

Street Funding Strategy

2024 Report



About this Report

The Ridgefield Transportation Benefit District (TBD) Fund was adopted in December 2018 to account for the receipt of vehicle licensing fees. The City Council originally adopted the vehicle license fee as a funding source for the Pavement Preservation Program. City Council earmarked the revenue received from the vehicle licensing fees for the Pavement Preservation Program to increase the amount of maintenance the City can complete annually.

In November 2021, Ridgefield voters approved a ten-year 0.2% sales tax to pay costs associated with pavement preservation projects identified in the Six Year Transportation Improvement Program. The tax was effective April 1, 2022. City Council repealed the vehicle licensing fee effective April 1, 2022.

This annual report is required of Transportation Benefit Districts by RCW 36.73.160 and intended to give residents and taxpayers a brief review of the status of the benefit district, revenues, expenditures, and planning for the future.



Street Funding Revenue - 2024

The estimated revenue from the sales tax in 2024 was \$850,000.
The 2024 budget for pavement preservation was \$1.05 million.
The 2024 projected year-end fund balance was \$46,314.

The table shown here provides the estimated and actual 2024 Revenue for the Transportation Benefit District, from the 0.02% Sales Tax.

FUNDING SOURCE	2024 REVENUE	
	Estimated	Actual
0.02% TBD Sales Tax	\$850,000	\$1,073,131.66

ENDING FUND BALANCE	
Estimated	Actual
\$46,314	\$727,134.22



Street Funding Expenses - 2024

The 2024 annual budget was divided between pavement preservation and asphalt repairs.

Pavement Preservation

2024 Slurry Seal projects were completed to ensure neighborhood streets will achieve their full life cycle. Roadway surface treatments, like slurry seal, are the most cost-effective way to provide residents with sustainable roads in their neighborhood.

Neighborhoods that received resurfacing treatment in 2024 included Bella Noche, Canterbury Trails, Discovery Ridge, Green Gables, Laurel Heights, Pioneer Canyon and Taverner Ridge.

Asphalt Repairs

2024 Asphalt Repairs addressed degraded roadways primarily in intersections. Abutting sidewalks and ramps were reconstructed to comply with ADA requirements at two intersections. Repair work included excavation, base rock, asphalt, sidewalks/ramps and striping.

Asphalt repairs were completed at the intersections of S 6th Way/S Timm Road, S 11th Way/S Timm Road, S 65th Ave/S 5th Street and S 42nd Place/S 38th Way.

PROJECTS	2024 EXPENSES
Pavement Preservation Program	\$502,000
Sidewalk Replacement Program	\$8,000
Matching Funds for Grant Projects	\$191,500
Program Administration	\$28,000
Striping	\$6,500
TOTAL	\$736,000



2024 Resurfacing Maps

2024 Pavement Preservation Resurfacing Map

Areas to receive crack sealing and slurry seal (type II) indicated in red



2025

TBD Revenues - 0.02% Sales Tax

The 0.02% Sales Tax is expected to generate approximately \$1,165,000 in 2025.

2025 Transportation Benefit District Work Plan

In 2025, the annual Transportation Benefit District funds will be split between four programs.

