RIDGEFIELD CITY COUNCIL
MEETING AGENDA

Thursday, October 26, 2023
RACC - Columbia Assembly Room
510 Pioneer Street, Ridgefield, WA 98642

I. STUDY SESSION - 5:30 P.M.

1. **Public Briefing Local Tax Increment Financing - Kirk Johnson, Finance Director**

II. GENERAL SESSION CALL TO ORDER - 6:30 PM

1. **Flag Salute**
2. **Roll Call**
3. **Late changes to the agenda**

III. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

IV. CONSENT AGENDA

1. **Approval of Claims And/Or Payroll**
2. **Approval of Minutes from the October 12, 2023 Meeting**

V. PRESENTATION

1. **Introduction of Corey Crownhart, New Parks Manager - Chuck Green, Public Works Director**
2. **Presentation on 2024 Proposed Operating and Capital Budget - Kirk Johnson, Finance Director**

VI. BUSINESS

1. **First Reading of Ordinance No. 1410 - Designation of a Tax Increment Area - Kirk Johnson, Finance Director**

2. **Motion - Overlook Park Splash Pad Consolidated Contractor Change Order - Chuck Green, Public Works Director**

3. **Motion - Contract Award for Gee Creek Loop Community Development Block Grant Project Design - Chuck Green, Public Works Director**

4. **Motion - Selection of Project to Submit for Federal Fiscal Year 2024 Community Development Block Grant Funding - Chuck Green, Public Works Director**

VII. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

VIII. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. **Council**

2. **Mayor**

3. **City Manager**

IX. ADJOURN

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 26, 2023

AGENDA ITEM NAME: Public Briefing Local Tax Increment Financing

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GOVERNING LEGISLATION

RCW 39.114 Tax Increment Financing

PREVIOUS COUNCIL ACTION TAKEN:

Council held a public briefing on July 13, 2023.
Council has received multiple briefings in open public meetings on what tax increment financing is and the progress on the project.
Council held a joint meeting with the Clark Cowlitz Fire Rescue Board of Commissioners.

SUMMARY/BACKGROUND:

Public briefing on Local Tax Increment Financing.

BUDGET/FINANCIAL IMPACTS:

See attached presentation and project analysis report.

RECOMMENDED ACTION OR MOTION:

No action requested. This is a public briefing.

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. TIA Public Briefing 2

City of Ridgefield
Tax Increment Area

1

ELAINE HOWARD CONSULTING, LLC

JOHNSON ECONOMICS

TIBERIUS SOLUTIONS

Agenda

- What is a Tax Increment Area?
- Why is Ridgefield considering a TIA?
- Proposed TIA Boundary & Projects
- Impacts to Local Economy
- Impacts to Taxing Districts
- Summary of Recent Input
- Process and Timeline
- How to Stay Involved

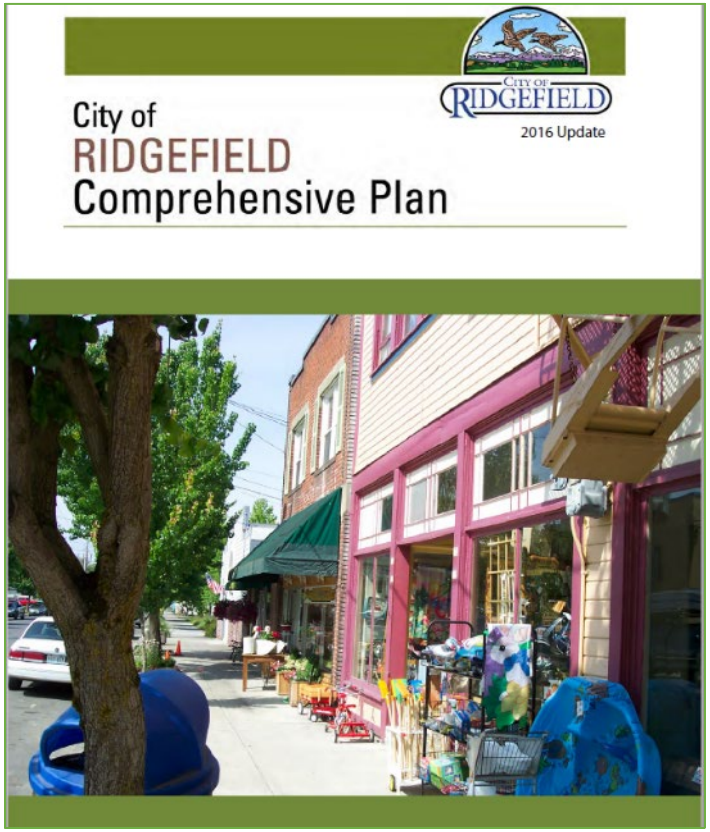
What is a Tax Increment Area?

