

## RESOLUTION NO. 657

### 2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, pursuant to Revised Code of Washington (RCW) Section 35.77.010, City staff have prepared a revised and extended Comprehensive Six-Year Transportation Improvement Program for 2025-2030; and,

WHEREAS, the purpose of said revised and extended program is to ensure that the City of Ridgefield will have available advance plans for use as a guide in carrying out a coordinated street construction program; and,

WHEREAS, notice of the time and place for a hearing of said plan was published in accordance with laws requiring setting time and place for a hearing there on December 19, 2024 during a regular scheduled City Council meeting. At such time and place, City Council held a public hearing and considered said Comprehensive Six-Year Transportation Improvement Program for 2025-2030.

### **NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON DOES HEREBY RESOLVE AS FOLLOWS:**

1. The City of Ridgefield Comprehensive Six-Year Transportation Improvement Program for 2025-2030 attached hereto as Exhibit "1" is adopted as the current transportation improvement program for the City of Ridgefield. The Public Works Director is hereby directed to forthwith file the revised and extended Comprehensive Six-Year Transportation Improvement Program for 2025-2030 with the Washington State Department of Transportation.
2. This resolution shall be in full force and effect on December 19, 2024.

ADOPTED AT A REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 19TH DAY OF DECEMBER, 2024.

CITY OF RIDGEFIELD

DocuSigned by:

*Ron Onslow*

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Ron Onslow, Mayor

ATTEST/AUTHENTICATED:

DocuSigned by:

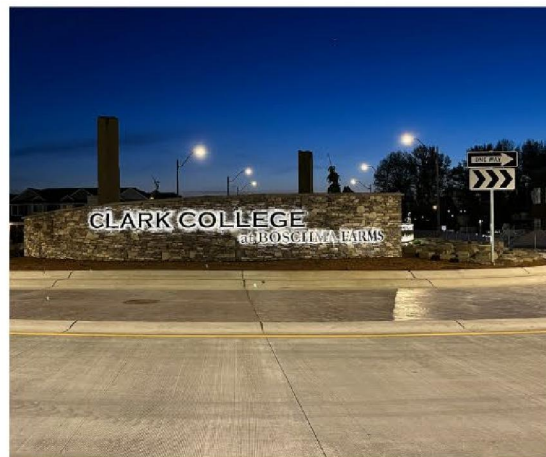
*Julie Ferriss*

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Julie Ferriss, City Clerk



# 2025 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM



## City of Ridgefield

Public Works Department

487 S 56th Place

Ridgefield, WA 98642

(360) 887-8251

[www.RidgefieldWa.us](http://www.RidgefieldWa.us)



# TRANSPORTATION IMPROVEMENT PROGRAM

## 2025-2030

### **City Council Members**

Ron Onslow, Mayor  
Matt Cole, Mayor Pro Tem  
Clyde Burkle, Councilor  
Lee Wells, Councilor  
Katie Favella, Councilor  
Judy Chipman, Councilor  
Rian Davis, Councilor

### **City Staff Involved with Development of the Transportation Improvement Program**

Steve Stuart, City Manager  
Chuck Green, PE, Public Works Director  
Kirk Johnson, Finance Director  
Grant Williams, Capital & Development Division Manager  
Bahaar Taylor, PE, Lead Engineer  
Jason Van Dyke, Capital Projects Manager  
Kristin Ashenfelter, Capital Projects Manager  
Corey Crownhart, Parks Manager

## **TITLE VI COMPLIANCE**

The City of Ridgefield assures that no person shall on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The Recipient further assures every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

In the event the City distributes federal aid funds to a sub-recipient, the City will include Title VI language in all written agreements and will monitor for compliance.

The Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing reports and other responsibilities as required by 23 Code of Federal Regulation (CFR) 200 and 49 Code of Federal Regulation 21.

**Resolution No. xxx**

**2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM**

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WHEREAS, the purpose of said revised and extended program is to ensure that the City of Ridgefield will have available advance plans for use as a guide in carrying out a coordinated street construction program; and,

WHEREAS, notice of the time and place for a hearing of said plan was published in accordance with laws requiring setting time and place for a hearing there on December 19, 2024 during a regular scheduled City Council meeting. At such time and place, City Council held a public hearing and considered said Comprehensive Six-Year Transportation Improvement Program for 2025-2030.

**NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON DOES HEREBY RESOLVE AS FOLLOWS:**

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- 2. This resolution shall be in full force and effect on December 19, 2024.

ADOPTED AT A REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 19TH DAY OF DECEMBER, 2024.

CITY OF RIDGEFIELD

-----  
Ron Onslow, Mayor

ATTEST/AUTHENTICATED:

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Julie Ferriss, City Clerk

## INTRODUCTION

The City of Ridgefield's 2025-2030 six-year Transportation Improvement Program (TIP) is essential to implementing the goals of the City's Comprehensive Plan, 20-Year Transportation Capital Facilities Plan, and other adopted plans including the Multimodal Transportation Plan. The TIP uses objective criteria to evaluate and prioritize transportation improvement projects and provides a reasonably funded revenue plan projects to achieve those goals. While addressing city, regional and state transportation priorities, the TIP recognizes the vision set by the community and the Ridgefield City Council.

Per RCW 35.77.010, the legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. The six-year program shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

The 6-year Transportation Improvement Program (TIP) is a separate project list from the Transportation Capital Facilities Plan, and does not have a bearing on Traffic Impact fees (TIF) or TIF credits.

## WHAT IS IN THE TRANSPORTATION IMPROVEMENT PROGRAM?

The remainder of this document includes:

- How the TIP was developed and programmed
- Public involvement in the development of this TIP
- Available funding sources for projects contained in this TIP
- Six-year program funding matrix, and
- Where to find more information on key projects in this TIP.

## TIP DEVELOPMENT

The development of the Transportation Improvement Program includes the following considerations:

- **Preserving the Current Infrastructure** – The voter-approved Transportation Benefit District (TBD) was initiated in April 2022, and revenues from the TBD are currently dedicated toward pavement management, preservation and repair.
- **Carrying out the City's Vision** – the City's long-term vision is established through the Comprehensive Plan. The infrastructure vision of the Comprehensive Plan is included the Transportation Capital Facilities Plan. Each year Council establishes goals and objectives for the annual budget. These all are referenced in developing the TIP.
- **Reviewing the Existing Program** – each year, the current TIP projects are reviewed and a work plan developed to complete them. A priority for each new TIP is to ensure previously-programmed projects continue to move forward toward completion.
- **Evaluating New Projects** – each new project being considered for the TIP is evaluated against a holistic set of objectives:
  - Improving safety and mobility for all users
  - Providing an overall benefit to the community
  - Encouraging or supporting economic development consistent with the City's long-term vision
  - Ability to stretch local resources by leveraging grant funding and financing
  - Providing a set of Citywide multi-use and multi-purpose trails to encourage active transportation and alternatives to motor vehicles for travel
  - Ensuring compliance with state and federal requirements and regulations including the Americans with Disabilities Act and the Growth Management Act.

Capital improvement projects within the Transportation Improvement Program include new roadways, roadway widening and reconstruction, bridge and culvert replacement, repair and rehabilitation, pavement preservation, landslide repairs, and pedestrian and bicycle facilities. The City's vision is to ensure all major transportation projects are multimodal in nature; roadways are not just for cars and trucks, they also need to be designed for pedestrians, the ADA community, bicycles, transit (where applicable), and even golf carts in certain areas of the City. The City also has an objective to increase access to Electric Vehicle charging stations around the City.



## PUBLIC INVOLVEMENT PROCESS

An important component of the City's process is ensuring the public and stakeholders have ample opportunity to be involved. The TIP is made available for public review and comment before City Council holds a public hearing and takes final action. Ridgefield Roundtable, the City's community engagement platform, is used where possible for the public to find out more information on key projects and to ask questions about the transportation system in general. Social media (Nextdoor, X [formerly Twitter], Instagram and Facebook) are used to promote engagement opportunities. Active projects included in this TIP also have ongoing opportunities for community engagement.

## FUNDING SOURCES

There are several funding sources available for engineering/design, right-of-way land acquisition, and construction of transportation improvements. These come from a variety of local, state and federal sources. New for this TIP are financing from the newly adopted Tax Increment Area as well as a new partnership with the Cowlitz Indian Tribe.

### FEDERAL FUNDING SOURCES:

The federal and state gas taxes and other transportation fees and taxes are the major federal revenue sources for transportation grants used by the city. The Fixing America's Surface Transportation Act (FAST) was signed into law in December 2015, providing transportation funding for fiscal years 2016 to 2020. In late September 2021, the FAST Act was extended for another year through 2023. In Addition, the Congress approved an additional transportation bill and on November 15, 2021, the President signed into law a \$1.2 trillion bill that reauthorizes the nation's surface infrastructure, which provides additional billions of dollars into existing and new programs to support transportation and many other programs outside of transportation called the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL). The IIJA includes approximately \$567.5 billion in new transportation funding over the 2023-2026 federal fiscal years.

Locally, the federal transportation funds that are apportioned to Washington state are divided among Regional Transportation Planning Organizations including the Southwest Washington Regional Transportation Council (RTC) which selects projects for funding. For additional details, see: <https://policy.transportation.org/surface-reauthorization/>. The most recent, approved RTC

Transportation Improvement Program can be found here:

[https://rtc.wa.gov/reports/tip/TIP2025-2028\\_Final.pdf](https://rtc.wa.gov/reports/tip/TIP2025-2028_Final.pdf).

The FAST and MAP-21 programs focus on preserving the pavements and bridges of the National Highway System. The National Highway System (NHS) consists of major roads in the U.S. including the interstate system, other routes identified for their strategic defense characteristics, routes providing access to major ports, airports, public transportation and intermodal transportation facilities, and selected principal arterials.

The Infrastructure Investment and Jobs Act includes higher funding levels in existing programs for reconstruction projects and the creation of many new programs to support safety improvements, bridges repair/replacements, barrier/culverts enhancements, and other grants distributed through FHWA and WSDOT. For additional details, see:

<https://narc.org/wp-content/uploads/2021/09/Bipartisan-IIJA-Analysis.pdf>

**Surface Transportation Block Grant Program (STBG):** The FAST Act converted the longstanding Surface Transportation Program into the Surface Transportation Block Grant Program. The STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address State and local transportation needs. This program provides flexible funding that may be used for projects to preserve and improve the conditions and performance of any Federal-aid highway, bridge, and tunnel on any public road. This includes improvements to roads, pedestrian and bicycle infrastructure, and transit capital projects.

In 2024, Ridgefield was designated as a Small City Urban Area by actions of the Regional Transportation Council. With this action, the Ridgefield federally-designated urban area (primarily the Ridgefield Urban Growth Area) is now eligible for its own funding for the Carbon Reduction Program (CRP) and the Surface Transportation Block Grant (STBG) Program. Between the two programs, Ridgefield has an allocation target of approximately \$800,000 over a five-year period.

**STP-Bridge Program (STP-Bridge):** Bridges located on the National Highway System (NHS) are eligible for funding under the National Highway Performance (NHPP). However, that leaves the majority of local agency bridges on federally classified, non-NHS roads without dedicated funding.

In 2012, a Washington State MAP-21 Steering Committee created a set-aside for local agency bridges that do not qualify for NHPP funds. This program continues under the current FASTAct. The

Highway Bridge Program uses a portion of the State's STBG and NHPP funds to preserve and improve these local structures.