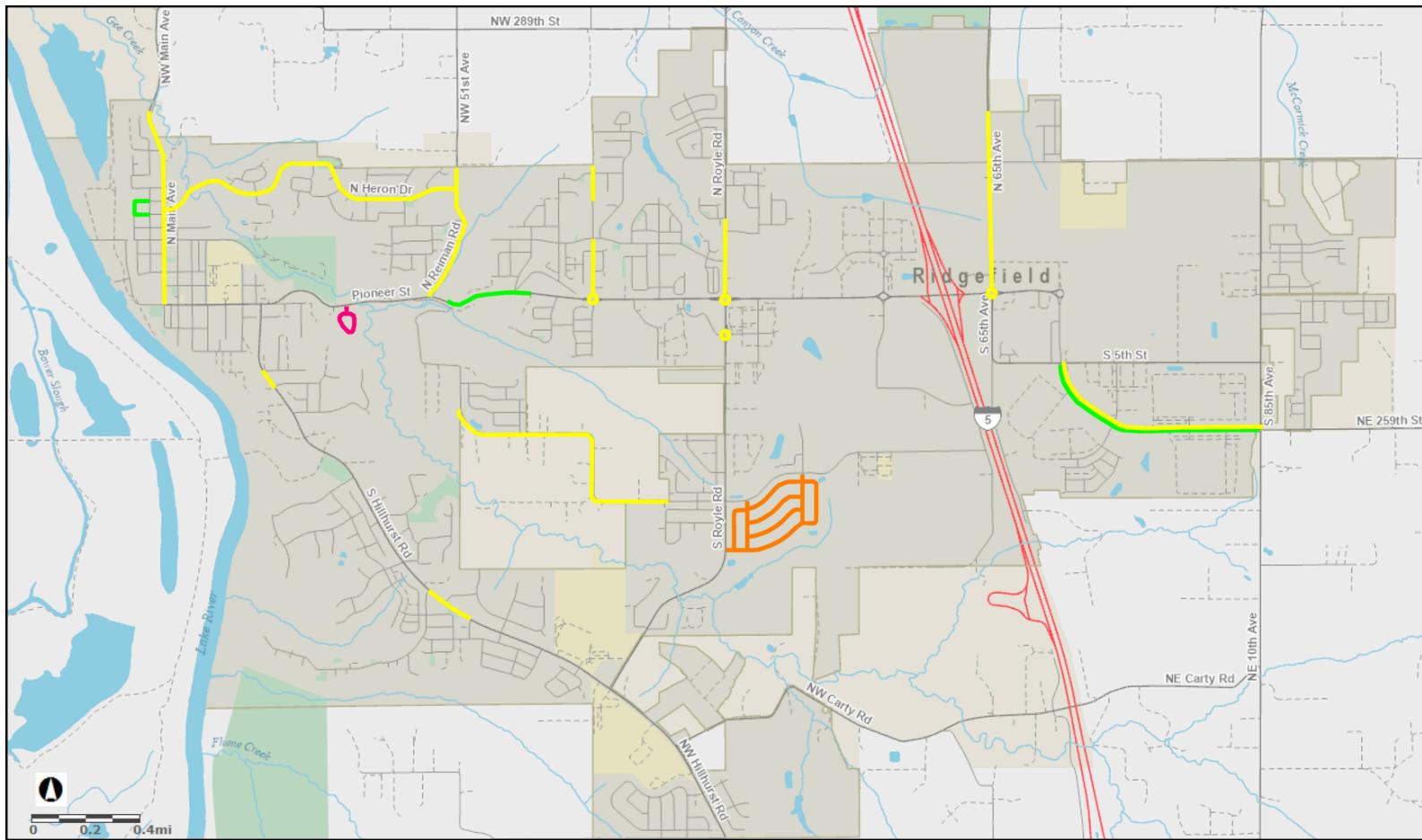
- **Pavement Management Program:** Includes pavement repairs, slurry seals, and other treatments to extend pavement life, plus an annual striping program to maintain road striping quality.
- **Sidewalk/ADA Program:** Includes sidewalk repairs and improvements. Programmed improvements to be guided by the ADA Transition and Mobility/Access Plan, anticipated in Fall 2025.
- **Traffic Calming:** Includes speed bumps and other traffic calming treatments based on prioritized list.
- **Matching Funds:** TBD funds used to match pavement repair elements of Community Development Block Grant (CDBG) and other grant funded projects.

PROGRAM	2025 BUDGET
Pavement Management	\$560,000
Sidewalk/ADA	\$20,000
Traffic Calming	\$40,000
Matching Funds	\$275,000
TOTAL	\$895,000