- RCW 39.114: HB 1189 enacted in 2021
- Cities, counties, and Ports can establish Tax Increment Areas (TIAs) to fund public improvements that enable private development
- Some property taxes paid in TIA are collected by the TIA to pay for specific public projects
- New in Washington, most other states have been actively using for decades

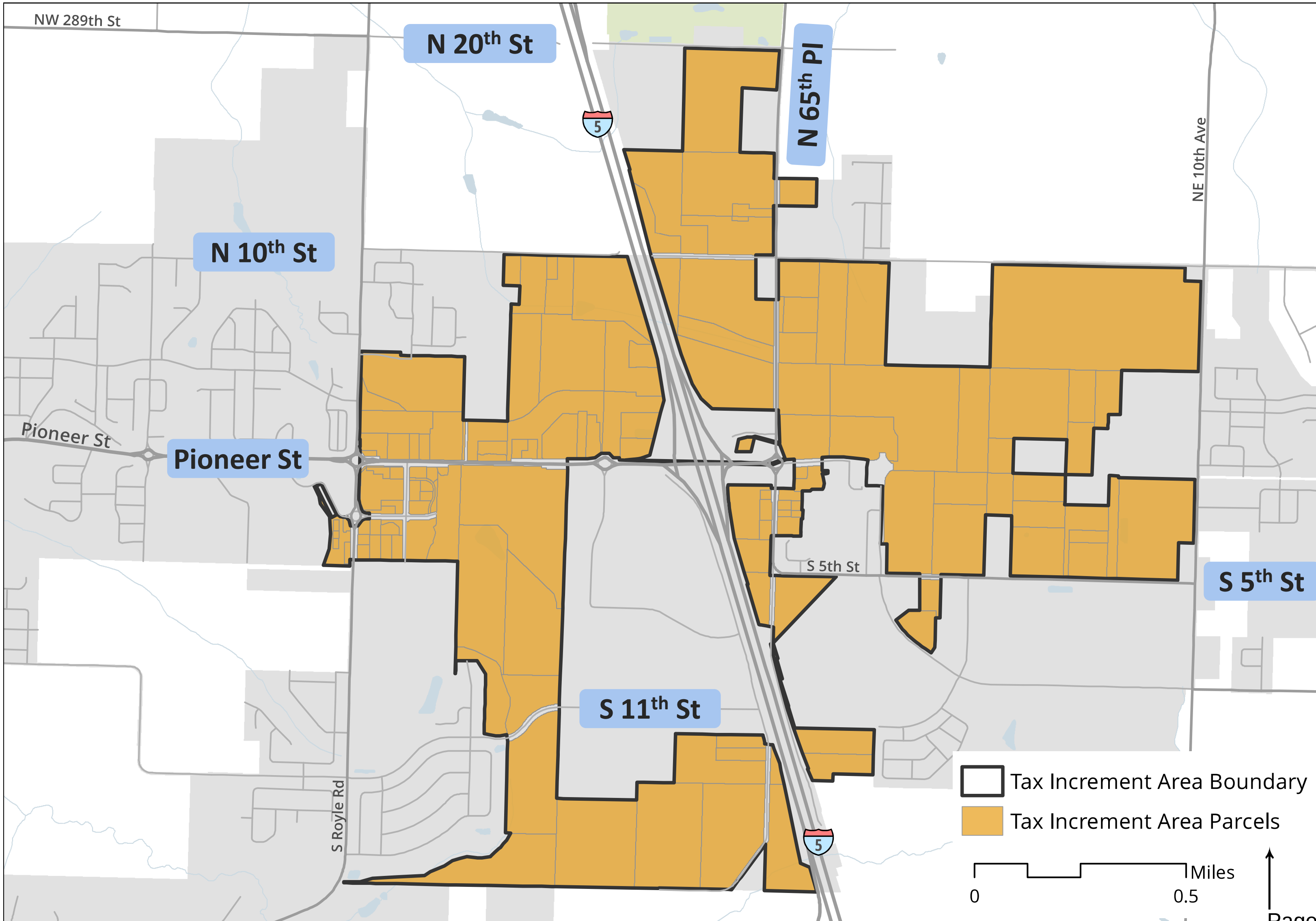
Why is Ridgefield Considering a TIA?