**Congestion Mitigation and Air Quality (CMAQ):** The CMAQ program provides funding for transportation projects and programs to help meet National Air Quality Standards specified in the Clean Air Act. Funding is available to projects that reduce congestion and/or improve air quality. Bicycle and pedestrian facilities as well as travel demand management projects are eligible for CMAQ funds.

**Highway Safety Improvement Program (HSIP):** This program began in 2006 under MAP-21 and seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. States are required to develop and implement a strategic highway safety plan and submit annual reports to the Federal Government describing at least 5% of the state's most hazardous locations, progress in implementing projects and their effectiveness in reducing fatalities and injuries. HSIP funds can be targeted to programs addressing: 1) Railway/Highway Crossings, 2) Intersection and Corridor Safety, 3) Rural County Two-Lane Roadways.

The City's Local Road Safety Plan developed by the Regional Transportation Council provided the background to apply for HSIP projects in 2022. Recently awarded HSIP funds for projects in this TIP were awarded for:

- Systemic Horizontal Curves Safety Improvements
- S. Timm Road at S. 11<sup>th</sup> Street intersection improvements.

**The National Highway Freight Program (NHFP):** The National Highway Freight Program was established by Congress in the 2015 Fast Act as a federal-aid highway formula program to improve the efficient movement of freight. Per federal law, the Washington State Department of Transportation (WSDOT) determines how the federal NHFP funds will be used for local projects in Washington state.

**Transportation Alternatives Program (TAP):** The Transportation Alternatives Program (TAP) combines previously separate grant programs for Transportation Enhancement, Safe Routes to Schools, recreational trails, and scenic byways.

**Safe Routes to School Program (SRTS):** This program seeks to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to

school safe and more appealing; and to facilitate the planning, development, and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. SRTS funding may be either state or federal in nature. A new call for projects will occur in early 2024.



**Federal Emergency Management Agency (FEMA):** The Federal Emergency Management Agency grants support a broad scope of activities and may be used to recover from state or federally declared disasters and mitigate hazards. Ridgefield pursues grants from FEMA to assist with damage caused by severe storms.

**Federal Lands Access Program (FLAP):** The Federal Lands Access Program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

Current FLAP funded projects include:

- Gee Creek North Trail Project, Heron Drive to Main Avenue.

**Safe Streets for All Users (SS4A):** Supports planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users. The City partnered with the Cowlitz Indian Tribe and Clark County (through the Commission on Aging) to apply for and receive a SS4A grant to complete an ADA Transition and Mobility/Access to Services plan for the City. Also see the section on the Cowlitz Indian Tribe partnership for another partnership project for which grant applications are being discussed and developed.

**Community Development Block Grant (CDBG):** The Community Development Block Grant (CDBG) Program, managed locally by Clark County's Department of Community Services, provides annual

grants for a variety of projects and programs for principally for low- and moderate-income persons and neighborhoods. The program includes a Public Facilities and Neighborhood Improvements component with which the City has been successful in applying for and receiving CDBG funds to build improvements including sidewalks, stormwater facilities, fire hydrants, and pavement restoration.

## STATE FUNDING SOURCES

In the State of Washington, the state motor vehicle fuel tax (MVFT), currently 49.4 cents per gallon, is shared among the cities, counties, and the State Department of Transportation. This includes dedicating a portion of the MVFT to grant programs managed by the Transportation Improvement Board (TIB).

**Transportation Improvement Board (TIB):** The Washington State Legislature created the Transportation Improvement Board to foster state investment in quality local transportation projects. The Transportation Improvement Board is an independent state agency that distributes and manages street construction and maintenance grants to cities and urban counties throughout Washington State.

Three cents of the statewide gas tax provide revenue for TIB's grant programs. TIB requires multi-agency planning and public/private cooperation to further the goal of achieving a balanced transportation system in Washington.

The City of Ridgefield competes with other jurisdictions in Washington State for funds from several TIB grant programs including urban arterial; urban sidewalk; and complete street programs. The current Royle Road improvements, S 15<sup>th</sup> Street to S 5<sup>th</sup> Way, received a TIB grant.

**Urban Arterial Program (UAP):** To qualify for UAP funding, projects must be consistent with state, regional and local transportation plans. The local match requirement is a minimum of 20%. Funds are distributed across five regions based on arterial lane miles and population.

**Urban Sidewalk Program (SP):** This program provides funding for pedestrian projects that improve pedestrian access and mobility. The selection criteria include safety, pedestrian generators, convenience, public support, and project cost.

**Complete Streets:** The Complete Streets program is a funding opportunity for local governments that have an adopted complete streets ordinance. TIB approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities. The City has an adopted Complete Streets policy and ordinance and is thus eligible to submit for grants under this program. The Hillhurst School Zone Pedestrian and Bike Safety Project received a TIB Complete Streets grant and will be completed in 2025.



**Pedestrian and Bicycle Program (Ped-Bike):** This program strives to reduce pedestrian and bicycle collisions, enhancing safety and mobility for people who choose to walk or bike. Grant awards under this program may utilize state or federal funds at the discretion of WSDOT when awards are announced. The next round of grant applications will begin in the spring of 2024.

**Community Economic Revitalization Board (CERB):** This state board is focused on economic development through job creation in partnership with local governments. The board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects.

**Public Works Fund (PWF):** Created by the 1985 State Legislature and formerly known as the Public Works Trust Fund, the mission of the Washington State Public Works Board is “to assist Washington’s local governments and private water systems in meeting their public works needs to sustain livable communities.” The board is authorized to loan money to counties, cities, and special purpose districts to finance the repair, replacement, or creation of domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges. The Public Works Board offers the following programs, subject to annual approval of funding by the Washington State Legislature:

**Public Works Fund (PWF) Construction Loan Program:** The PWF Construction

Loan Program provides funds to repair, replace, or create a facility. These loans have a 20-year term with interest now at market rates. The City has received awards under this program for the following projects:

- Gee Creek Loop storm drainage improvements, enhanced pedestrian crossing (of SR 501/ Pioneer Street) and pavement repairs
- Downtown Stormwater and Water Improvements, including Old Pioneer Way, Riverview Drive and Lake River Outfall. Because these are not transportation projects, they are not included in this TIP.

**Public Works Fund (PWF) Pre-Construction Loan Program:** The PWF Preconstruction Loan Program provides funds for right-of-way acquisition, design, engineering, permit acquisition, environmental review, and public notification. These loans have a five-year term, with an interest rate as low as 0.5 percent. The maximum for any agency is \$1 million per biennium.

The City has received Pre-Construction loan financing for completion of design, permitting and right-of-way acquisition for the South Royle Road, S 19<sup>th</sup> Street to Hillhurst Road project.

## LOCAL FUNDING SOURCES

Local funding sources are not administered through state or federal agencies. These funds are generated through taxes, private contributions, and other methods described below.

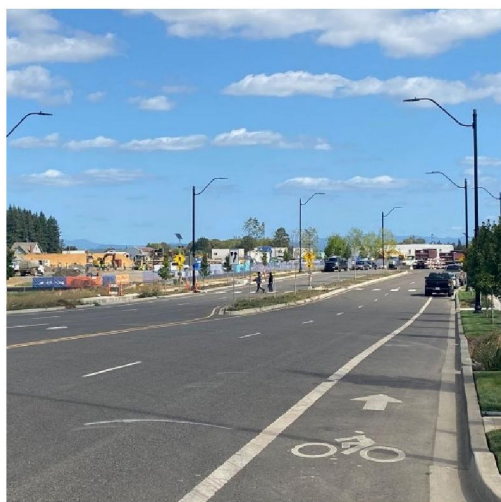
**Traffic Impact Fees (TIF):** New real-estate developments and re-developments are assessed transportation impact fees based on their impact to the transportation system. To be eligible for TIF funding, a project must be listed in the City's 20-Year Transportation Capital Facilities Plan's Traffic Impact Fee project list, last updated in March 2023.

**Real Estate Excise Taxes (REET II):** A portion of excise taxes collected by the City when property is sold may be dedicated to specific improvement projects with the approval of the City Council. The REET II funding is based upon RCW 82.46.035.

**Tax Increment Area (TIA):** The City of Ridgefield adopted Ordinance No. 1410 on November 2, 2023 designating the Ridgefield Tax Increment Area (TIA) to support the development of Ridgefield as a regional employment center. The Ridgefield TIA includes developable land suitable for commercial

and employment land uses. The TIA serves as an investment in critical infrastructure for future development of living-wage employment and desired services. The City will form a separate fund dedicated to the tax allocation revenues the increment area generates. Bonds will be generated to cover the costs of eligible improvements. Transportation projects eligible for TIA financing include:

- Pioneer Widening, 50<sup>th</sup> Avenue Roundabout and N 50<sup>th</sup>/51<sup>st</sup> Avenue
- South 10/11th Street Corridor and I-5 overpass 2028
- Royle Road corridor
- Build Pioneer Canyon Drive
- N 56th Ave north of Pioneer Street/ SR 501



- Discovery Drive (also known as S 50<sup>th</sup>/51st Ave)
- New east-west collector south of Pioneer (SR 501)
- Build new north-south connector east of I-5 (Union Ridge Parkway extension).

### **Frontage Improvement Funding Contribution Agreements**

**(Developer):** A developer may enter into a frontage improvement agreement with or provide financial contributions to the city where the developer pays the city for improvements in lieu of constructing the improvements.

In cases where the development abuts a proposed road improvement project, it is often beneficial for the City to construct the improvements as part of the capital project.

## **COWLITZ INDIAN TRIBE**

Title 25, Part 170 of the United States Code of Federal Regulations establishes the Tribal Transportation Program (TTP). The purpose of the TTP, according to the United States Department of Transportation, is to “provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities.” Pursuant to a Memorandum of Understanding between the City of Ridgefield and the Cowlitz Indian Tribe completed in April 2023, several critical transportation corridors within the City have been included in a request from the Cowlitz Indian Tribe to the United States Department of Transportation to be included in the National Tribal Transportation Facility Inventory (NTTFI).

The Tribal Transportation Program provides a variety of funding programs administered by the Secretaries of the Interior and Transportation for which the Cowlitz Indian Tribe are eligible. The National Tribal Transportation Facility Inventory (NTTTFI) establishes which transportation corridors are eligible for funding under this program. As noted in the CFR, these corridors can extend off of Indian reservations where they provide direct access to or are contiguous with Tribal-owned lands or can be shown to provide transportation access to reservations.

The MOU with the Cowlitz Indian Tribe identified portions of the City of Ridgefield's roadway system in the request to be added to the National Tribal Transportation Facility Inventory (NTTTFI). The Cowlitz Tribe has noted that the roads and transportation corridors are crucial to the Tribe's access to goods and services, existing and potential economic development, and emergency evacuation and response. Tribal members use the roads for daily living needs, to include but not exclusive of: access to schools, employment, mail, shopping, healthcare, and traditional and recreational activities. The Bureau of Indian Affairs recently directed the Cowlitz Indian Tribe to limit their NTTTFI corridors to those directly connecting to or contiguous with Tribal lands. The following corridors are to be considered eligible for TTP grant funding:

These corridors include:

- N. Royle Road (NW 31<sup>st</sup> Avenue in unincorporated Clark County) between Pioneer Street and the Cowlitz Reservation and Ilani Casino.
- N 20<sup>th</sup> Street/NW 289<sup>th</sup> Street from N Royle Road to N 85<sup>th</sup> Avenue, pending completion of a land acquisition by the Cowlitz Indian Tribe from Clark County.