2025 Project Map on following page.



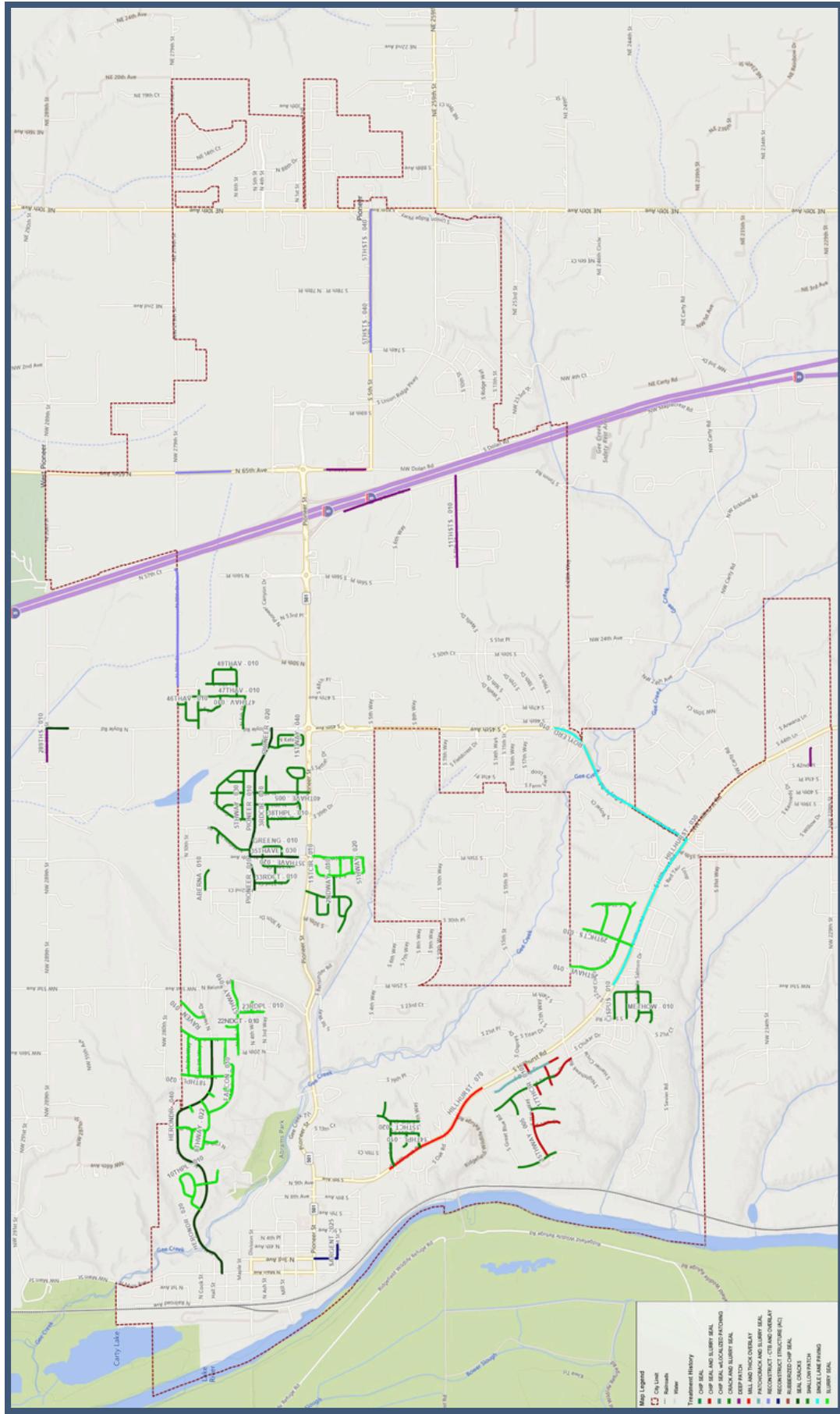
2025 Planned TBD Funded Projects



MAP COLOR	PROJECT
Orange	Slurry Seal: Seven Wells Estates
Yellow	Striping: Refresh roadway striping on identified segments
Pink	Gee Creek Loop Roadway Reconstruction - CDBG Project using TBD Funds for Pavement Restoration
Green	Design for Future Projects: Union Ridge Parkway, Hall & Elm Street Improvements , Pioneer Street Curves



Road Resurfacing, 2020-2025



Pavement Management Program

Ridgefield's livability, economic vitality, and public safety depend on a healthy, viable street system. Pavement management is a way of protecting this community asset and maximizing the life of our streets. Each year, staff evaluates pavement conditions and determines the most cost-effective methods to extend pavement life and improve the driving surface. When streets begin to fail, they fail quickly and the costs to repair them increases dramatically. To use resources most efficiently, the city's primary focus has been on keeping good streets in good condition.



The City of Ridgefield maintains about
50 MILES
of paved streets.

Streets are the backbone of all community and business activities and impact Ridgefield's overall quality of life.