Comprehensive Plan

- Regional employment center
- Quality neighborhoods
- Complete Community
- Protection of Critical Areas
- Managed Growth



Proposed TIA Boundary



Proposed Project List – Key Projects

1. Widen Pioneer St (4 lanes) from 56th Pl to Royle Rd

From this to this

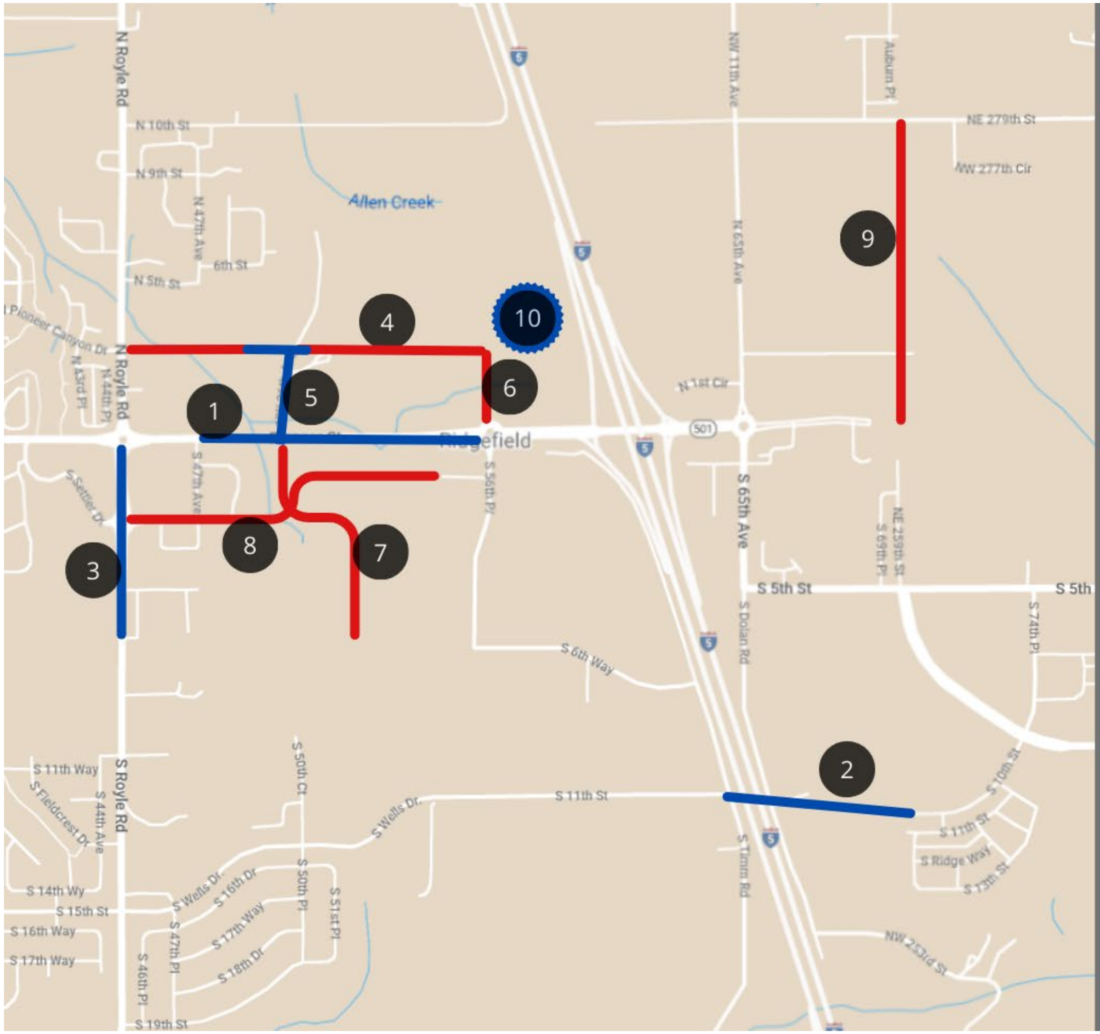
Proposed Project List – Key Projects

2. Build South 10/11th St corridor and I-5 overpass

Proposed Project List - Projects

3. Widen Royle Road to minor arterial (3 lanes)
4. Build Pioneer Canyon Drive as industrial/commercial collector
5. Build N 51st Ave as industrial/commercial collector
6. Build N 56th Ave as industrial/commercial collector
7. Build S 51st Ave as minor arterial
8. Build new east-west collector south of Pioneer (SR 501)
9. Build new north-south connector east of I-5
10. Build regional stormwater facility at I-5 Junction
11. Fire Station Land Purchase

Projects Map



- City Project (blue)
- Developer Project (red)

1. Widen Pioneer Street, 56th to Royle
2. Build S 10/11th Street corridor & overpass
3. Widen Royle Road
4. Build Pioneer Canyon Drive as collector
5. Build N 51st Ave as collector
6. Build N 56th Ave as collector
7. Build S 51st Ave as minor arterial
8. Build new East-West Collector
9. Build new North-South Connector
10. Build Regional Stormwater facility