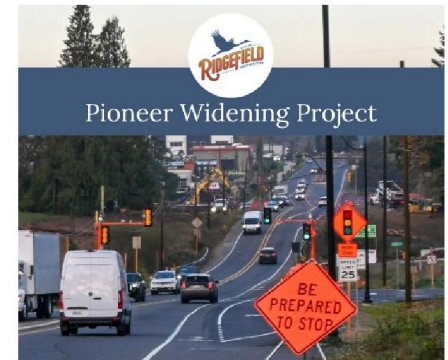
Included in this TIP, the Cowlitz Indian Tribe has partnered with the City on grant applications under a variety of programs, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and other programs to plan and fund improvements for North Royle Road/ NW 31<sup>st</sup> Avenue. The North Royle Road project is anticipated to include: road improvements, a roundabout at NW 289<sup>th</sup> Street and Royle Road, a new water main, storm drainage, sidewalks/bike lanes or a multi-use trail, and other improvements.

## REASONABLY FUNDED PROJECTS

"Reasonably Funded" projects are those identified with full funding to be completed within this six year TIP. Improvements adding transportation capacity and included on the City's Traffic Impact Fee project list are considered fully funded transportation capacity under the City's concurrency program.

The following projects are considered reasonably funded in this TIP:

- Pioneer Widening/ Discovery Drive (50<sup>th</sup> Place) Roundabout Project
- Royle Road from S 15<sup>th</sup> Street to S 5<sup>th</sup> Way
- South Royle Road from S 19<sup>th</sup> Street to Hillhurst Road (grants and federal spending requests pending)
- S 35<sup>th</sup> Avenue Extension Project
- Hillhurst School Zone Pedestrian and Bike Safety Project
- Gee Creek North Trail Project
- Safety (HSIP) projects: S. Timm Road at S. 11<sup>th</sup> Street and Systemic Horizontal Curves
- CDBG Projects: Gee Creek Loop, Hall and Elm, S Sargent Street, and Maple Street (grant pending)
- Carty Road Multi-purpose Trail Phase 1: Enhanced Crosswalk at Hillhurst Road and Carty Road
- ADA Transition and Mobility/Access Plan.



## FUTURE FUNDED PROJECTS

These are projects which may begin or continue planning or pre-design phases in the 2025-2030 time frame, with full funding and completion expected beyond the 2030 horizon year for this TIP.

- S. 10<sup>th</sup> / 11<sup>th</sup> Street I-5 Overcrossing Project
- Ridgefield I-5 South Connector Project
- Discovery Drive at S. Wells Drive/ S 11<sup>th</sup> Street, roundabout.

## DEVELOPMENT FUNDED PROJECTS

These are projects which are anticipated to be completed by economic development projects.

Portions of these corridors may be eligible for Traffic Impact Fee credits. The projects included in the TIP funding table are assumed to be substantially completed within the 2025-2030 time frame of this TIP.

## LONG-TERM TRANSPORTATION PROJECTS

These are projects which are programmed to begin after the 2029 horizon year for this TIP and be completed within the 20-year horizon of the Transportation Capital Facilities Plan. These are the remainder of projects contained in the Transportation Capital Facilities Plan but are not listed here because they are not receiving funding within the six-year time from of this TIP. Should funding opportunities become available to fund some or all of these projects, they will be added via the annual TIP amendment process.

## PROJECT INFORMATION

Project pages for the City's highest priority projects are located on Ridgefield Roundtable at <https://ridgefieldroundtable.org/>.

Projects highlights on Ridgefield Roundtable include:

- [Pioneer Street I-5 to Royle Road Transportation Improvements](#) (Pioneer Widening and 50<sup>th</sup> Avenue Roundabout project)
- [Tax Increment Area](#) (financing of major transportation investments supporting economic development)
- [Comprehensive Plan Update](#) (includes updates to the Transportation Capital Facilities Plan)
- [Pavement Preservation](#): updated annually for pavement preservation and repair projects funded by the Transportation Benefit District fund
- [Pioneer Street Jurisdiction Transfer](#): updated regularly to follow the progress of the City's request to take over ownership of the Pioneer Street (State Route 501) corridor
- [Royle Road Corridor](#): three phases of Royle Road Improvement Projects between Pioneer Street and Hillhurst Road
- [Hillhurst Transportation Safety Project](#)
- [Horizontal Curves Safety Project](#)
- [Gee Creek North Trail, Heron Drive to Main Street/Wildlife Refuge](#)
- [Ridgefield South I-5 Connector Project](#)

Project Name/ Description	Description	Year First Funded	STIP Number	Evaluation Criteria	Improvement Type(s)	Utility Code(s)	Phase	Spent to Date	2025				2026				2027				2028				2029				2030				Total 2025-2030	Cost to Complete	Total (Includes Pre-2025 Expenditures)	Funding Sources																																																																													
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REASONABLY FUNDED PROJECTS																																																																																																																	
Pioneer Widening and Discovery Drive (50th Place) Roundabout Project	New roundabout at Pioneer Street at Discovery Drive; widening of Pioneer Street from Royle Road to 56th Place; new Discovery Drive (formerly 50th Place) and Pioneer Canyon Drive.	2021	None	Safety, Multimodal, Economic Development, Support Future Development	01, 03, 04, 12	C, S, W, G, P, T, O	PE/ ROW/ Easements	\$ 2,000,000	\$ -		\$ 450,000																				\$ 450,000		\$ 2,450,000	LTGO Bond, Developer																																																																															
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Royle Road, S 15th St to 5th Way	Three-lanes with medians, sidewalks, bike lanes and other urban improvements.	2022	None	Safety, Multimodal, Economic Development, Support Future Development	05	C, W, G, P, T	PE/ ROW/ Easements	\$ 500,000																							\$ -		\$ 500,000	TIF, REET, TIB, Water SDC																																																																															
							CON	\$ 4,250,000	\$ -	\$ 250,000	\$ 250,000																				\$ 500,000		\$ 4,750,000																																																																																
							PE/ ROW/ Easements	\$ 500,000			\$ 555,000																						\$ 555,000			\$ 1,055,000																																																																													
							CON																										\$ -			\$ -																																																																													
Royle Road South (S 19th Street to Hillhurst Road) Phase 1: Culvert Replacement	Complete corridor. Culvert replacement/ fish barrier removal at Gee Creek. Two lanes plus center median/ turn lanes, sidewalks, bike lanes, streetscape improvements, stormwater, water line, potentially sanitary sewer, other safety improvements.	2023	STIP ID: WA-15732	Safety, Multimodal, Economic Development, Support Future Development, Infrastructure Resiliency	03, 04, 09	C, G, P, T, W, S	PE/ ROW/ Easements	\$ 500,000			\$ 555,000																			\$ 555,000		\$ 1,055,000	Local, REET, TIF																																																																																
							CON																									\$ -			\$ -																																																																														
							PE/ ROW/ Easements	\$ 100,000		\$ 450,000	\$ 400,000					\$ 250,000																\$ 1,100,000			\$ 1,200,000																																																																														
							CON	\$ -		\$ -					\$ 1,000,000				\$2,500,000	\$ 5,000,000	\$ 7,500,000		\$ 2,500,000	\$ 8,000,000	\$ 10,000,000						\$ 1,000,000			\$ 1,000,000																																																																															
S 35th Avenue Extension, Pioneer St to S 15th St	Evaluate alternatives, conduct environmental impact study, select preferred alternative, design and build a new connection between Pioneer Street and S 10th Way.	2023		Safety, Multimodal, Economic Development, Support Future Development, Connectivity, VMT	01	C, S, W, G, P, T, O	CON	\$ -			\$ -																				\$ 35,500,000		\$ 35,500,000	TIF Surcharge, Private (Development), State/Federal (TBD)																																																																															
							CON	\$ -			\$ -																						\$ -			\$ -																																																																													
							CON	\$ -			\$ -																						\$ -			\$ -																																																																													
							CON	\$ -			\$ -																						\$ -			\$ -																																																																													
Hillhurst School Zone Pedestrian and Bike Safety Project	Installation of an overhead pedestrian crossing "HAWK" signal on Hillhurst Road in front of Ridgefield High School (RHS); Installation of a new school zone speed limit flashing beacon sign on Royle Road approaching the intersection with Hillhurst Road; Relocation of the existing flashing beacon pedestrian signage and warning signs from RHS to a new, enhanced, ADA-compliant crosswalk between Sanderling Park neighborhood and Sunset/View Ridge Schools campus.	2024		Safety, Complete Streets, Bike/ Pedestrian Mobility	03, 07	S, W	ALL	\$ 299,000	\$ 10,000		\$ 12,000																				\$ 321,000		\$ 321,000	TIB (Complete Streets), Local																																																																															
							ALL	\$ 299,000	\$ 10,000		\$ 12,000																					\$ 321,000			\$ 321,000																																																																														
							ALL	\$ 299,000	\$ 10,000		\$ 12,000																					\$ 321,000			\$ 321,000																																																																														
							ALL	\$ 299,000	\$ 10,000		\$ 12,000																					\$ 321,000			\$ 321,000																																																																														
Gee Creek Trail (North): Heron Drive to Main Avenue	Extend the existing Gee Creek Trail north and west from Heron Drive to connect with Main Avenue near the northern end of city limits and the Ridgefield Wildlife Refuge Carty Unit. The project will also develop a preliminary design for a multimodal crossing of the BNSF railroad along Division Street to connect downtown to the waterfront.	2022	STIP ID: RF-026	Bike/Pedestrian Mobility, Safety, Trail System Connectivity, VMT Reduction	12	To be determined	PE/ ROW/ Easements	\$ 65,000	\$ 20,000		\$ 200,000																				\$ 220,000		\$ 285,000	FLAP																																																																															
							CON																									\$ 10,000			\$ 10,000																																																																														
							CON																									\$ 10,000			\$ 10,000																																																																														
							CON																									\$ 10,000			\$ 10,000																																																																														
S 11th Street at S Timm Road Safety Improvements	Assess, design and build safety improvements at the Timm Road at S. 11th Street intersection.	2023	STIP ID: WA-14869	Safety	12	To be determined	PE/ ROW/ Easements				\$ 46,000																					\$ 46,000		\$ 46,000	HSIP																																																																														
							CON				\$ 54,000																					\$ 54,000		\$ 54,000																																																																															
							CON				\$ 250,000																					\$ 250,000		\$ 250,000																																																																															
							CON				\$ 250,000																					\$ 250,000		\$ 250,000																																																																															
Systemic Horizontal Curves Safety Improvements	Assess, design and build safety improvements at horizontal curves throughout the City. Includes installation of speed reader signs.	2023	STIP ID: WA-14871	Multimodal, Safety	12	N/A	PE/ ROW/ Easements																									\$ -		\$ -	HSIP																																																																														
							CON																									\$ -		\$ -																																																																															
							CON																									\$ -		\$ -																																																																															
							CON																									\$ -		\$ -																																																																															
Carty Road Multipurpose Trail, Phase 1	Multipurpose trail along Carty Road consistent with Carty Road Subarea Plan, Phase 1: Design, Acquisition and Construction of Hillhurst at Carty Road enhanced crosswalk including RRFB.*	2025	STIP ID: WA-16237	Multimodal, Safety, Connectivity	01	C, S, W, G, P, T	PE/ ROW/ Easements	\$ -	\$ 20,000		\$ 80,000																				\$ 100,000		\$ 100,000	Local to be determined, State (Capital grant)																																																																															
							CON																									\$ 40,000			\$ 40,000																																																																														
							CON																									\$ 100,000			\$ 100,000																																																																														
							CON																									\$ 100,000			\$ 100,000																																																																														
ADA Transition and Access/ Mobility Plan	Develop an ADA Transition and Mobility/Access Plan within City rights-of-way resulting in a prioritized program of improvements.	2024		Support Planned Development, Multimodal, Connectivity, Resiliency	01	C, G, P, S, T, W	Planning		\$ 14,000		\$ 56,000																				\$ 70,000		\$ 70,000	Local, Federal Safe Streets for All																																																																															
							Planning																									\$ -			\$ -																																																																														
							Planning																									\$ -			\$ -																																																																														
							Planning																									\$ -			\$ -																																																																														
COMMUNITY DEVELOPMENT BLOCK GRANT PROJECTS																																																																																																																	
Gee Creek Loop	Installation of storm drainage, pavement repair and enhanced pedestrian crossing of Pioneer St.	2022		Preservation, Environmental Benefits, Neighborhood improvements	03, 07	To be determined	PE/ ROW/ Easements	\$ 68,000	\$ 117,500		\$ 10,000																					\$ 127,500		\$ 195,500	Local (TBD), CDBG, PIWF																																																																														
							CON		\$180,000		\$ 527,500																					\$ 20,000		\$ 20,000																																																																															
							CON		\$180,000		\$ 527,500																					\$ 707,500		\$ 707,500																																																																															
							CON		\$180,000		\$ 527,500																					\$ 707,500		\$ 707,500																																																																															
Hall and Elm	Installation of storm drainage, pavement repair, waterline, sidewalk	2023		Preservation, Environmental Benefits, Neighborhood improvements	03, 07	To be determined	PE/ ROW/ Easements	\$ 20,000				\$ 120,000																				\$ 120,000		\$ 140,000	Local (TBD, Water), CDBG																																																																														
							CON				\$ 232,470	\$ 401,500																				\$ 10,000		\$ 10,000																																																																															
							CON				\$ 232,470	\$ 401,500																				\$ 633,970		\$ 633,970																																																																															
							CON				\$ 232,470	\$ 401,500																				\$ 633,970		\$ 633,970																																																																															
Sargent Street, Main to 3rd	Installation of storm drainage, pavement repair, waterline, new hydrant, sidewalk	2024		Preservation, Environmental Benefits, Neighborhood improvements	03, 07	To be determined	PE/ ROW/ Easements					\$ 70,800																				\$ 70,800		\$ 70,800	Local (Water, TBD), CDBG																																																																														
							CON						\$ 15,000																			\$ 15,000		\$ 15,000																																																																															
							CON						\$180,400		\$200,000																	\$ 380,400		\$ 380,400																																																																															
							CON						\$180,400		\$200,000																	\$ 380,400		\$ 380,400																																																																															
Maple Street, Main to Railroad	Installation of storm drainage, pavement repair, waterline, sidewalk*	2025*		Preservation, Environmental Benefits, Neighborhood improvements	03, 07	To be determined	PE/ ROW/ Easements								\$ 170,000																	\$ 170,000		\$ 170,000	Local (Water, Storm, TBD), CDBG																																																																														
							CON																									\$ 20,000		\$ 20,000																																																																															
							CON																									\$ 20,000		\$ 20,000																																																																															
							CON																									\$ 20,000		\$ 20,000																																																																															
TRANSPORTATION BENEFIT DISTRICT																																																																																																																	
Pavement Management Program (includes Annual Striping Program)	Annual pavement management program including pavement repairs, slurry seals, and other treatments to extend pavement life and maintain good pavement condition index. Also includes the	2022		Preservation	03, 07	S, W	ALL				\$ 600,000						\$ 700,000																\$ 725,000			\$ 750,000																																																																													</

