



2024 - 2029
**TRANSPORTATION
IMPROVEMENT PROGRAM**



City of Ridgefield

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TRANSPORTATION IMPROVEMENT PROGRAM

2024-2029

RESOLUTION NO. 634
2024-2029 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 2024-2029; 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 21, 2023 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 2024-2029.

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 2024-2029 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 2024-2029 with the Washington State Department of Transportation.
2. This resolution shall be in full force and effect on December 21, 2023.

ADOPTED AT A REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 21ST DAY OF DECEMBER, 2023.

CITY OF RIDGEFIELD

DocuSigned by:


Jennifer Lindsay

3380C324397E42D...

Jennifer Lindsay, Mayor

ATTEST/AUTHENTICATED:

DocuSigned by:


Julie Ferriss

BA35ACBCC9B14B1...

Julie Ferriss, City Clerk

City Council Members

Jennifer Lindsay, Mayor
Rob Aichele, Mayor Pro Tem
Ron Onslow, Councilor
Clyde Burkle, Councilor
Lee Wells, Councilor
Matt Cole, Councilor
Judy Chipman, 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 Projects Program Manager
Jason Van Dyke, Capital Projects Engineering Technician

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.

INTRODUCTION

The City of Ridgefield's 2024-2029 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
 - Ensuring compliance with state and federal requirements and regulations including the Americans with Disabilities 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.

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 gas tax 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 \$550 billion in new spending, approximately half of which goes to the U.S. Department of Transportation. The result is higher funding levels in existing transportation programs and the creation of new programs as well. The IIJA provides funding for fiscal years 2023 through 2026. Similar to the FAST Act, the IIJA authorizes a single amount annually for all programs combined. That amount is apportioned among the states, and then each state's portion is 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 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.

The City previously was unable to pursue funds under the STBG – Urban Large program as it was not part of the Vancouver/Camas/Washougal federal urban area. The City in the past was eligible to pursue funds through the STBG-Rural formula allocation. However, the 2020 Decennial Census has identified Ridgefield as its own federal urban area for STBG funds. It has its own allocation of approximately \$15,000 per year beginning in federal fiscal year 2023.

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. 11th 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.

Reconnecting Communities and Neighborhoods Grant Program (RCN): The RCN discretionary grant program, established by the Bipartisan Infrastructure Law (BIL), is a competitive grant discretionary grant program, established by the Inflation Reduction Act (IRA). Funding is available for projects which

- Prioritize disadvantaged communities;
- Improve access to daily needs such as jobs, education, healthcare, food, and recreation;
- Foster equitable development and restoration; or
- Reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

The City has partnered with the Cowlitz Indian Tribe and Clark County (through the Commission on Aging) to apply for a 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 a grant application has been submitted.

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 15th Street to S 5th 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.

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 19th 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, 50th Avenue Roundabout and N 50th/51st 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 50th/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 (NTTFI) 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 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 (NTTFI). 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.

These corridors include:

- N. 65th Avenue
- N. Randel Drive (formerly Krause Avenue in the waterfront area)
- N. Main Avenue
- N. Reiman Road
- N. and S. 85th Avenue (formerly NE 10th Avenue)
- NW 51st Avenue
- Pioneer Street
- S. 5th Street (65th Avenue to 85th Avenue)
- S. 65th Avenue (Pioneer to S. 5th Street)
- W. Division Street (considered a Transportation corridor to accommodate a future multi-purpose trail between Main Avenue and the waterfront)
- N. Royle Road (NW 31st Avenue in unincorporated Clark County) between Pioneer Street and the Cowlitz Reservation and Ilani Casino.
- W. Mill Street.

Included in this TIP, the Cowlitz Indian Tribe has partnered with the City on a grant application under the Reconnecting Communities and Neighborhoods (RCN) Neighborhood Access and Equity Program for a planning and design study of North Royle Road and NW 31st Avenue between Ridgefield and the Cowlitz Indian Reservation and Ilani Casino. If funded, the City would work with the Cowlitz Indian Tribe (CIT) on this design study and then plans to work with the CIT on a future

funding request to fund the improvements. The North Royle Road project is anticipated to include: road improvements, a roundabout at NW 289th 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 Extension/ Union Ridge Parkway Project
- Pioneer Widening/ 50th Avenue Roundabout Project
- Royle Road/15th Street Roundabout (S. 19th Street to Fieldcrest)
- Royle Road, S 15th Street to S 5th Way
- Pioneer Canyon Drive, N 50th Avenue to 56th Avenue (both City and developer components)
- Safety (HSIP) projects: S. Timm Road at S. 11th Street and Systemic Horizontal Curves
- CDBG Projects: Gee Creek Loop, Hall and Elm
- Gee Creek North Trail Project
- S 35th Avenue extension project.