Project Timing

	Project	Year of Construction
A	Build N 56th Avenue as industrial/commercial collector (3 lanes)	2024
B	Pioneer Widening	2024
C	Build N 5th Street or Pioneer Canyon Drive as industrial/commercial collector (3 lanes)	2024
D	Widen Royle Road (45th Avenue) to minor arterial (3 lanes)	2024
E	Build N 51st Avenue as industrial/commercial collector (3 lanes)	2024/2025
F	Build S 51st Avenue as minor arterial (3 lanes)	2024/2025
G	Build new east-west collector roadway south of Pioneer Street (SR 501) (2 lanes)	2024/2025
H	North-South Connector east of I-5	2024/2025
I	Regional Stormwater Facility - I-5 Junction	2024
J	S. 10th/11th Street Corridor and I-5 overcrossing	2028
K	Fire Station Land Purchase	2024/2025

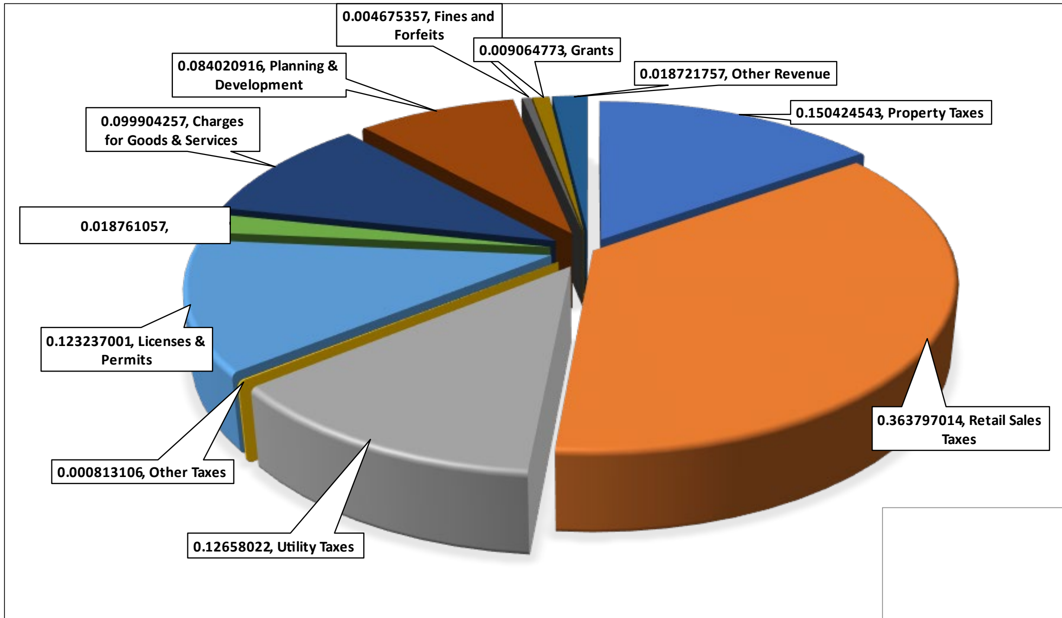
Positive Impacts to Local Economy

- $700M in private development (2023 $)
- Temporary construction impacts:
  - 9,374 FTE
  - $552.7 million in labor income
  - $1.25 billion in economic output
- Ongoing annual impacts at full build out:
  - 2,370 FTE
  - $85M in labor income
  - $295 million in economic output

Positive Fiscal Impacts

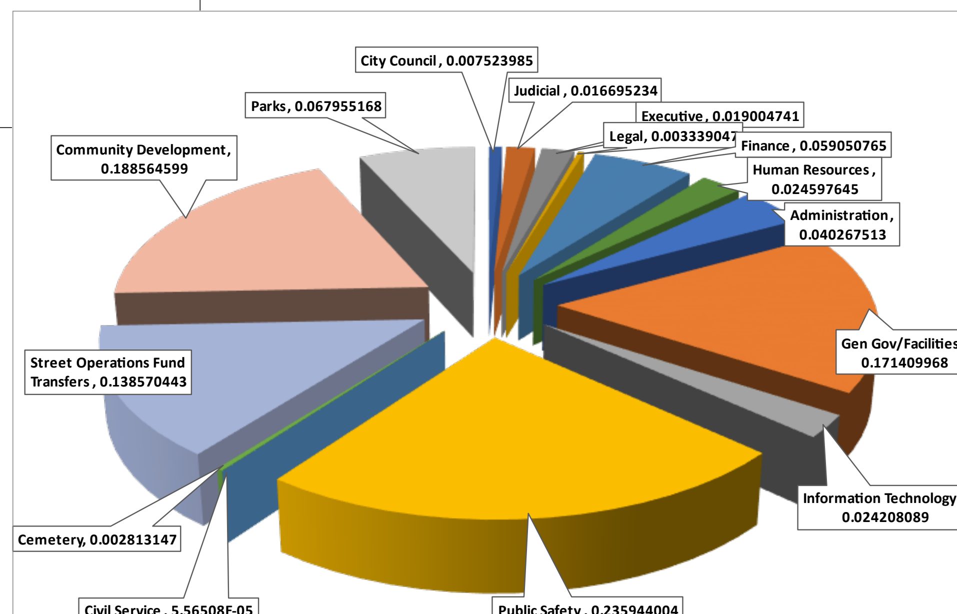
- In addition to property taxes…
- Temporary construction impacts:
  - $26.5M in state/local taxes, including $19.5M sales tax
  - $104.3M in federal taxes
- Ongoing annual impacts at full build out:
  - $3.4 M in state/local taxes, including $3.4M in sales tax
  - $7.2M in federal taxes

