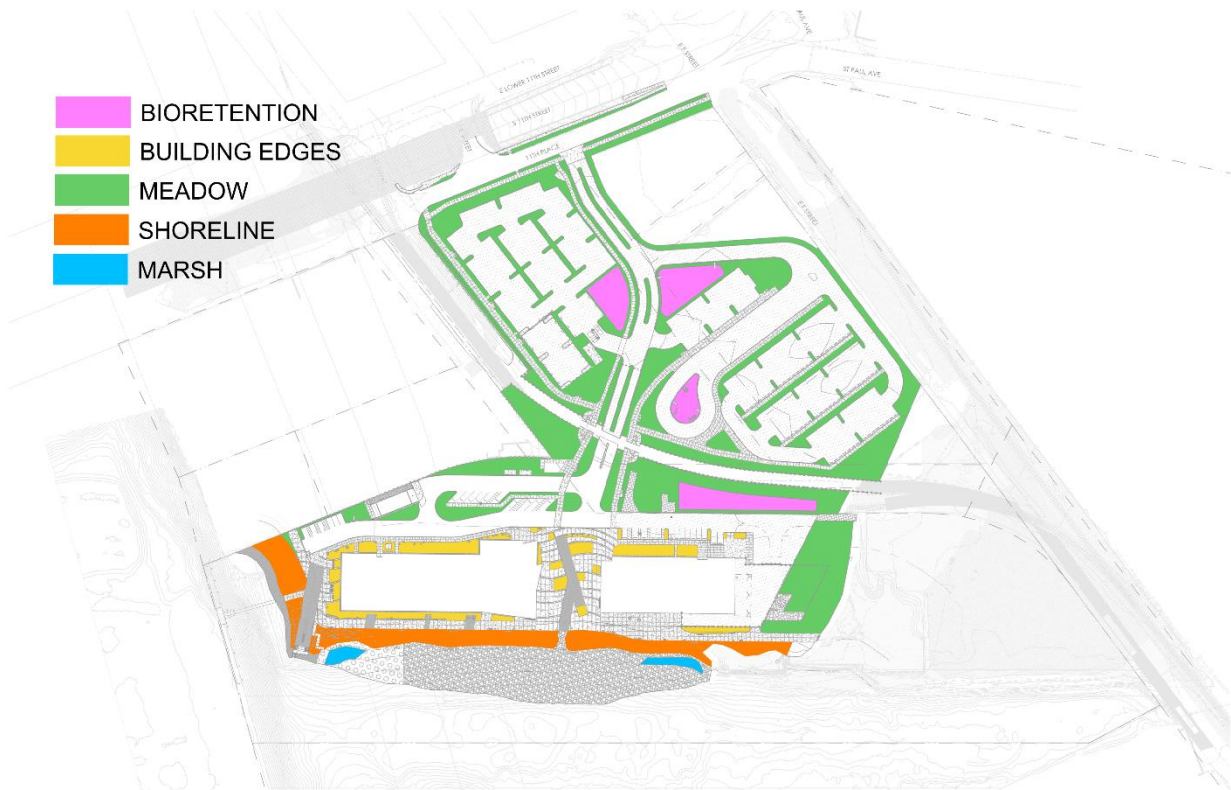


Figure 2

2.4. Shoreline Maintenance

- 2.4.A Shoreline plantings are approved by multiple regulatory agencies through the Joint Aquatic Resources Permit Application (JARPA). Any changes or plant replacements should follow the approved plan.
- 2.4.B Refer to City of Tacoma permits for the extents of pruning and weeding allowed within a Marine Buffer without a permit.
<https://www.tacomapermits.org/tip-sheet-index/critical-areas-allowed-activities>
- 2.4.C Monitor soil and rock for tidal erosion or other tidal disturbances. Replace subsidence with the original material and replant/reseed soil as needed. The goal is to maintain 100% vegetative cover in the planting area.

2.5. Marsh Maintenance

- 2.5.A Marsh area plantings are approved by multiple regulatory agencies through the Joint Aquatic Resources Permit Application (JARPA). Any changes or plant replacements should follow the approved plan.
- 2.5.B Refer to City of Tacoma permits for the extents of pruning and weeding allowed within a Marine Buffer without a permit.