The following projects are conditional upon receiving grants to complete them:

- ADA Transition and Mobility/Access Plan
- Hillhurst School Zone Transportation Safety Project
- S Sargent Street, Main Avenue to S 3rd Avenue CDBG project
- Royle Road (South Phase), S. 19th Street to Hillhurst Road.



FUTURE FUNDED PROJECTS

These are projects which may begin planning or pre-design phases in the 2024-2029 time frame, with full funding and completion expected beyond the 2029 horizon year for this TIP.

- S. 10th / 11th Street I-5 Overcrossing Project
- Ridgefield I-5 South Connector Project
- Discovery Drive at S. Wells Drive / S 11th 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 2024-2029 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 frame 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 50th 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
- [Pioneer Street Extension Project](#)
- [Royle Road Corridor](#): three phases of Royle Road Improvement Projects between Pioneer Street and Hillhurst Road
- Hillhurst Transportation Safety Project
- [Ridgefield South I-5 Connector Project](#)

CITY OF RIDGEFIELD 2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM FUNDING TABLE

Project Name/ Description	Reference Number(s)	Evaluation Criteria	Improvement Type(s)	Utility Code(s)	Phase	Spent to Date	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	Cost to Complete	Total	Funding Sources	
REASONABLY FUNDED PROJECTS																														
Pioneer Widening Project: new roundabout at 51st Avenue/Discovery Drive, widening of Pioneer Street from Royle Road to 56th Avenue, new 50th Avenue and Pioneer Canyon Drive.	PIN: 30, 32, 34, STIP ID: RF 008	Safety, Multimodal, Economic Development, Support Future Development	01, 03, 04, 12	C, S, W, G, P, T, O	PE/ Permits ROW/ Easements CON	\$ 1,000,000 \$ 1,000,000 \$28,000,000	\$ 160,000		\$ 850,000																				\$ 2,010,000 \$ 1,000,000 \$ 28,000,000	TIF, REET, TIA
Royle Road, S 15th St to 5th Way. Three-lanes with medians, sidewalks, bike lanes and other urban improvements.	PIN: 22, STIP ID: RF 004	Safety, Multimodal, Economic Development, Support Future Development	05	C, W, G, P, T	PE/ Permits ROW/ Easements CON																								\$ - \$ - \$ 5,602,154	TIF, REET, TIB, Water SDC
Pioneer Street Extension	PIN: 55, STIP ID: RF 013	Safety, Multimodal, Economic Development, Support Future Development, Connectivity	01	C, S, W, G, P, T, O	PE/ Permits ROW/ Easements CON	\$ 1,000,000 \$ 1,000,000 \$ 4,932,284	\$ 500,000	\$ 1,300,000	\$ 2,952,100	247900																			\$ 1,000,000 \$ 1,000,000 \$ 5,352,284	TIF, BUILD
Royle Road Roundabout, S. 19th St to S. 15th St.	PIN: 21, STIP ID: RF 026	Safety, Multimodal, Economic Development, Support Future Development	01	C, W, G, P, T	PE/ Permits ROW/ Easements CON																								\$ - \$ - \$ -	Local, REET, TIF
Gee Creek Trail (North): Heron Drive to Main Avenue	PIN: STIP ID: RF	Multimodal	01	To be determined	PE/ Permits ROW/ Easements CON	\$ 3,000 \$ 44,550			\$ 285,450																				\$ 333,000 \$ 180,000 \$ 918,710	Local, FLAP
S 11th Street at S Timm Road Safety Improvements	PIN: STIP ID: RF	Safety	12	To be determined	PE/ Permits ROW/ Easements CON			\$ 30,000																					\$ 30,000	HSIP
Systemic Horizontal Curves Safety Improvements	PIN: STIP ID: RF	Safety	12	To be determined	PE/ Permits ROW/ Easements CON			\$ 80,000																					\$ 20,000 \$ 260,000	HSIP
Hillhurst School Zone Pedestrian and Bike Safety Project*	PIN: STIP ID: RF	Multimodal, Safety	12	To be determined	PE/ Permits ROW/ Easements CON	\$ 35,000																							\$ 35,000 \$ - \$ 250,000	Local, SRTS or B/P
Pavement Management Program	PIN: N/A STIP ID: RF 013	Preservation	03, 07	S, W	ALL		\$ 600,000				\$ 600,000			\$ 600,000				\$ 600,000				\$ 600,000						\$ 3,600,000	TBD	
Annual Sidewalk Program.	PIN: N/A STIP ID: RF 024	Multimodal, safety	00, 31	N/A	ALL			\$ 20,000				\$ 20,000			\$ 20,000				\$ 20,000										\$ 120,000	General Fund
Annual Traffic Calming Program.	PIN: N/A STIP ID: RF	Safety	00, 31	N/A	ALL		\$ 25,000				\$ 25,000			\$ 25,000				\$ 25,000				\$ 25,000							\$ 150,000	General Fund
ADA Transition and Access/ Mobility Plan*	PIN: N/A STIP ID: RF	Multimodal, Accessibility, Safety	00	N/A	ALL (Planning)		\$ 14,000		\$ 56,000																				\$ 70,000	Local, Federal Reconnecting Communities
S 35th Avenue extension, Pioneer St to S 15th St.	PIN: 13, STIP ID: RF 018	Support Planned Development, Multimodal, Connectivity, Resiliency	01	C, G, P, S, T, W	PE/ Permits ROW/ Easements CON	\$ 40,000 \$ 59,000				\$ 500,000		\$ 500,000						\$ 250,000				\$ 500,000						\$ 1,099,000 \$ 500,000 \$ 8,000,000	TIF, Developer	