City Budget Expenses and Revenues



Revenues = 36% Sales Tax

Expenses = 23% Public Safety
14% Street Operations Fund

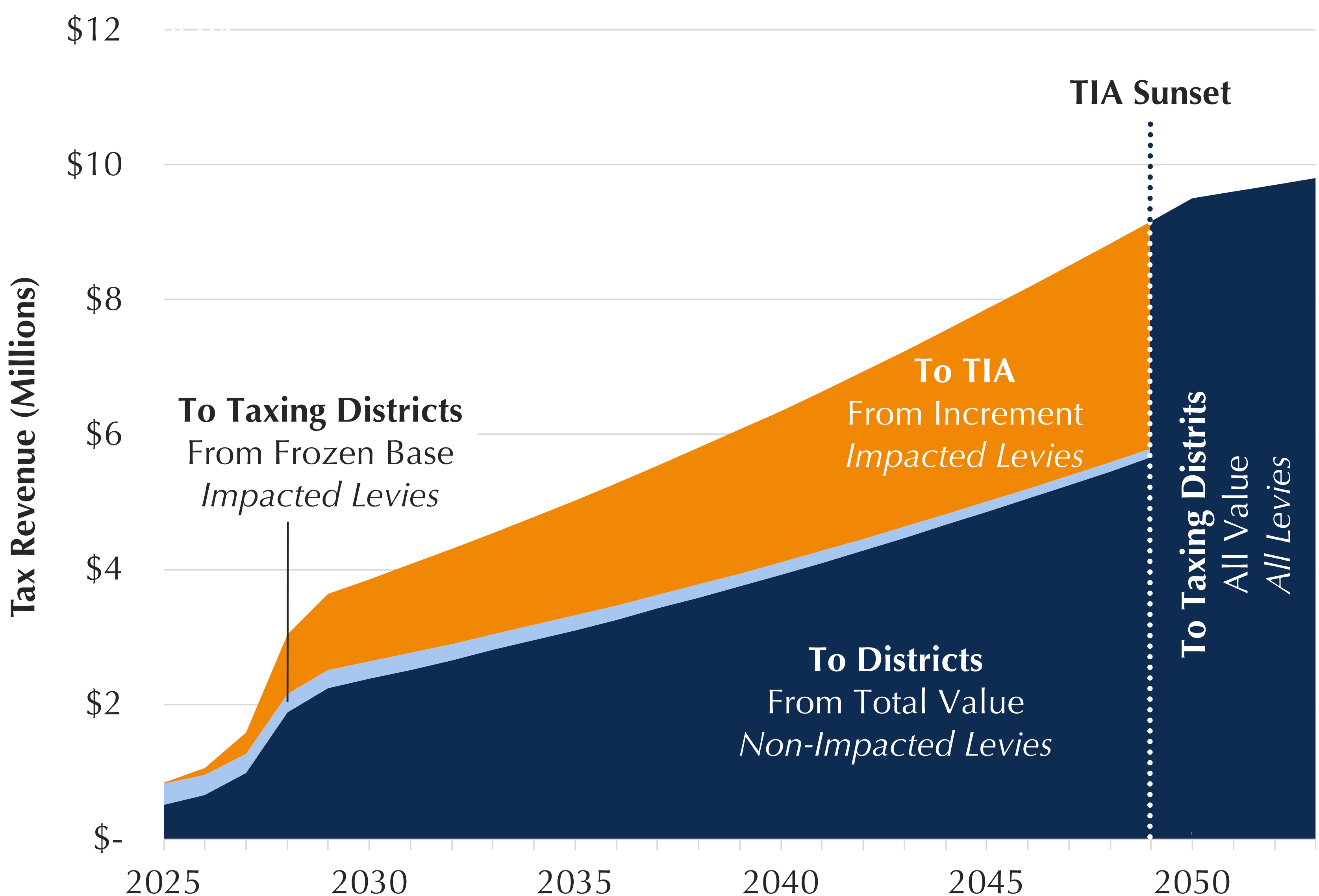


Anticipated Sources of Funds

- TIA is one source of revenue to repay LTGO debt that leverages other funding sources