<https://www.tacomapermits.org/tip-sheet-index/critical-areas-allowed-activities>

- 2.5.C Monitor soil and rock for erosion (tidal or otherwise) and replace and replant/reseed soil as needed. The goal is to maintain 100% vegetative cover in the planting area.

2.6. Meadow Maintenance

- 2.6.A Meadow areas consist of either *Agrostis pallens* or *Carex pansa*, interspersed with forb species native to the Puget Sound region and more broadly to the West Coast. It is expected that the meadow will continue to evolve over time, with installed species reseeding in new areas and others dying out.
- 2.6.B Maintaining wildflower diversity in native meadows is contingent on limiting soil productivity. As such, the meadow should never be fertilized and irrigation should be kept to a minimum. In the event that nutritional deficiencies are observed, targeted fertilization may be warranted and should be based on soil laboratory analysis, with recommendations specific to native prairie species. Avoid adding specific nutrients that are not demonstrated to be deficient.
- 2.6.C Irrigation
During the dry season, meadow irrigation should be scheduled for a long-deep soak every 2 to 4 weeks. Avoid excessive irrigation during summer months, which can make some species susceptible to fungal pathogens. Sometime in August, irrigation can be turned off to allow the meadow to go dormant. Note that extreme heat events may warrant additional irrigation, especially if they occur earlier in the year.
- 2.6.D The primary task for meadow management is regular weeding, which should decrease over time as the meadow becomes established.
- 2.6.E Unless deliberately added, any other grass species other than *Agrostis pallens* or *Carex pansa* should be removed promptly, as many grasses—especially invasive grasses—can quickly outcompete the installed plantings.
- 2.6.F Cut meadow to 6”-8”, using a line trimmer or similar. This may be done to all meadow areas at once (Option A) or in smaller areas, three times a year (Option B).

Meadow Cutting Options
Option A: The predominant strategy for cutting back meadow, is to cut all meadow areas once a year, in mid-to-late February.
Option B: An alternative that promotes biodiversity and habitat, is to cut small, discontinuous patches (about 1/3 of meadow areas), three times a year. Doing so in February, July, and September will maintain a supply of food and habitat for local wildlife and fauna, while increasing structural complexity for habitat.

- 2.6.G In high-profile areas where aesthetic priorities may be higher, selective pruning of herbaceous plants may be desirable to remove dead foliage and spent seedheads. If warranted, grasses may be cut back before new growth begins; sedges can be cut back in late winter or fall; and rushes may be cut back by one third or cut to selectively remove dead foliage.
- 2.6.H Wildflowers may be pruned to remove spent flowers when the goal is to encourage repeat blooming. However, at the end of the season, spent seedheads should be left intact for wildlife habitat, and removed only before new growth resumes.

2.7. Building Edge Maintenance

- 2.7.A Plantings around the buildings are similar to meadow plantings, with a higher concentration of forbs to highlight entrances and points of interest.
- 2.7.B Building edges are more highly trafficked and visible to the public and should be managed more frequently. In addition to the calendar of activities, deadhead flowers regularly to encourage repeat blooming.

2.8. Port Business Center Under-Stair Planter

The under-stair planter is an interior planter located below the stairs inside the Port Business Center. The planter consists of mineral aggregate, lava rock media, cobbles, logs, plants, an irrigation system, and horticultural lights.

- 2.8.A Horticultural Lights
Horticultural lights should be turned on every day for a period of 12 hours during daylight hours to supply plants with optimal light levels for photosynthesis. Adjustments to this duration may be warranted based on plant performance.
- 2.8.B Irrigation
Irrigation has been provided in the form of automated misters and hose bib. A schedule of 1 minute of mist every 30 minutes should provide

sufficient irrigation, but adjustments should be made to ensure that plants receive adequate irrigation, based on plant performance. The entire planting area should be thoroughly soaked once per week, using the hose bib and hose.