CITY OF RIDGEFIELD 2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM FUNDING TABLE

Project Name/ Description	Description	Year First Funded	STIP Number	Evaluation Criteria	Improvement Type(s)	Utility Code(s)	Phase	Spent to Date	2025				2026				2027				2028				2029				2030				Total 2025-2030	Cost to Complete	Total (Includes Pre-2025 Expenditures)	Funding Sources
									Local	TIF	Grants/ Loans/ Bonds	REET/ TBD/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other								
Matching Funds (for CDBG and other projects involving pavement repair)	Transportation Benefit District funds used to match pavement repair elements of CDBG and other grant funded projects.	2025		Preservation; multimodal, safety	To be determined	To be determined	ALL					\$ 500,000				\$ 500,000				\$ 200,000			\$ 150,000			\$ 150,000			\$150,000	\$ 1,650,000	\$ 1,650,000	TBD				
FUTURE FUNDED PROJECTS																																				
Royle Road South, S. 19th St to Hillhurst Rd., Phase 2 Complete Corridor*	Complete corridor. Culvert replacement/ fish barrier removal at Gee Creek. Two lanes plus center median/ turn lanes, sidewalks, bike lanes, streetscape improvements, stormwater, water line, potentially sanitary sewer, other safety improvements.*	N/A	STIP ID: WA-15732	Safety, Multimodal, Economic Development, Support Future Development, Infrastructure Resiliency	03, 04, 09	C, G, P, T, W, S	PE/ Permits ROW/ Easements CON	\$ 715,028			\$ 624,000			\$ 200,000	\$600,000	\$ 200,000															\$ 624,000		\$ 1,339,028	REET, PWF: Federal (NOAA Culvert Replacement fund)		
																																\$ 1,000,000			\$ 1,000,000	
																			\$ 15,000,000												\$ 15,000,000		\$ 15,000,000			
N. Royle Road, N 10th St to City limits (along with NW 31st Ave, Ridgefield to Cowlitz Indian Reservation, joint with Cowlitz Indian Tribe).	Includes roundabout at Royle Road and NW 289th Street, water main, multimodal improvements.*	N/A		Safety, Multimodal, Economic Development, Support Future Development, Infrastructure Resiliency	03, 09	C, G, P, T, W, S	PE/ Permits ROW/ Easements CON																				\$ 750,000	\$ 100,000				\$ 850,000		\$ 850,000	City's portion shown. Federal: RCN. Local shares include Water fund and others to be determined. Cowlitz Tribe shares to be determined.	
																													\$ 500,000	\$ 500,000		\$ 1,000,000		\$ 1,000,000		
																																\$ -	\$15,000,000	\$ 15,000,000		
S 10th/11th Street Overcrossing of I-5, Timm Road to Union Ridge Parkway	New overcrossing, multimodal trail, complete corridor and install roundabout at Union Ridge Parkway and S. 10th Street.*	2026*	STIP ID: WA-16238	Economic Development, Support Planned Development, Connectivity	01, 08	C, G, P, T, W, S	PE/ Permits ROW/ Easements CON									\$ 3,000,000																\$ 3,000,000		\$ 3,000,000	TIA, Federal grant to be determined	
																																\$ 1,500,000		\$ 1,500,000		
																																\$ 18,000,000		\$ 18,000,000		
Discovery Drive at S Wells Drive/S 11th Street	Construct new roundabout*	N/A		Safety, Concurency, Support Planned Development	12	C, G, P, T, W, S	PE/ Permits ROW/ Easements CON																					####	\$ 20,000	\$ 40,000		\$ 80,000		\$ 80,000	TIF, Developer, City, Federal CRP	
																																\$ -	\$ 200,000	\$ 200,000		
																																\$ -	\$ 1,800,000	\$ 1,800,000		
Hillhurst/9th Avenue at Pioneer Street	Install new traffic signal or compact roundabout*	N/A		Safety, Concurency, Support Planned Development	12	G, P	PE/ Permits ROW/ Easements CON										\$ 20,000	\$ 40,000		\$ 40,000												\$ 100,000		\$ 100,000	TIF, Developer, City, HSIP	
																	\$ 10,000	\$ 15,000		\$ 15,000											\$ 40,000		\$ 40,000			
																	\$ 50,000	\$ 200,000		\$ 200,000											\$ 450,000		\$ 450,000			
I-5 Ridgefield South Connector/ NW 219th St. Extension, new corridor	Complete alternatives analysis, select preferred alternative, environmental studies for new corridor connecting I-5 at SR 502MP 11 interchange with Hillhurst Road on south side of City.*	N/A	STIP ID: WA-16235	Economic Development, Support Planned Development, Connectivity	01	C, S, W, G, P, T	PE/ Permits ROW/ Easements CON	\$ 200,000			\$ 311,000																					\$ 311,000		\$ 511,000	Local to be determined, Federal PL, State Planning, State (Capital grant)	
																																\$ -	\$ 4,000,000	\$ 4,000,000		
																																\$ -	\$54,000,000	\$ 54,000,000		
Carty Road Multipurpose Trail, Phase 2 (Hillhurst east 1/2 mile)	Multipurpose trail along Carty Road consistent with Carty Road Subarea Plan. Phase 2: Multipurpose trail from Hillhurst Road east for approximately 1/2 mile.*	N/A	STIP ID: WA-16237	Multimodal, Safety, Connectivity	01	C, S, W, G, P, T	ALL	\$ -	\$ -		\$ -																				\$ 350,000		\$ 350,000	Developer (built with frontage improvements), TBD Bike/Ped/Trail grant		
																																\$ -			\$ -	
																																\$ -			\$ -	
Abrams Park Entrance Bridge Replacement*	Replacement of existing entrance bridge with a new bridge or culvert	N/A		Safety, Bridge Condition, Park Access	09	TBD	ALL																									\$ -	\$ 8,000,000	\$ 8,000,000	State/Federal Bridge Replacement, REET, Local	
Gee Creek Trail (South), Abrams Park to Royle Road	Extension of Gee Creek Regional Multi-Use Trail from Abrams Park to Royle Road. Includes slope stabilization along route, including Garrison Ridge.	N/A		Multimodal, Trail System Connectivity, Active Transportation	13	TBD	ALL																									0	\$ 4,000,000	\$ 4,000,000	State RCO, State/Federal Bike/Pedestrian, REET, Local	
Pioneer Street, 35th Ave to Royle Road	Complete widening to four lanes, median, multi-purpose trails.*	N/A		Safety, Multimodal, Economic Development, Support Future Development	01, 03, 04, 12	C, S, W, G, P, T, O	ALL																								\$500,000	\$ 500,000	\$ 5,140,000	\$ 5,640,000	TIF, Grant TBD, Developer	
PROJECTS ANTICIPATED TO BE BUILT WITH DEVELOPMENT																																				
Royle Road Improvements, N 10th St to Pioneer St.	Complete frontage improvements including street, sidewalks, bike lanes, stormwater and other utilities, and street lights.	N/A		Multimodal, Support Planned Development, Connectivity	05	C, G, P, T, W, S	ALL					\$ 2,000,000				\$1,300,000															\$ 3,300,000		\$ 3,300,000	Developer (subject to TIF credits)		
85th Ave. Improvements, S. 5th St to N. 10th St.	Complete frontage improvements including street, sidewalks, bike lanes, stormwater and other utilities, and street lights.	N/A		Multimodal, Support Planned Development, Connectivity	05	C, G, P, T, W, S	ALL					\$ 2,000,000				\$2,230,000																\$ 4,230,000		\$ 4,230,000	Developer (subject to TIF credits)	
Hillhurst Rd. Improvements, Pioneer Street to Sevier Rd	Complete frontage improvements including street, sidewalks, bike lanes, stormwater and other utilities, and street lights.	N/A		Multimodal, Support Planned Development, Connectivity	05	C, G, P, T, W, S	ALL													\$ 2,000,000												\$ 2,000,000		\$ 2,000,000	Developer (subject to TIF credits)	
Hillhurst Rd. Improvements, Sevier Rd to UGA Boundary	Complete frontage improvements including street, sidewalks, bike lanes, stormwater and other utilities, and street lights.	N/A		Multimodal, Support Planned Development, Connectivity	05	C, G, P, T, W, S	ALL					\$ 1,000,000								\$ 1,000,000												\$ 3,000,000		\$ 3,000,000	Developer (subject to TIF credits)	
65th Ave. Improvements, Pioneer St. to N. 20th St.	Complete frontage improvements including street, sidewalks, bike lanes, stormwater and other utilities, and street lights.	N/A		Multimodal, Economic Development, Support Planned Development, Connectivity	05	C, G, P, T, W, S	ALL													\$ 2,000,000												\$ 1,130,000		\$ 3,130,000	Developer (subject to TIF credits)	
Rebuild S 15th Street,S 35th Ave to Royle Road	Complete frontage improvements including street, sidewalks, bike lanes, stormwater and other utilities, and street lights.	N/A		Multimodal, Support Planned Development, Connectivity	05	C, G, P, T, W, S	ALL													\$ 2,830,000												\$ 2,000,000		\$ 4,830,000	Developer (subject to TIF credits)	
Union Ridge Parkway Extension, Pioneer Street roundabout to N 10th Street	Extend collector and complete frontage improvements including street, sidewalks, bike lanes, stormwater and other utilities, and street lights.	N/A		Multimodal, Support Planned Development, Connectivity	1	C, G, P, T, W, S	ALL	\$ 1,472,908													\$ 1,000,000										\$ 2,450,000		\$ 2,450,000	Clark College (Development Agreement); Developer (subject to TIF credits)		
								\$23,889,936																									\$ 133,607,727	\$92,140,000	\$ 249,637,663	