COMMUNITY DEVELOPMENT BLOCK GRANT PROJECTS

Gee Creek Loop: storm drainage, pavement repair and enhanced pedestrian crossing of Pioneer/SR 501	PIN: STIP ID: RF	Preservation, Environmental Benefits, Neighborhood improvements	03, 07	To be determined	PE/ Permits ROW/ Easements CON	\$ 68,000 \$ 20,000 \$ 180,000	\$ 117,500 \$ 20,000 \$ 527,500		\$ 10,000																				\$ 195,500 \$ 20,000 \$ 707,500	Local (TBD), CDBG, PWF
Hall and Elm: storm drainage, pavement repair, waterline, sidewalk	PIN: STIP ID: RF	Preservation, Environmental Benefits, Neighborhood improvements	03, 07	To be determined	PE/ Permits ROW/ Easements CON				\$ 91,553																				\$ 91,553 \$ 10,000 \$ 633,970	Local (TBD, Water), CDBG, PWF
Sargent Street, Main to 3rd: storm drainage, pavement repair, waterline, sidewalk	PIN: STIP ID: RF	Preservation, Environmental Benefits, Neighborhood improvements	03, 07	To be determined	PE/ Permits ROW/ Easements CON				\$ 10,000																				\$ 70,800 \$ 15,000 \$ 380,400	Local (Water, TBD), CDBG

FUTURE FUNDED PROJECTS

Royle Road South Phase, S. 19th St to Hillhurst Rd.	PIN: 20, STIP ID: RF 020	Safety, Multimodal, Economic Development, Support Future Development, Infrastructure	03, 04, 09	C, G, P, T, W, S	PE/ Permits ROW/ Easements	\$ 715,028		\$ 624,000																					\$ 1,339,028 \$ 1,000,000	REET, PWF, Federal (NOAA Culvert Replacement)
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CITY OF RIDGEFIELD 2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM FUNDING TABLE