2.8.C Fertilizer

By design, there is no organic material in the soil media. Plants are planted directly in lava rock, which drains well, has lots of pore space for roots, and is inhospitable to fungus and pests. Never add compost or other organic components to this media. For nutrition, apply *Nutricote 18-6-8 360 Days* fertilizer once per year in February, at the rate specified on the package by the manufacturer. Adjustments may be made to the feeding schedule, but in general the intent is to keep fertilizer applications to lowest possible rate to ensure healthy growth, without encouraging excessive growth.

2.8.D Plant Management

Identify dead or dying plants for removal and replacement. Trim back dead or dry foliage.

2.8.E Pest Management

At each service visit, plants should be inspected for pests and disease. When issues are evident, they should be treated promptly to minimize spread. Treatment options should be appropriate to interior occupied spaces, such as horticultural oils, manual removal, etc.

2.9. Bioretention Maintenance

2.9.A Sweep streets & parking surfaces (no hosing). Clean out catch basins & stormwater pipes. Contain and dispose of all wash water. Replace eroded soil and compost mulch where plants have yet to fill in.

2.9.B Replace dead plants with 1-gallon container stock to ensure adequate vegetation height above ponding level.

2.10. Calendar of Activities

January	<ol style="list-style-type: none"> 1. Inspect grounds and remove debris 2. Prune any tree branches that interfere with public safety and/or circulation. 3. Remove 100% of all weeds from planting beds 4. Replenish mulch as needed.
February	<ol style="list-style-type: none"> 1. Inspect grounds and remove debris. 2. Remove 100% of all weeds from planting beds, 3. A. Cut back all deciduous meadow area grasses to a height of 6” during the last week of February. Cut back all dormant perennials and remove from site during the last week of February. OR B. Cut back meadow vegetation in discontinuous patches, equivalent to 1/3 of the total meadow area. 4. Apply fertilizer to under-stair planter in the Port Business Center. Refer to section 2.8. 5. Replenish mulch as needed.
March	<ol style="list-style-type: none"> 1. Inspect grounds and remove debris. 2. Remove 100% of all weeds from planting beds 3. Adjust irrigation watering schedule to maintain healthy plants, while avoiding excessive irrigation. 4. Replenish mulch as needed.
April	<ol style="list-style-type: none"> 1. Inspect grounds and remove debris. 2. Remove 100% of all weeds from planting beds, 3. Adjust irrigation watering schedule to maintain healthy plants, while avoiding excessive irrigation. 4. Replenish mulch as needed.
May	<ol style="list-style-type: none"> 1. Inspect grounds and remove debris. 2. Remove 100% of all weeds from planting beds 3. Adjust irrigation watering schedule to maintain healthy plants. 4. Replenish mulch as needed.
June	<ol style="list-style-type: none"> 1. Inspect grounds and remove debris. 2. Remove 100% of all weeds from planting beds, 3. Adjust irrigation watering schedule to maintain healthy plants. 4. Replenish mulch as needed.
July	<ol style="list-style-type: none"> 1. Inspect grounds and remove debris. 2. Remove 100% of all weeds from planting beds, 3. A. If the entire meadow was cut back in February, no further cutting is required. B. If only 1/3 of the meadow was cut in February, cut back other areas of meadow vegetation in discontinuous patches, equivalent to 1/3 of the total meadow area. 4. Adjust irrigation watering schedule to maintain thriving plants.

	5. Replenish mulch as needed.
August	<ol style="list-style-type: none"> 1. Inspect grounds and remove debris 2. Remove 100% of all weeds (roots included) from shrub beds, 3. Reduce or shut off irrigation to encourage plants to go dormant. 4. Replenish mulch as needed.
September	<ol style="list-style-type: none"> 1. Inspect grounds and remove debris 2. Remove 100% of all weeds (roots included) from shrub beds, 3. A. If the entire meadow was cut back in February, no further cutting is required. B. If 1/3 of the meadow was cut in February and 1/3 in July, cut back other areas of meadow vegetation in discontinuous patches, equivalent to 1/3 of the total meadow area. 4. Replenish mulch as needed.
October	<ol style="list-style-type: none"> 1. Inspect grounds and remove debris 2. Remove 100% of all weeds (roots included) from shrub beds. 3. Replenish mulch as needed.
November	<ol style="list-style-type: none"> 1. Inspect grounds and remove debris 2. Remove 100% of all weeds (roots included) from shrub beds. 3. Replenish mulch as needed.
December	<ol style="list-style-type: none"> 1. Inspect grounds and remove debris. 2. Remove 100% of all weeds (roots included) from planting beds. 3. Replenish mulch as needed.