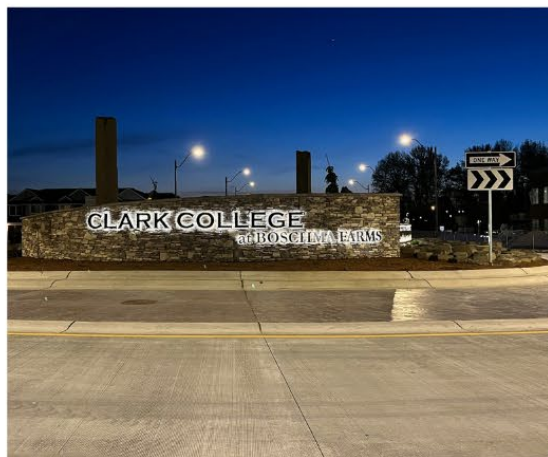
PRIORITY CODES  
T = Transportation  
CDBG = Community Development Block Grant  
TBD = Transportation Benefit District  
F = Future

\* Conditioned upon receiving grant funding.  
  
FUNDING SOURCES  
Local: General Fund, TBD (Transportation Benefit District), Water (Water fund), TIF (Traffic Impact Fees), REET (Real Estate Excise Tax), TIA (Tax Increment Area), Developer contributions (Developer)  
State: PWF (Public Works Fund), TIB (Transportation Improvement Board), Ped-Bike (WSDOT Bicycle/Pedestrian Program), SRTS (Safe Routes to School Program)  
Federal: SRTS (Safe Routes to School Program), STBG (Surface Transportation Block Grant), CRRP (Carbon Reduction Program), FLAP (Federal Lands Access Program), SAAA (Safe Streets for All Users)  
  
UTILITY CODES  
C: Cable TV;  
S: Sewer;  
T: Telephone;  
G: Gas;  
O: Other;  
P: Power;  
W: Water

IMPROVEMENT TYPE CODES  
00: No Classification  
01: New construction on new alignment  
02: Rehabilitation  
03: Reconstruction  
04: Major Widening  
05: Minor Widening  
07: Resurfacing  
08: New Bridge Construction  
09: Bridge Replacement  
10: Bridge Rehabilitation  
11: Minor Bridge Rehabilitation  
12: Safety/Traffic Operations/TSM  
13: Active Transportation/Trail  
31: Non-Capital Improvement



# 2025 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM



## City of Ridgefield

Public Works Department

487 S 56th Place

Ridgefield, WA 98642

(360) 887-8251

[www.RidgefieldWa.us](http://www.RidgefieldWa.us)



# TRANSPORTATION IMPROVEMENT PROGRAM

2025-2030

### **City Council Members**

Ron Onslow, Mayor  
Matt Cole, Mayor Pro Tem  
Clyde Burkle, Councilor  
Lee Wells, Councilor  
Katie Favella, Councilor  
Judy Chipman, Councilor  
Rian Davis, Councilor

### **City Staff Involved with Development of the Transportation Improvement Program**

Steve Stuart, City Manager  
Chuck Green, PE, Public Works Director  
Kirk Johnson, Finance Director  
Grant Williams, Capital & Development Division Manager  
Bahaar Taylor, PE, Lead Engineer  
Jason Van Dyke, Capital Projects Manager  
Kristin Ashenfelter, Capital Projects Manager  
Corey Crownhart, Parks Manager

## **TITLE VI COMPLIANCE**

The City of Ridgefield assures that no person shall on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The Recipient further assures every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

In the event the City distributes federal aid funds to a sub-recipient, the City will include Title VI language in all written agreements and will monitor for compliance.

The Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing reports and other responsibilities as required by 23 Code of Federal Regulation (CFR) 200 and 49 Code of Federal Regulation 21.

**Resolution No. xxx**

**2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, pursuant to Revised Code of Washington (RCW) Section 35.77.010, City staff have prepared a revised and extended Comprehensive Six-Year Transportation Improvement Program for 2025-2030; and,

WHEREAS, the purpose of said revised and extended program is to ensure that the City of Ridgefield will have available advance plans for use as a guide in carrying out a coordinated street construction program; and,

WHEREAS, notice of the time and place for a hearing of said plan was published in accordance with laws requiring setting time and place for a hearing there on December 19, 2024 during a regular scheduled City Council meeting. At such time and place, City Council held a public hearing and considered said Comprehensive Six-Year Transportation Improvement Program for 2025-2030.

**NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON DOES HEREBY RESOLVE AS FOLLOWS:**

1. The City of Ridgefield Comprehensive Six-Year Transportation Improvement Program for 2025-2030 attached hereto as Exhibit "1" is adopted as the current transportation improvement program for the City of Ridgefield. The Public Works Director is hereby directed to forthwith file the revised and extended Comprehensive Six-Year Transportation Improvement Program for 2025-2030 with the Washington State Department of Transportation.
2. This resolution shall be in full force and effect on December 19, 2024.

ADOPTED AT A REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 19TH DAY OF DECEMBER, 2024.

CITY OF RIDGEFIELD

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Ron Onslow, Mayor

ATTEST/AUTHENTICATED:

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Julie Ferriss, City Clerk

## INTRODUCTION

The City of Ridgefield's 2025-2030 six-year Transportation Improvement Program (TIP) is essential to implementing the goals of the City's Comprehensive Plan, 20-Year Transportation Capital Facilities Plan, and other adopted plans including the Multimodal Transportation Plan. The TIP uses objective criteria to evaluate and prioritize transportation improvement projects and provides a reasonably funded revenue plan projects to achieve those goals. While addressing city, regional and state transportation priorities, the TIP recognizes the vision set by the community and the Ridgefield City Council.

Per RCW 35.77.010, the legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. The six-year program shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

The 6-year Transportation Improvement Program (TIP) is a separate project list from the Transportation Capital Facilities Plan, and does not have a bearing on Traffic Impact fees (TIF) or TIF credits.

## WHAT IS IN THE TRANSPORTATION IMPROVEMENT PROGRAM?

The remainder of this document includes:

- How the TIP was developed and programmed
- Public involvement in the development of this TIP
- Available funding sources for projects contained in this TIP
- Six-year program funding matrix, and
- Where to find more information on key projects in this TIP.

## TIP DEVELOPMENT

The development of the Transportation Improvement Program includes the following considerations:

- **Preserving the Current Infrastructure** – The voter-approved Transportation Benefit District (TBD) was initiated in April 2022, and revenues from the TBD are currently dedicated toward pavement management, preservation and repair.
- **Carrying out the City's Vision** – the City's long-term vision is established through the Comprehensive Plan. The infrastructure vision of the Comprehensive Plan is included the Transportation Capital Facilities Plan. Each year Council establishes goals and objectives for the annual budget. These all are referenced in developing the TIP.
- **Reviewing the Existing Program** – each year, the current TIP projects are reviewed and a work plan developed to complete them. A priority for each new TIP is to ensure previously-programmed projects continue to move forward toward completion.
- **Evaluating New Projects** – each new project being considered for the TIP is evaluated against a holistic set of objectives:
  - Improving safety and mobility for all users
  - Providing an overall benefit to the community
  - Encouraging or supporting economic development consistent with the City's long-term vision
  - Ability to stretch local resources by leveraging grant funding and financing
  - Providing a set of Citywide multi-use and multi-purpose trails to encourage active transportation and alternatives to motor vehicles for travel
  - Ensuring compliance with state and federal requirements and regulations including the Americans with Disabilities Act and the Growth Management Act.

Capital improvement projects within the Transportation Improvement Program include new roadways, roadway widening and reconstruction, bridge and culvert replacement, repair and rehabilitation, pavement preservation, landslide repairs, and pedestrian and bicycle facilities. The City's vision is to ensure all major transportation projects are multimodal in nature; roadways are not just for cars and trucks, they also need to be designed for pedestrians, the ADA community, bicycles, transit (where applicable), and even golf carts in certain areas of the City. The City also has an objective to increase access to Electric Vehicle charging stations around the City.



## PUBLIC INVOLVEMENT PROCESS

An important component of the City's process is ensuring the public and stakeholders have ample opportunity to be involved. The TIP is made available for public review and comment before City Council holds a public hearing and takes final action. Ridgefield Roundtable, the City's community engagement platform, is used where possible for the public to find out more information on key projects and to ask questions about the transportation system in general. Social media (Nextdoor, X [formerly Twitter], Instagram and Facebook) are used to promote engagement opportunities. Active projects included in this TIP also have ongoing opportunities for community engagement.

## FUNDING SOURCES

There are several funding sources available for engineering/design, right-of-way land acquisition, and construction of transportation improvements. These come from a variety of local, state and federal sources. New for this TIP are financing from the newly adopted Tax Increment Area as well as a new partnership with the Cowlitz Indian Tribe.