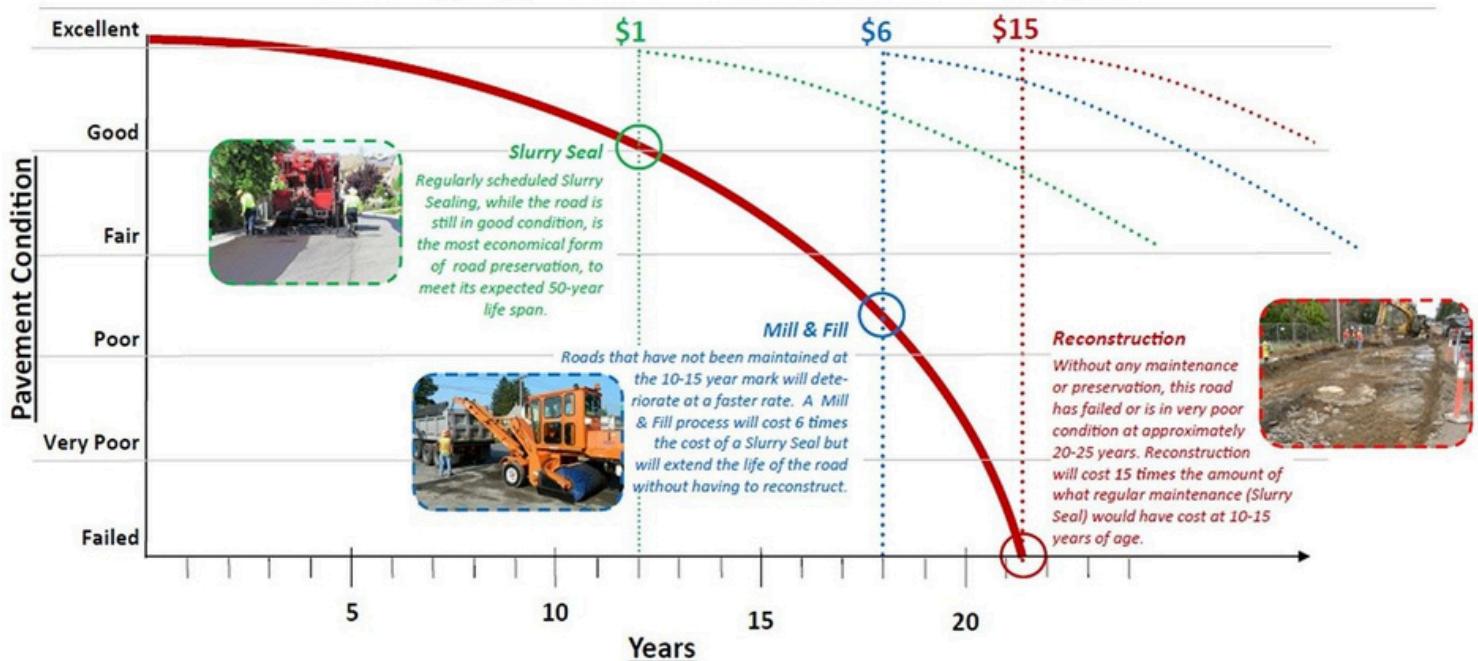
Just like your car needs regularly scheduled oil changes to remain in good working condition, a street system needs regular maintenance to function properly and meet its expected 50-year life span. Scheduled maintenance extends the life of our streets by 50% and costs less than expensive repairs needed without it. The cost of reconstructing unmaintained roads is 15 times the amount of regular maintenance.



Street Maintenance and Preservation

The most destructive street damage comes during freezing temperatures on streets that are vulnerable to water intrusion. Water seeps into the street and then freezes, thaws, and sometimes freezes again below the surface. This expansion and contraction deteriorates the subsurface of the street and will eventually lead to surface cracking and potholes, which make the street even more vulnerable to water intrusion. Potholes can be filled in as they occur, but only regularly scheduled maintenance to seal a street will prevent water intrusion and its damaging effects.

Managing Assets: Pavement Life Cycle



Proactive maintenance and preservation through regularly scheduled crack and slurry sealing, every 10 to 15 years after a street's construction is the most effective method for extending the life of pavement. Established engineering studies show that a street left unmaintained after that timeline will deteriorate rapidly and necessitate a more detailed and expensive method of repair.

To evaluate pavement conditions and prioritize maintenance projects, streets in Ridgefield are monitored and rated on the Pavement Conditions Index (PCI). The goal is maintain an average rating of about 80 (Very Good).