3. Monitoring

3.1. Monitoring

For compliance with TMC 19.06.040.D, monitoring of the shoreline restoration area by the Port of Tacoma will occur for a period of five years to ensure no net loss of shoreline ecological functions has occurred.

3.1.A Monitoring by the Port of Tacoma will be conducted in years 1, 2, 3, and 5 to evaluate the site (the year which planting is completed is considered year 0). Monitoring will consist of documenting survival of the planted vegetation as well as evaluating the presence of invasive species within the site. Survival and invasive species coverage performance standards have been developed to ensure the goals of the site vegetation have been achieved (figure 3). Note, that the performance standards refer to shrubs, and all site planting (except Bioretention and Shoreline) is primarily herbaceous.

Performance Standard	Year Inspected
1a. A minimum of 80% survival of planted native shrubs each monitoring year ¹ .	0, 1, 2, 3, 5
1b. A maximum of 10% invasive and noxious species coverage throughout the monitoring period. ²	0, 1, 2, 3, 5

¹ 100% percent survival during the post-installation inspection and Year 1 monitoring.

² Class A, B and C-listed species in the most current Washington State Noxious Weed List (as issued by the Washington State Noxious Weed Control Board).

Figure 3, from Grette Invasive Removal memo

3.1.B Monitoring may be verified by a third party, authorized by salmon safe.

3.2. Adaptive Management

If plantings are not meeting performance standards, contingency measures may be necessary. Reasons for plant mortality will be evaluated, and the best line of action will be taken to meet performance standards. Contingency actions to correct excessive mortality may include:

- Additional/replacement plantings
- Replanting with an alternate species
- Additional monitoring
- Supplemental watering

4. Pest Management

4.1. Pesticide Use

No pesticides are to be used on site, unless in the event of an extreme circumstance. If pesticide is required, Salmon Safe will be notified and an Integrated Pest Management Plan must be prepared.

5. Water Management

5.1. Establishment Irrigation

5.1.A High-efficiency Irrigation is provided for all planting areas and trees for intended use during the establishment period of 2 years for shrubs and 3 years for trees. Irrigation system operation maintenance includes:

- 5.1.A.a Providing, setting, managing and monitoring irrigation schedules and program seasonal adjustments based on weather, plant type, plant water requirements, microclimate variables such as exposure, radiant and reflective heat, density, slope, and soil type. Though the irrigation system includes a rain/freeze sensor, additional adjustments may be required seasonally.
 - 5.1.A.a.i. Avoid under-watering: Do not allow plants to wilt, except in late summer when dormancy is encouraged. Regular inspection of plant health and growth should ultimately determine appropriate levels of irrigation.
 - 5.1.A.a.ii. Avoid over-watering: In planting beds, excessive irrigation can create anaerobic soil conditions, inhibit healthy root development, and encourage the establishment of weeds.
- 5.1.A.b Setting Irrigation controller to operate after hours, preferably in the early morning. Planting areas will be inspected throughout the growing season and adjustments will be made to correct over- and under-watering if needed.
- 5.1.A.c Adjusting heads as necessary to ensure adequate coverage and to avoid overspray.
- 5.1.B Tree Irrigation: Tree irrigation is provided on separate valves from other landscape irrigation. After installation, rootballs of trees should be irrigated until established—and weekly during hot dry spells or other stress events. As a rule of thumb, provide 2 gallons of water on the rootball per inch of trunk diameter. Do not irrigate if soils are saturated. Use a visual inspection to ensure that water is distributed appropriately. Do not rely solely on automated systems. Supplement with hand irrigation, as necessary.
- 5.1.C Monitoring: Monitor irrigation systems regularly to maintain proper functioning. Hand-water plants when and where necessary, including under building canopy and overhangs.
- 5.1.D Irrigation should be shut off after 2 years of establishment for shrubs and 3 years for trees.

5.2. Drought Management Plan

- 5.2.A During times of drought and excessive heat, tree irrigation should be resumed as-needed.