### FEDERAL FUNDING SOURCES:

The federal and state gas taxes and other transportation fees and taxes are the major federal revenue sources for transportation grants used by the city. The Fixing America's Surface Transportation Act (FAST) was signed into law in December 2015, providing transportation funding for fiscal years 2016 to 2020. In late September 2021, the FAST Act was extended for another year through 2023. In Addition, the Congress approved an additional transportation bill and on November 15, 2021, the President signed into law a \$1.2 trillion bill that reauthorizes the nation's surface infrastructure, which provides additional billions of dollars into existing and new programs to support transportation and many other programs outside of transportation called the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL). The IIJA includes approximately \$567.5 billion in new transportation funding over the 2023-2026 federal fiscal years.

Locally, the federal transportation funds that are apportioned to Washington state are divided among Regional Transportation Planning Organizations including the Southwest Washington Regional Transportation Council (RTC) which selects projects for funding. For additional details, see: <https://policy.transportation.org/surface-reauthorization/>. The most recent, approved RTC

Transportation Improvement Program can be found here:

[https://rtc.wa.gov/reports/tip/TIP2025-2028\\_Final.pdf](https://rtc.wa.gov/reports/tip/TIP2025-2028_Final.pdf).

The FAST and MAP-21 programs focus on preserving the pavements and bridges of the National Highway System. The National Highway System (NHS) consists of major roads in the U.S. including the interstate system, other routes identified for their strategic defense characteristics, routes providing access to major ports, airports, public transportation and intermodal transportation facilities, and selected principal arterials.

The Infrastructure Investment and Jobs Act includes higher funding levels in existing programs for reconstruction projects and the creation of many new programs to support safety improvements, bridges repair/replacements, barrier/culverts enhancements, and other grants distributed through FHWA and WSDOT. For additional details, see:

<https://narc.org/wp-content/uploads/2021/09/Bipartisan-IIJA-Analysis.pdf>

**Surface Transportation Block Grant Program (STBG):** The FAST Act converted the longstanding Surface Transportation Program into the Surface Transportation Block Grant Program. The STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address State and local transportation needs. This program provides flexible funding that may be used for projects to preserve and improve the conditions and performance of any Federal-aid highway, bridge, and tunnel on any public road. This includes improvements to roads, pedestrian and bicycle infrastructure, and transit capital projects.

In 2024, Ridgefield was designated as a Small City Urban Area by actions of the Regional Transportation Council. With this action, the Ridgefield federally-designated urban area (primarily the Ridgefield Urban Growth Area) is now eligible for its own funding for the Carbon Reduction Program (CRP) and the Surface Transportation Block Grant (STBG) Program. Between the two programs, Ridgefield has an allocation target of approximately \$800,000 over a five-year period.

**STP-Bridge Program (STP-Bridge):** Bridges located on the National Highway System (NHS) are eligible for funding under the National Highway Performance (NHPP). However, that leaves the majority of local agency bridges on federally classified, non-NHS roads without dedicated funding.

In 2012, a Washington State MAP-21 Steering Committee created a set-aside for local agency bridges that do not qualify for NHPP funds. This program continues under the current FASTAct. The

Highway Bridge Program uses a portion of the State's STBG and NHPP funds to preserve and improve these local structures.

**Congestion Mitigation and Air Quality (CMAQ):** The CMAQ program provides funding for transportation projects and programs to help meet National Air Quality Standards specified in the Clean Air Act. Funding is available to projects that reduce congestion and/or improve air quality. Bicycle and pedestrian facilities as well as travel demand management projects are eligible for CMAQ funds.

**Highway Safety Improvement Program (HSIP):** This program began in 2006 under MAP-21 and seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. States are required to develop and implement a strategic highway safety plan and submit annual reports to the Federal Government describing at least 5% of the state's most hazardous locations, progress in implementing projects and their effectiveness in reducing fatalities and injuries. HSIP funds can be targeted to programs addressing: 1) Railway/Highway Crossings, 2) Intersection and Corridor Safety, 3) Rural County Two-Lane Roadways.

The City's Local Road Safety Plan developed by the Regional Transportation Council provided the background to apply for HSIP projects in 2022. Recently awarded HSIP funds for projects in this TIP were awarded for:

- Systemic Horizontal Curves Safety Improvements
- S. Timm Road at S. 11<sup>th</sup> Street intersection improvements.

**The National Highway Freight Program (NHFP):** The National Highway Freight Program was established by Congress in the 2015 Fast Act as a federal-aid highway formula program to improve the efficient movement of freight. Per federal law, the Washington State Department of Transportation (WSDOT) determines how the federal NHFP funds will be used for local projects in Washington state.

**Transportation Alternatives Program (TAP):** The Transportation Alternatives Program (TAP) combines previously separate grant programs for Transportation Enhancement, Safe Routes to Schools, recreational trails, and scenic byways.

**Safe Routes to School Program (SRTS):** This program seeks to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to

school safe and more appealing; and to facilitate the planning, development, and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. SRTS funding may be either state or federal in nature. A new call for projects will occur in early 2024.



**Federal Emergency Management Agency (FEMA):** The Federal Emergency Management Agency grants support a broad scope of activities and may be used to recover from state or federally declared disasters and mitigate hazards. Ridgefield pursues grants from FEMA to assist with damage caused by severe storms.

**Federal Lands Access Program (FLAP):** The Federal Lands Access Program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

Current FLAP funded projects include:

- Gee Creek North Trail Project, Heron Drive to Main Avenue.

**Safe Streets for All Users (SS4A):** Supports planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users. The City partnered with the Cowlitz Indian Tribe and Clark County (through the Commission on Aging) to apply for and receive a SS4A grant to complete an ADA Transition and Mobility/Access to Services plan for the City. Also see the section on the Cowlitz Indian Tribe partnership for another partnership project for which grant applications are being discussed and developed.

**Community Development Block Grant (CDBG):** The Community Development Block Grant (CDBG) Program, managed locally by Clark County's Department of Community Services, provides annual

grants for a variety of projects and programs for principally for low- and moderate-income persons and neighborhoods. The program includes a Public Facilities and Neighborhood Improvements component with which the City has been successful in applying for and receiving CDBG funds to build improvements including sidewalks, stormwater facilities, fire hydrants, and pavement restoration.

## STATE FUNDING SOURCES

In the State of Washington, the state motor vehicle fuel tax (MVFT), currently 49.4 cents per gallon, is shared among the cities, counties, and the State Department of Transportation. This includes dedicating a portion of the MVFT to grant programs managed by the Transportation Improvement Board (TIB).

**Transportation Improvement Board (TIB):** The Washington State Legislature created the Transportation Improvement Board to foster state investment in quality local transportation projects. The Transportation Improvement Board is an independent state agency that distributes and manages street construction and maintenance grants to cities and urban counties throughout Washington State.

Three cents of the statewide gas tax provide revenue for TIB's grant programs. TIB requires multi-agency planning and public/private cooperation to further the goal of achieving a balanced transportation system in Washington.

The City of Ridgefield competes with other jurisdictions in Washington State for funds from several TIB grant programs including urban arterial; urban sidewalk; and complete street programs. The current Royle Road improvements, S 15<sup>th</sup> Street to S 5<sup>th</sup> Way, received a TIB grant.

**Urban Arterial Program (UAP):** To qualify for UAP funding, projects must be consistent with state, regional and local transportation plans. The local match requirement is a minimum of 20%. Funds are distributed across five regions based on arterial lane miles and population.

**Urban Sidewalk Program (SP):** This program provides funding for pedestrian projects that improve pedestrian access and mobility. The selection criteria include safety, pedestrian generators, convenience, public support, and project cost.

**Complete Streets:** The Complete Streets program is a funding opportunity for local governments that have an adopted complete streets ordinance. TIB approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities. The City has an adopted Complete Streets policy and ordinance and is thus eligible to submit for grants under this program. The Hillhurst School Zone Pedestrian and Bike Safety Project received a TIB Complete Streets grant and will be completed in 2025.



**Pedestrian and Bicycle Program (Ped-Bike):** This program strives to reduce pedestrian and bicycle collisions, enhancing safety and mobility for people who choose to walk or bike. Grant awards under this program may utilize state or federal funds at the discretion of WSDOT when awards are announced. The next round of grant applications will begin in the spring of 2024.

**Community Economic Revitalization Board (CERB):** This state board is focused on economic development through job creation in partnership with local governments. The board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects.

**Public Works Fund (PWF):** Created by the 1985 State Legislature and formerly known as the Public Works Trust Fund, the mission of the Washington State Public Works Board is “to assist Washington’s local governments and private water systems in meeting their public works needs to sustain livable communities.” The board is authorized to loan money to counties, cities, and special purpose districts to finance the repair, replacement, or creation of domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges. The Public Works Board offers the following programs, subject to annual approval of funding by the Washington State Legislature:

**Public Works Fund (PWF) Construction Loan Program:** The PWF Construction

Loan Program provides funds to repair, replace, or create a facility. These loans have a 20-year term with interest now at market rates. The City has received awards under this program for the following projects:

- Gee Creek Loop storm drainage improvements, enhanced pedestrian crossing (of SR 501/ Pioneer Street) and pavement repairs
- Downtown Stormwater and Water Improvements, including Old Pioneer Way, Riverview Drive and Lake River Outfall. Because these are not transportation projects, they are not included in this TIP.

**Public Works Fund (PWF) Pre-Construction Loan Program:** The PWF Preconstruction Loan Program provides funds for right-of-way acquisition, design, engineering, permit acquisition, environmental review, and public notification. These loans have a five-year term, with an interest rate as low as 0.5 percent. The maximum for any agency is \$1 million per biennium.

The City has received Pre-Construction loan financing for completion of design, permitting and right-of-way acquisition for the South Royle Road, S 19<sup>th</sup> Street to Hillhurst Road project.

## LOCAL FUNDING SOURCES

Local funding sources are not administered through state or federal agencies. These funds are generated through taxes, private contributions, and other methods described below.

**Traffic Impact Fees (TIF):** New real-estate developments and re-developments are assessed transportation impact fees based on their impact to the transportation system. To be eligible for TIF funding, a project must be listed in the City's 20-Year Transportation Capital Facilities Plan's Traffic Impact Fee project list, last updated in March 2023.

**Real Estate Excise Taxes (REET II):** A portion of excise taxes collected by the City when property is sold may be dedicated to specific improvement projects with the approval of the City Council. The REET II funding is based upon RCW 82.46.035.

**Tax Increment Area (TIA):** The City of Ridgefield adopted Ordinance No. 1410 on November 2, 2023 designating the Ridgefield Tax Increment Area (TIA) to support the development of Ridgefield as a regional employment center. The Ridgefield TIA includes developable land suitable for commercial

and employment land uses. The TIA serves as an investment in critical infrastructure for future development of living-wage employment and desired services. The City will form a separate fund dedicated to the tax allocation revenues the increment area generates. Bonds will be generated to cover the costs of eligible improvements. Transportation projects eligible for TIA financing include:

- Pioneer Widening, 50<sup>th</sup> Avenue Roundabout and N 50<sup>th</sup>/51<sup>st</sup> Avenue
- South 10/11th Street Corridor and I-5 overpass 2028
- Royle Road corridor
- Build Pioneer Canyon Drive
- N 56th Ave north of Pioneer Street/ SR 501



- Discovery Drive (also known as S 50<sup>th</sup>/51st Ave)
- New east-west collector south of Pioneer (SR 501)
- Build new north-south connector east of I-5 (Union Ridge Parkway extension).