Methods for Preservation & Maintenance

The City utilizes various maintenance and preservation methods to repair and upkeep Ridgefield's streets. These may include: Crack Seal, Slurry Seal, Micro-Surfacing, Chip Seal, Cape Seal, and Mill & Fill Overlay.



Funding Pavement Preservation

Preservation of Ridgefield's streets is paid for by all who use Ridgefield's streets through the Ridgefield Transportation Benefit District.

In November 2021 the citizens of Ridgefield approved a proposition authorizing a sales and use tax of 0.2% on taxable retail sales for the purpose of financing pavement preservation and maintenance. This sales tax is expected to provide approximately \$600,000 to the City budget annually for the purpose of pavement preservation and maintenance.

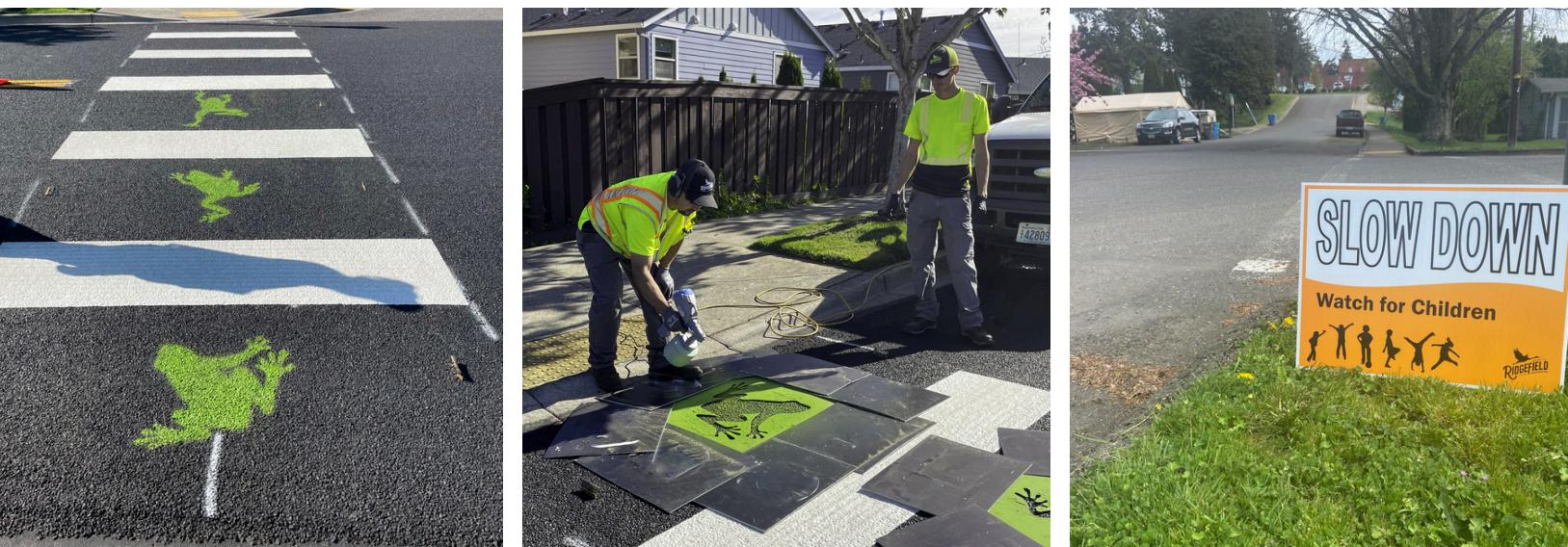
Since Ridgefield has streets in varying conditions, the annual budget is often divided between pavement preservation, asphalt repair projects and matching funds for grant funded projects which have a pavement preservation or restoration component.

Traffic Calming

Traffic Calming is the deliberate slowing of traffic through residential areas.

Many people immediately think of things such as speed bumps and medians but Traffic Calming can involve much more.