		Anticipated Sources of Funds					
	Project	LTGO Debt	Developer Contributions	Grants	Traffic Impact Fees	Other	Total
A	Widen Royle Road			$1,400,000	$4,200,000		$5,600,000
B	5th Street or Pioneer Canyon Drive		$4,900,000				$4,900,000
C	N 51st Avenue		$2,700,000				$2,700,000
D	N 56th Avenue		$2,100,000				$2,100,000
E	S 51st Avenue		$7,000,000				$7,000,000
F	Pioneer Widening	$26,250,000		$8,750,000			$35,000,000
G	E/W Collector		$1,900,000				$1,900,000
H	Regional Stormwater Facility					$900,000	$900,000
I	North-South Connector		$6,300,000				$6,300,000
J	S. 10th/11th Street Corridor	$21,825,000		$7,275,000			$29,100,000
K	Fire Station Land Purchase	$2,000,000					
Total		**$50,075,000**	**$24,900,000**	**$17,425,000**	**$4,200,000**	**$900,000**	**$97,500,000**

Tax Revenue Forecast



Taxing Districts Investments

Taxing District Levy	25-Year Total[1]	Average Per Year	Average % of Total Levy	Average % of Levy (Without Speculative Development)
County Current Expense	$10,100,000	$404,000	0.4%	0.2%
Conservation Futures	$400,000	$16,000	0.4%	0.2%
City of Ridgefield	$8,500,000	$340,000	11.8%	7.1%
Clark-Cowlitz Fire Rescue	$17,200,000	$688,000	3.6%	2.1%
Fort Vancouver Library	$3,600,000	$144,000	0.4%	0.2%
Port of Ridgefield General	$1,700,000	$68,000	6.2%	3.6%
Clark-Cowlitz Fire Rescue EMS	$200,000	$50,000[2]	0.8%	0.5%
Total	**$41,700,000**	**$1,710,000**		