### **Frontage Improvement Funding Contribution Agreements**

**(Developer):** A developer may enter into a frontage improvement agreement with or provide financial contributions to the city where the developer pays the city for improvements in lieu of constructing the improvements. In cases where the development abuts a proposed road

improvement project, it is often beneficial for the City to construct the improvements as part of the capital project.

## **COWLITZ INDIAN TRIBE**

Title 25, Part 170 of the United States Code of Federal Regulations establishes the Tribal Transportation Program (TTP). The purpose of the TTP, according to the United States Department of Transportation, is to “provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities.” Pursuant to a Memorandum of Understanding between the City of Ridgefield and the Cowlitz Indian Tribe completed in April 2023, several critical transportation corridors within the City have been included in a request from the Cowlitz Indian Tribe to the United States Department of Transportation to be included in the National Tribal Transportation Facility Inventory (NTTFI).

The Tribal Transportation Program provides a variety of funding programs administered by the Secretaries of the Interior and Transportation for which the Cowlitz Indian Tribe are eligible. The National Tribal Transportation Facility Inventory (NTTTFI) establishes which transportation corridors are eligible for funding under this program. As noted in the CFR, these corridors can extend off of Indian reservations where they provide direct access to or are contiguous with Tribal-owned lands or can be shown to provide transportation access to reservations.

The MOU with the Cowlitz Indian Tribe identified portions of the City of Ridgefield's roadway system in the request to be added to the National Tribal Transportation Facility Inventory (NTTTFI). The Cowlitz Tribe has noted that the roads and transportation corridors are crucial to the Tribe's access to goods and services, existing and potential economic development, and emergency evacuation and response. Tribal members use the roads for daily living needs, to include but not exclusive of: access to schools, employment, mail, shopping, healthcare, and traditional and recreational activities. The Bureau of Indian Affairs recently directed the Cowlitz Indian Tribe to limit their NTTTFI corridors to those directly connecting to or contiguous with Tribal lands. The following corridors are to be considered eligible for TTP grant funding:

These corridors include:

- N. Royle Road (NW 31<sup>st</sup> Avenue in unincorporated Clark County) between Pioneer Street and the Cowlitz Reservation and Ilani Casino.
- N 20<sup>th</sup> Street/NW 289<sup>th</sup> Street from N Royle Road to N 85<sup>th</sup> Avenue, pending completion of a land acquisition by the Cowlitz Indian Tribe from Clark County.

Included in this TIP, the Cowlitz Indian Tribe has partnered with the City on grant applications under a variety of programs, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and other programs to plan and fund improvements for North Royle Road/ NW 31<sup>st</sup> Avenue. The North Royle Road project is anticipated to include: road improvements, a roundabout at NW 289<sup>th</sup> Street and Royle Road, a new water main, storm drainage, sidewalks/bike lanes or a multi-use trail, and other improvements.

## REASONABLY FUNDED PROJECTS

"Reasonably Funded" projects are those identified with full funding to be completed within this six year TIP. Improvements adding transportation capacity and included on the City's Traffic Impact Fee project list are considered fully funded transportation capacity under the City's concurrency program.

The following projects are considered reasonably funded in this TIP:

- Pioneer Widening/ Discovery Drive (50<sup>th</sup> Place) Roundabout Project
- Royle Road from S 15<sup>th</sup> Street to S 5<sup>th</sup> Way
- South Royle Road from S 19<sup>th</sup> Street to Hillhurst Road (grants and federal spending requests pending)
- S 35<sup>th</sup> Avenue Extension Project
- Hillhurst School Zone Pedestrian and Bike Safety Project
- Gee Creek North Trail Project
- Safety (HSIP) projects: S. Timm Road at S. 11<sup>th</sup> Street and Systemic Horizontal Curves
- CDBG Projects: Gee Creek Loop, Hall and Elm, S Sargent Street, and Maple Street (grant pending)
- Carty Road Multi-purpose Trail Phase 1: Enhanced Crosswalk at Hillhurst Road and Carty Road
- ADA Transition and Mobility/Access Plan.



## FUTURE FUNDED PROJECTS

These are projects which may begin or continue planning or pre-design phases in the 2025-2030 time frame, with full funding and completion expected beyond the 2030 horizon year for this TIP.

- S. 10<sup>th</sup> / 11<sup>th</sup> Street I-5 Overcrossing Project
- Ridgefield I-5 South Connector Project
- Discovery Drive at S. Wells Drive/ S 11<sup>th</sup> Street, roundabout.

## DEVELOPMENT FUNDED PROJECTS

These are projects which are anticipated to be completed by economic development projects.

Portions of these corridors may be eligible for Traffic Impact Fee credits. The projects included in the TIP funding table are assumed to be substantially completed within the 2025-2030 time frame of this TIP.

## LONG-TERM TRANSPORTATION PROJECTS

These are projects which are programmed to begin after the 2029 horizon year for this TIP and be completed within the 20-year horizon of the Transportation Capital Facilities Plan. These are the remainder of projects contained in the Transportation Capital Facilities Plan but are not listed here because they are not receiving funding within the six-year time from of this TIP. Should funding opportunities become available to fund some or all of these projects, they will be added via the annual TIP amendment process.

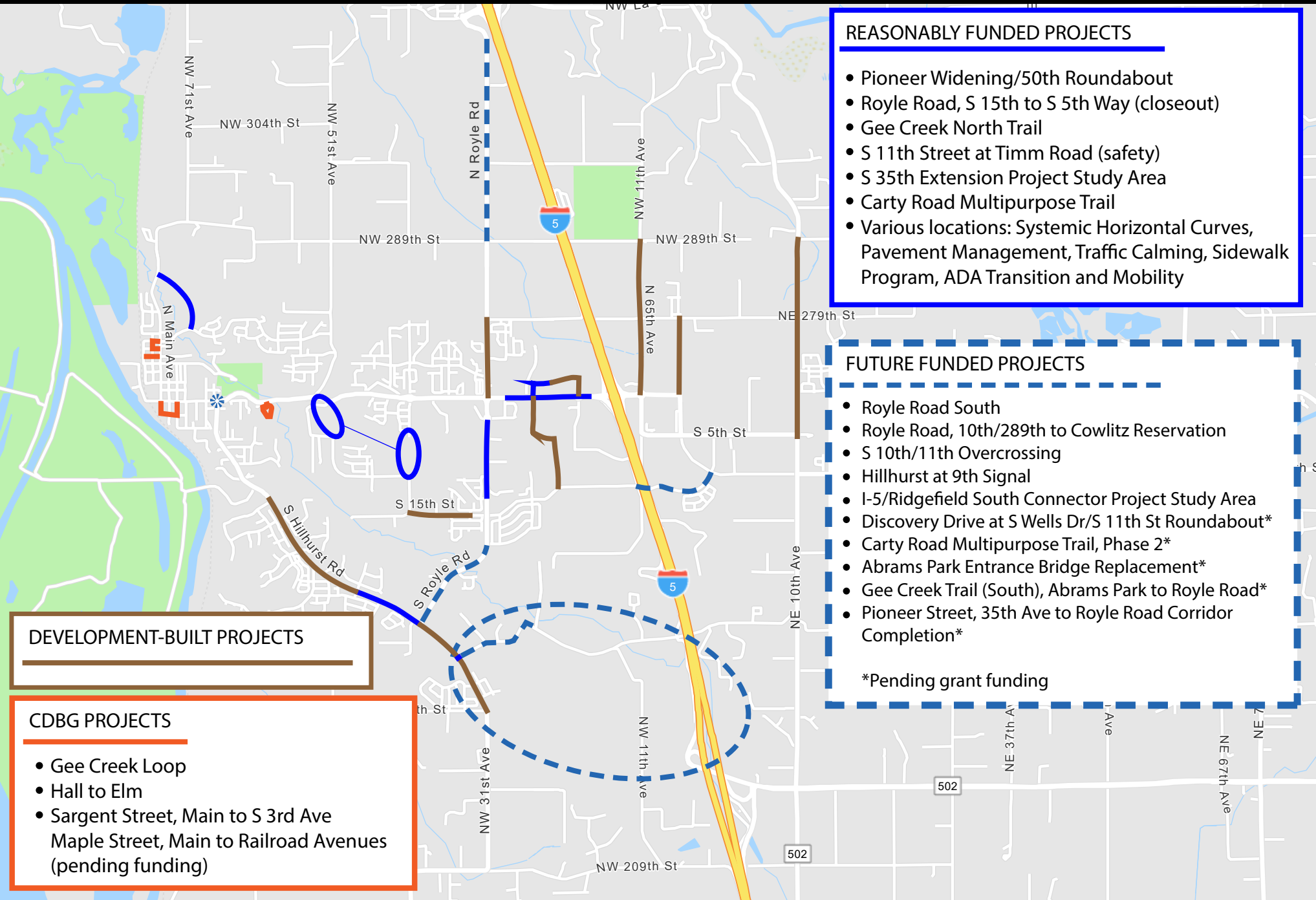
## PROJECT INFORMATION

Project pages for the City's highest priority projects are located on Ridgefield Roundtable at <https://ridgefieldroundtable.org/>.

Projects highlights on Ridgefield Roundtable include:

- [Pioneer Street I-5 to Royle Road Transportation Improvements](#) (Pioneer Widening and 50<sup>th</sup> Avenue Roundabout project)
- [Tax Increment Area](#) (financing of major transportation investments supporting economic development)
- [Comprehensive Plan Update](#) (includes updates to the Transportation Capital Facilities Plan)
- [Pavement Preservation](#): updated annually for pavement preservation and repair projects funded by the Transportation Benefit District fund
- [Pioneer Street Jurisdiction Transfer](#): updated regularly to follow the progress of the City's request to take over ownership of the Pioneer Street (State Route 501) corridor
- [Royle Road Corridor](#): three phases of Royle Road Improvement Projects between Pioneer Street and Hillhurst Road
- [Hillhurst Transportation Safety Project](#)
- [Horizontal Curves Safety Project](#)
- [Gee Creek North Trail, Heron Drive to Main Street/Wildlife Refuge](#)
- [Ridgefield South I-5 Connector Project](#)