Project Name/ Description	Reference Number(s)	Evaluation Criteria	Improvement Type(s)	Utility Code(s)	Phase	Spent to Date	2024			2025			2026			2027			2028			2029			Cost to Complete	Total	Funding Sources	
							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		
		Resiliency			CON												\$ 15,000,000										\$ 15,000,000	fund)
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. Funding of future phases to be determined.*	PIN: STIP ID: RF	Safety, Multimodal, Economic Development, Support Future Development, Infrastructure Resiliency	03, 09	C, G, P, T, W, S	PE/ Permits			\$ 850,000																			\$ 850,000	Federal: RCN, Local shares to be determined. Cowlitz Tribe shares to be determined.
					ROW/ Easements																						\$ -	
					CON																						\$ -	
S 10th/11th Street Overcrossing of I-5, Timm Road to Union Ridge Parkway	PIN: 58, STIP ID: RF 025	Economic Development, Support Planned Development, Connectivity	01, 08	C, G, P, T, W, S	PE/ Permits												\$ 3,000,000										\$ 3,000,000	TIA, Federal grant to be determined
					ROW/ Easements																						\$ 4,000,000	
					CON																						\$ 25,000,000	
Hillhurst/9th Avenue at Pioneer Street, new traffic signal.*	PIN: 4, STIP ID: RF 007	Safety, Connectivity, Support Planned Development	12	G, P	PE/ Permits								\$ 20,000	\$ 40,000			\$ 40,000										\$ 100,000	TIF, Developer, City, HSIP
					ROW/ Easements								\$ 10,000	\$ 15,000			\$ 15,000										\$ 40,000	
					CON								\$ 50,000	\$ 100,000			\$ 100,000										\$ 250,000	
I-5 Ridgefield South Connector/ NW 219th St. Extension, new corridor	PIN: 42, STIP ID: RF 026	Economic Development, Support Planned Development, Connectivity	01	C, S, W, G, P, T	PE/ Permits	\$ 200,000		\$ 5,000,000																			\$ 5,200,000	Local to be determined, State (Capital grant)
					ROW/ Easements																						\$ 4,000,000	
					CON																						\$ 54,000,000	
PROJECTS ANTICIPATED TO BE BUILT WITH DEVELOPMENT																												
Royle Road Improvements, N 10th St to Pioneer St.	PIN: 25, STIP ID: RF 004	Multimodal, Support Planned Development, Connectivity	05	C, G, P, T, W, S	ALL					2000000			1300000													\$ 3,300,000	Developer (subject to TIF credits)	
85th Ave. Improvements, S. 5th St to N. 10th St.	PIN: 65, STIP ID: RF 005	Multimodal, Support Planned Development, Connectivity	05	C, G, P, T, W, S	ALL				2000000			2230000														\$ 4,230,000	Developer (subject to TIF credits)	
Hillhurst Rd. Improvements, Pioneer Street to Sevier Rd	PIN: 05, STIP ID: RF 009	Multimodal, Support Planned Development, Connectivity	05	C, G, P, T, W, S	ALL												\$ 2,000,000									\$ 2,000,000	Developer (subject to TIF credits)	
Hillhurst Rd. Improvements, Sevier Rd to UGA Boundary	PIN: 15, STIP ID: RF 015	Multimodal, Support Planned Development, Connectivity	05	C, G, P, T, W, S	ALL			1000000									\$ 1,000,000									\$ 3,000,000	Developer (subject to TIF credits)	
65th Ave. Improvements, Pioneer St. to N. 20th St.	PIN: 52, STIP ID: RF 006	Multimodal, Economic Development, Support Planned Development, Connectivity	05	C, G, P, T, W, S	ALL												\$ 2,000,000									\$ 3,130,000	Developer (subject to TIF credits)	
Rebuild S 15th Street, S 35th Ave to Royle Road	PIN: 14, STIP ID: RF 019	Multimodal, Support Planned Development, Connectivity	05	C, G, P, T, W, S	ALL												\$ 2,830,000									\$ 4,830,000	Developer (subject to TIF credits)	
Union Ridge Parkway Extension, Pioneer Street roundabout to N 10th Street.	PIN: . STIP ID: RF	Multimodal, Support Planned Development, Connectivity	1	C, G, P, T, W, S	ALL			1000000																		\$ 3,450,000	Developer (subject to TIF credits)	

* 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), FLAP (Federal Lands Access Program), RCN (Reconstructing Communities and Neighborhoods)

UTILITY CODES

C-Cable TV;

S-Sewer;

T-Telephone;

G-Gas;

O-Other,

IMPROVEMENT TYPE CODES

00 No Classification
 01 New construction on new alignment
 02 Relocation
 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
 31 Non-Capital Improvement