[1] Factors increase in levy authority from TIA
[2] Per year, over 4 years

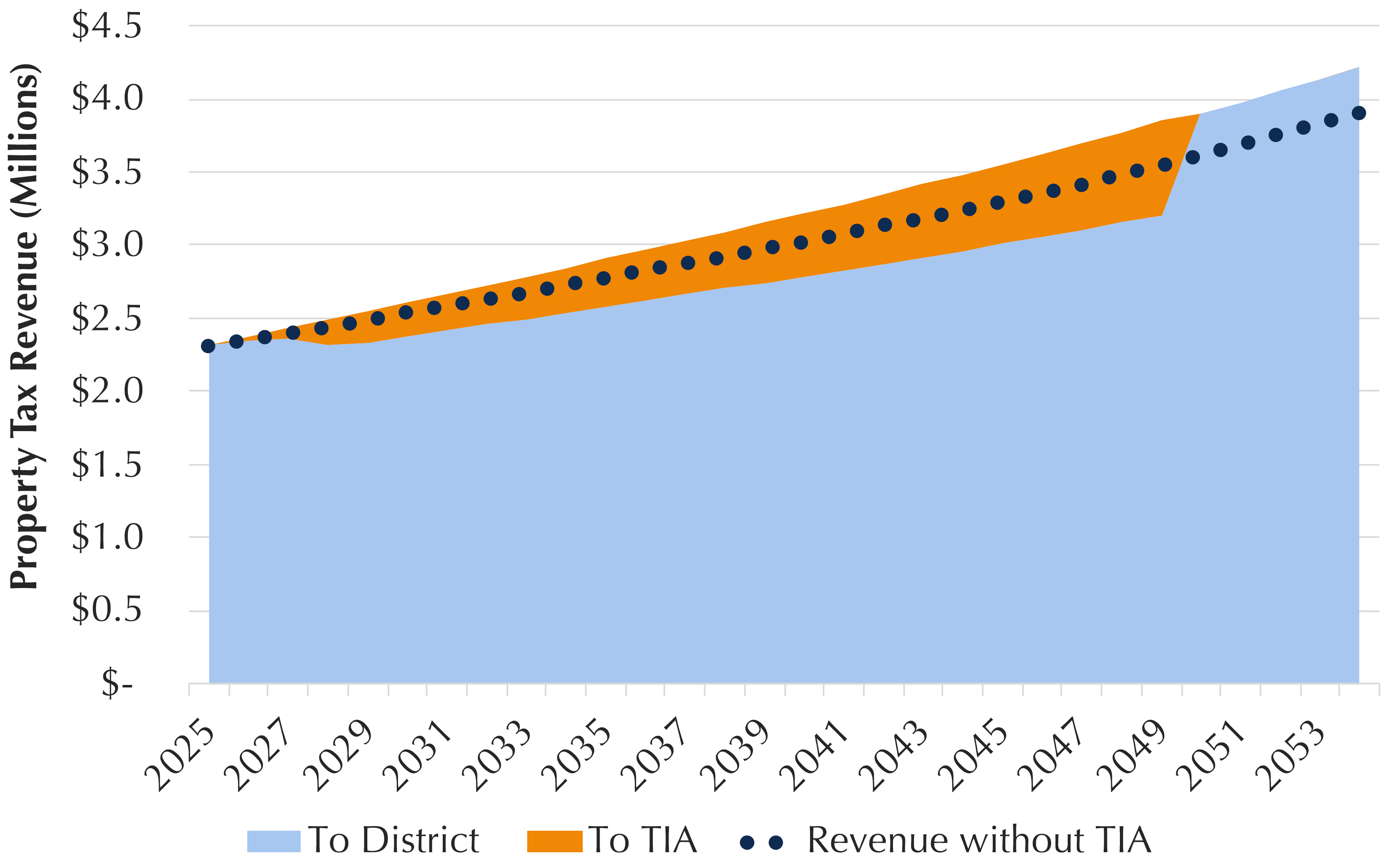
Taxing District Levies NOT Impacted

- State Schools (Part 1 and 2)
- Ridgefield School District Debt
- Ridgefield School District Enrichment