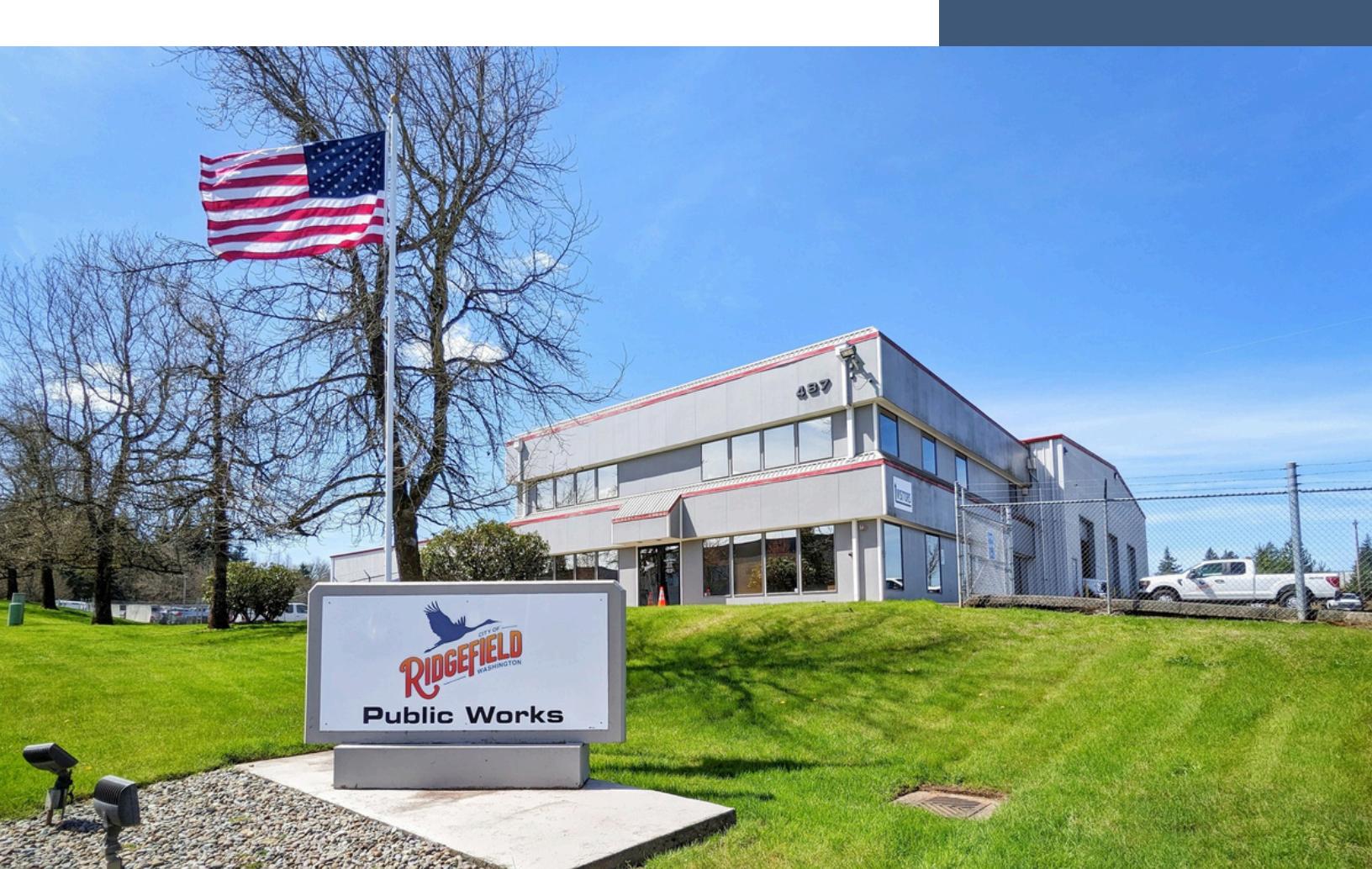
Traffic Calming techniques should be specifically tailored to the problem the particular area faces. Some techniques are designed to reduce vehicle speeds and raise driver caution, others divert traffic. Several Traffic Calming techniques are employed throughout Ridgefield, including roundabouts, raised medians, turning lanes, on street parking, alternate transportation, closed streets, signs and striping, speed bumps, curb extensions, speed trailers, street murals.



Sidewalk/ADA Program

This program includes sidewalk repairs and improvements, such as rebuilding ramps to meet current ADA standards and requirements. The City of Ridgefield received a Safe Streets for All federal grant to develop an ADA Transition and Mobility/Access Plan. Using the Plan, we will develop a program of projects to remove gaps and barriers to accessible non-motorized transportation within City limits.

The ADA Transition and Mobility/Access Plan is anticipated in Fall 2025. For more information, [visit the project page](#).



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