# 2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT MAP



**CITY OF RIDGEFIELD 2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM FUNDING TABLE**

Project Name/ Description		Year First Funded	STIP Number	Evaluation Criteria	Improvement Type(s)	Utility Code(s)	Phase	Spent to Date	2025				2026				2027				2028				2029				2030				Total 2025-2030	Cost to Complete	Total (Includes Pre-2023 Expenditures)	Funding Sources		
Local	TIF	Grants/ Loans/ Bonds	REET/ TBD/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other											
REASONABLY FUNDED PROJECTS																																						
Pioneer Widening and Discovery Drive (50th Place) Roundabout Project	New roundabout at Pioneer Street at Discovery Drive; widening of Pioneer Street from Royle Road to 56th Place; new Discovery Drive (formerly 50th Place) and Pioneer Canyon Drive.	2021	None	Safety, Multimodal, Economic Development, Support Future Development	01, 03, 04, 12	C, S, W, G, P, T, O	PE/ Permits	\$ 2,000,000	\$ -		\$ 450,000																		\$ 450,000		\$ 2,450,000	LTGO Bond, Developer						
							ROW/ Easements	\$ 3,700,000		\$ -																								\$ -		\$ 3,700,000		
							CON	\$ 9,000,000		\$13,250,000																								\$ 13,250,000		\$ 22,250,000		
Royle Road, S 15th St to 5th Way	Three-lanes with medians, sidewalks, bike lanes and other urban improvements.	2022	None	Safety, Multimodal, Economic Development, Support Future Development	05	C, W, G, P, T	PE/ Permits	\$ 1,000,000																					\$ -		\$ 1,000,000	TIF, REET, TIB, Water SDC						
							ROW/ Easements	\$ 500,000																										\$ -		\$ 500,000		
							CON	\$ 4,250,000	\$ -	\$ 250,000	\$ 250,000																						\$ 500,000		\$ 4,750,000			
Royle Road South (S 19th Street to Hillhurst Road) Phase 1: Culvert Replacement	Complete corridor. Culvert replacement/ fish barrier removal at Gee Creek. Two lanes plus center median/ turn lanes, sidewalks, bike lanes, streetscape improvements, stormwater, water line, potentially sanitary sewer, other safety improvements.	2023	STIP ID: WA-15732	Safety, Multimodal, Economic Development, Support Future Development, Infrastructure Resiliency	03, 04, 09	C, G, P, T, W, S	PE/ Environmental	\$ 500,000			\$ 555,000																		\$ 555,000		\$ 1,055,000	Local, REET, TIF						
							ROW/ Easements																											\$ -		\$ -		
							CON																												\$ -		\$ -	
S 35th Avenue Extension, Pioneer St to S 15th St.	Evaluate alternatives, conduct environmental impact study, select preferred alternative, design and build a new connection between Pioneer Street and S 10th Way.	2023		Safety, Multimodal, Economic Development, Support Future Development, Connectivity, VMT	01	C, S, W, G, P, T, O	Planning/PE/ Environmental	\$ 100,000			\$ 450,000	\$ 400,000			\$ 250,000															\$ 1,100,000		\$ 1,200,000	TIF Surcharge, Private (Development), State/Federal (TBD)					
							ROW/ Easements	\$ -					\$ 1,000,000																						\$ 1,000,000		\$ 1,000,000	
							CON	\$ -			\$ -						\$ 2,500,000	\$ 5,000,000	\$ 7,500,000		\$ 2,500,000	\$ 8,000,000	\$ 10,000,000									\$ 35,500,000			\$ 35,500,000			
Hillhurst School Zone Pedestrian and Bike Safety Project	Installation of an overhead pedestrian crossing "HAWK" signal on Hillhurst Road in front of Ridgfield High School (RHS); Installation of a new school zone speed limit flashing beacon sign on Royle Road approaching the intersection with Hillhurst Road; Relocation of the existing flashing beacon pedestrian signage and warning signs from RHS to a new, enhanced, ADA-compliant crosswalk between Sanderling Park neighborhood and Sunset/View Ridge Schools campus.	2024		Safety, Complete Streets, Bike/ Pedestrian Mobility	03, 07	S, W	ALL	\$ 299,000	\$ 10,000		\$ 12,000																		\$ 22,000			TIB (Complete Streets), Local						
																																	\$ -					
																																			\$ -			
Gee Creek Trail (North): Heron Drive to Main Avenue	Extend the existing Gee Creek Trail north and west from Heron Drive to connect with Main Avenue near the northern end of city limits and the Ridgfield Wildlife Refuge Carly Unit. The project will also develop a preliminary design for a multimodal crossing of the BNSF railroad along Division Street to connect downtown to the waterfront.	2022	STIP ID: RF-026	Bike/Pedestrian Mobility, Safety, Trail System Connectivity, VMT Reduction	12	To be determined	PE/ Permits	\$ 65,000	\$ 20,000		\$ 200,000																		\$ 220,000		\$ 285,000	FLAP						
							ROW/ Easements					\$ 10,000																						\$ 10,000		\$ 10,000		
							CON																													\$ 1,087,557		\$ 1,087,557
S 11th Street at S Timm Road Safety Improvements	Assess, design and build safety improvements at the Timm Road at S. 11th Street intersection.	2023	STIP ID: WA-14869	Safety	12	To be determined	PE/ Permits				\$ 48,000																			\$ 48,000		\$ 48,000	HSIP					
							ROW/ Easements																												\$ 54,000		\$ 54,000	
							CON																												\$ 250,000		\$ 250,000	
Systemic Horizontal Curves Safety Improvements	Assess, design and build safety improvements at horizontal curves throughout the City. Includes installation of speed reader signs.	2023	STIP ID: WA-149711	Multimodal, Safety	12	N/A	PE/ Permits																							\$ -		\$ -	HSIP					
							ROW/ Easements																													\$ -		\$ -
							CON																													\$ 201,000		\$ 201,000
Carty Road Multipurpose Trail, Phase 1	Multipurpose trail along Carty Road consistent with Carty Road Subarea Plan, Phase 1. Design, Acquisition and Construction of Hillhurst at Carty Road enhanced crosswalk including RRFB.*	2025	STIP ID: WA-16237	Multimodal, Safety, Connectivity	01	C, S, W, G, P, T	PE/ Permits	\$ -	\$ 20,000		\$ 80,000																		\$ 100,000		\$ 100,000	Local to be determined, State (Capital grant)						
							ROW/ Easements	\$ -		\$ -		\$ 8,000	\$ 32,000																					\$ 40,000		\$ 40,000		
							CON																												\$ 100,000		\$ 100,000	
ADA Transition and Access/ Mobility Plan	Develop an ADA Transition and Mobility/Access Plan within City rights-of-way resulting in a prioritized program of improvements.	2024		Support Planned Development, Multimodal, Connectivity, Resiliency	01	C, G, P, S, T, W	Planning		\$ 14,000		\$ 56,000																		\$ 70,000		\$ 70,000	Local, Federal Safe Streets for All						
																																	\$ -		\$ -			
																																			\$ -		\$ -	
COMMUNITY DEVELOPMENT BLOCK GRANT PROJECTS																																						
Gee Creek Loop	Installation of storm drainage, pavement repair and enhanced pedestrian crossing of Pioneer St.	2022		Preservation, Environmental Benefits, Neighborhood improvements	03, 07	To be determined	PE/ Permits	\$ 68,000	\$ 117,500		\$ 10,000																		\$ 127,500		\$ 195,500	Local (TBD), CDBG, PWF						
							ROW/ Easements				\$ 20,000																							\$ 20,000		\$ 20,000		
							CON		\$ 180,000		\$ 527,500																							\$ 707,500		\$ 707,500		
Hall and Elm	Installation of storm drainage, pavement repair, waterline, sidewalk	2023		Preservation, Environmental Benefits, Neighborhood improvements	03, 07	To be determined	PE/ Permits	\$ 20,000			\$ 120,000																		\$ 120,000		\$ 140,000	Local (TBD, Water), CDBG						
							ROW/ Easements				\$ 10,000																							\$ 10,000		\$ 10,000		
							CON				\$ 232,470	\$ 401,500																							\$ 633,970		\$ 633,970	
Sargent Street, Main to 3rd	Installation of storm drainage, pavement repair, waterline, new hydrant, sidewalk	2024		Preservation, Environmental Benefits, Neighborhood improvements	03, 07	To be determined	PE/ Permits							\$ 70,800															\$ 70,800		\$ 70,800	Local (Water, TBD), CDBG						
							ROW/ Easements					\$ 15,000																						\$ 15,000		\$ 15,000		
							CON					\$180,400	\$200,000																						\$ 380,400		\$ 380,400	
Maple Street, Main to Railroad	Installation of storm drainage, pavement repair, waterline, sidewalk*	2025*		Preservation, Environmental Benefits, Neighborhood improvements	03, 07	To be determined	PE/ Permits									\$ 170,000													\$ 170,000		\$ 170,000	Local (Water, Storm, TBD), CDBG						
							ROW/ Easements																												\$ 20,000		\$ 20,000	
							CON																													\$ 400,000		\$ 817,000
TRANSPORTATION BENEFIT DISTRICT																																						
Pavement Management Program (includes Annual Striping Program)	Annual pavement management program including pavement repairs, slurry seals, and other treatments to extend pavement life and maintain good pavement condition index. Also includes the	2022		Preservation	03, 07	S, W	ALL					\$ 600,000				\$ 700,000							\$ 750,000						\$ 750,000	\$ 750,000	4275000	\$ -	\$ 4,275,000	TBD				
Annual Sidewalk/ ADA Program.	Sidewalk repairs and improvements. Programmed improvements to be guided by the ADA Transition and Mobility/ Access Plan, anticipated in fall 2025.	2022		Multimodal, safety, ADA accessibility	12	N/A	ALL					\$ 20,000				\$ 50,000							\$ 50,000						\$ 50,000	\$ 50,000	\$ 50,000	\$ 270,000	\$ -	\$ 270,000	TBD			
Annual Traffic Calming Program.	Speed bumps and other traffic calming treatments based on prioritized list	2022		Safety	12	N/A	ALL					\$ 25,000				\$ 25,000												\$ 30,000	\$ 30,000	\$ 30,000	\$ 170,000	\$ -	\$ 170,000	TBD				

CITY OF RIDGEFIELD 2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM FUNDING TABLE

Project Name/ Description	Description	Year First Funded	STIP Number	Evaluation Criteria	Improvement Type(s)	Utility Code(s)	Phase	Spent to Date	2025				2026				2027				2028				2029				2030				Cost to Complete	Total (Includes Pre-2025 Expenditures)	Funding Sources																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
									Local	TIF	Grants/ Loans/ Bonds	REET/ TBD/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other	Local	TIF	Grants/ Loans/ Bonds	REET/ Other				Total 2025-2030																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Matching Funds (for CDBG and other projects involving pavement repair)	Transportation Benefit District funds used to match pavement repair elements of CDBG and other grant funded projects.	2025		Preservation; multimodal, safety	To be determined	To be determined	ALL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							

PRIORITY CODES  
T = Transportation  
CDBG = Community Development Block Grant  
TBD = Transportation Benefit District  
F = Future

\* Conditioned upon receiving grant funding  
FUNDING SOURCES  
Local - General Fund, TBD (Transportation Benefits District), Water (Water funds), TIF (Traffic Impact Fees), REET (Real Estate Excise Tax), TIA (Tax Increment Area), Developer contributions (Developer)  
State-PWF (Public Works Fund), TIB (Transportation Improvement Board), Ped-Bike (WISDOT Bicycle/Pedestrian Program), SRTS (Safe Routes to School Program)  
Federal: SRTS (Safe Routes to School Program), STBIS (Surface Transportation Block Grants), CRP (Carbon Reduction Program), FLAP (Federal Lands Access Program), SSA (Safe Streets for All Users)  
UTILITY CODES  
C - Cable TV;  
S - Sewer;  
T - Telephone;  
G - Gas;  
O - Other;  
P - Power;  
W - Water

IMPROVEMENT TYPE CODES  
00 No Classification  
01 New construction on new alignment  
02 Rehabilitation  
03 Reconstruction  
04 Major Widening  
05 Minor Widening  
07 Resurfacing  
08 New Bridge Construction  
09 Bridge Replacement  
10 Bridge Rehabilitation  
11 Minor Bridge Rehabilitation  
12 Safety/Traffic Operation/TSM  
13 Active Transportation/Trail  
31 Non-Capital Improvement