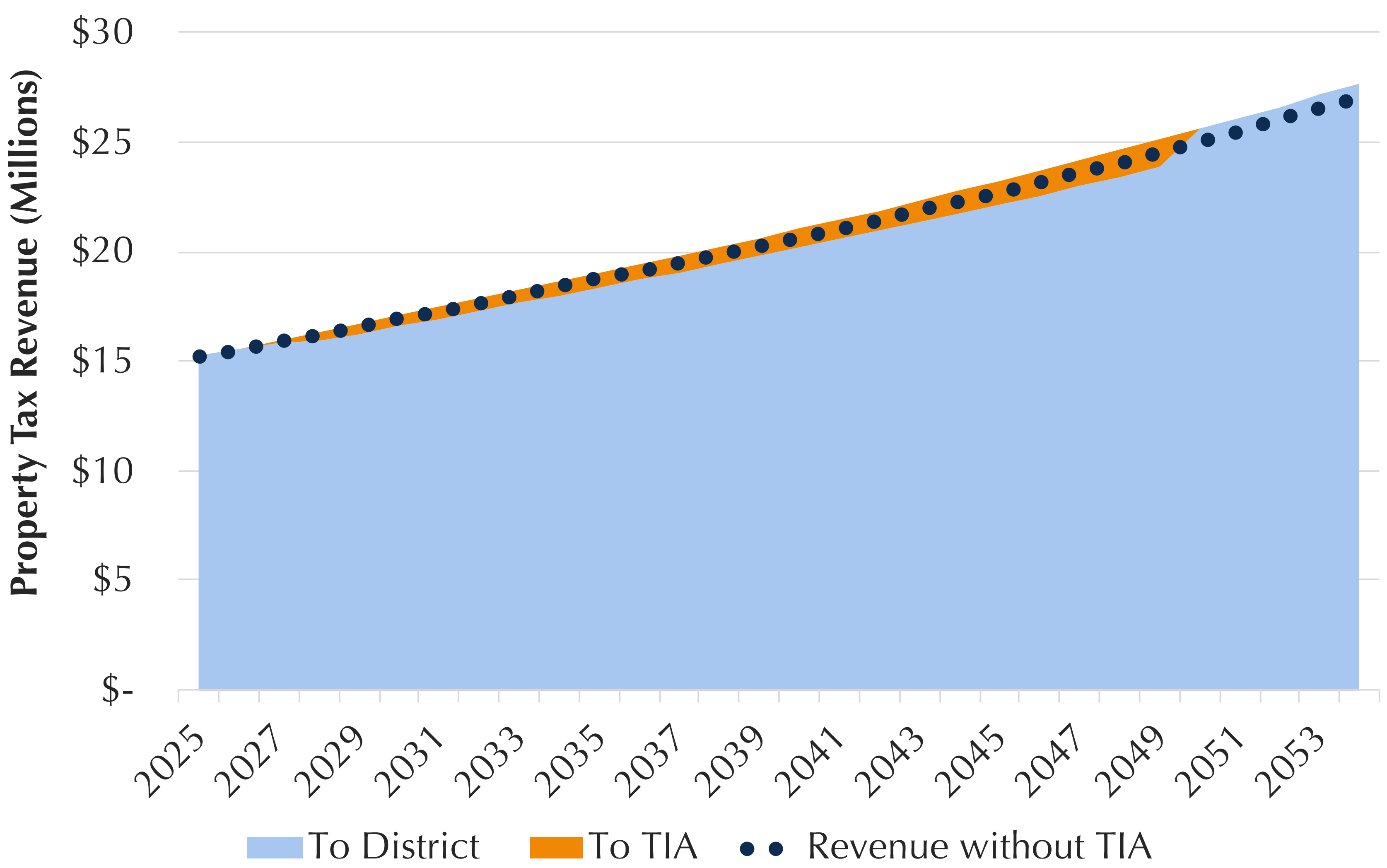
Positive Impacts to Schools

- The tax base will become more diversified: residents will be paying a smaller percentage of taxes
- Total taxes paid by TIA over 25 years:
  - State School Fund: $32M
  - Local Enrichment: $19.8M
  - Local Debt Service: $16.9M

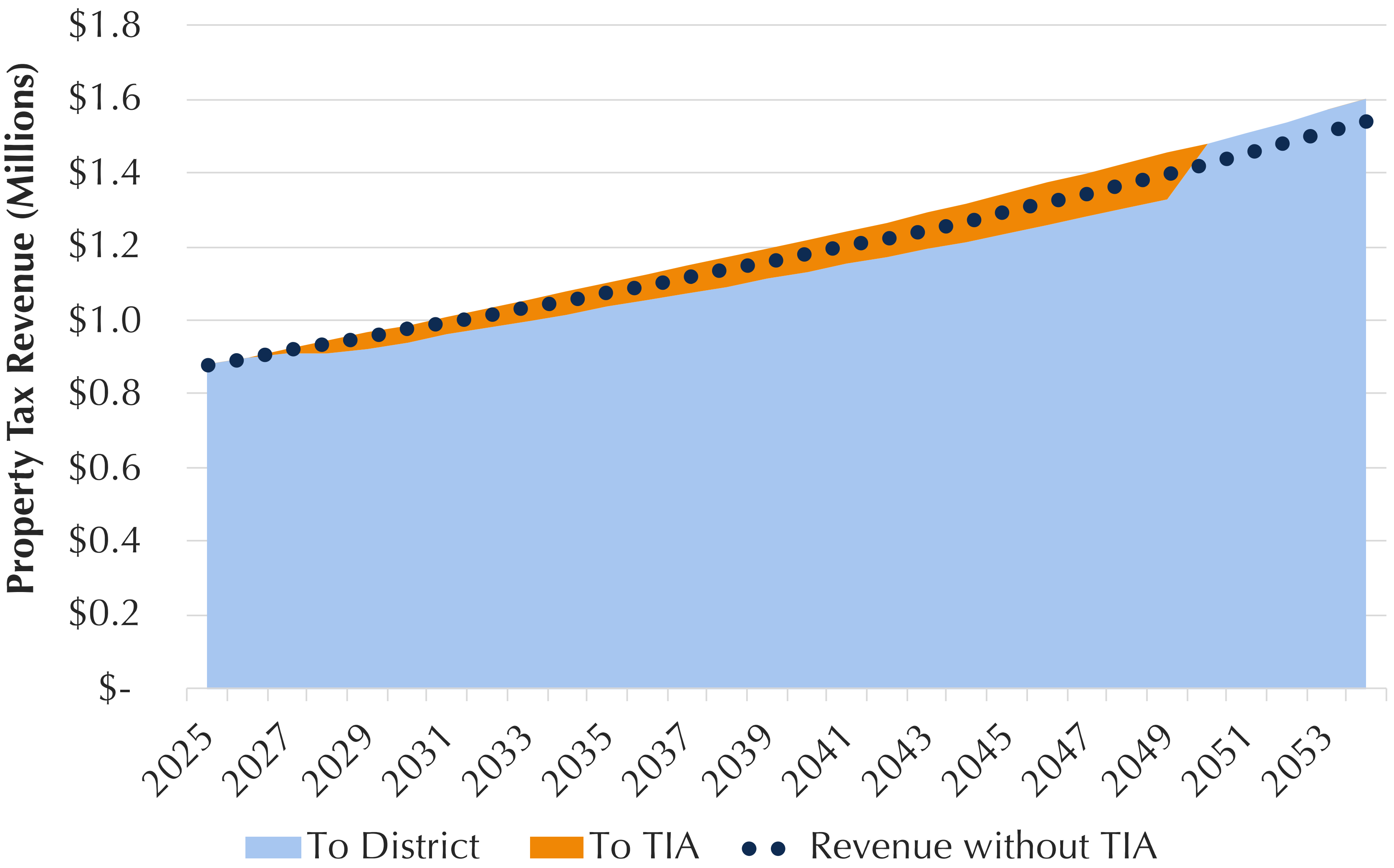
Foregone Revenue – City of Ridgefield



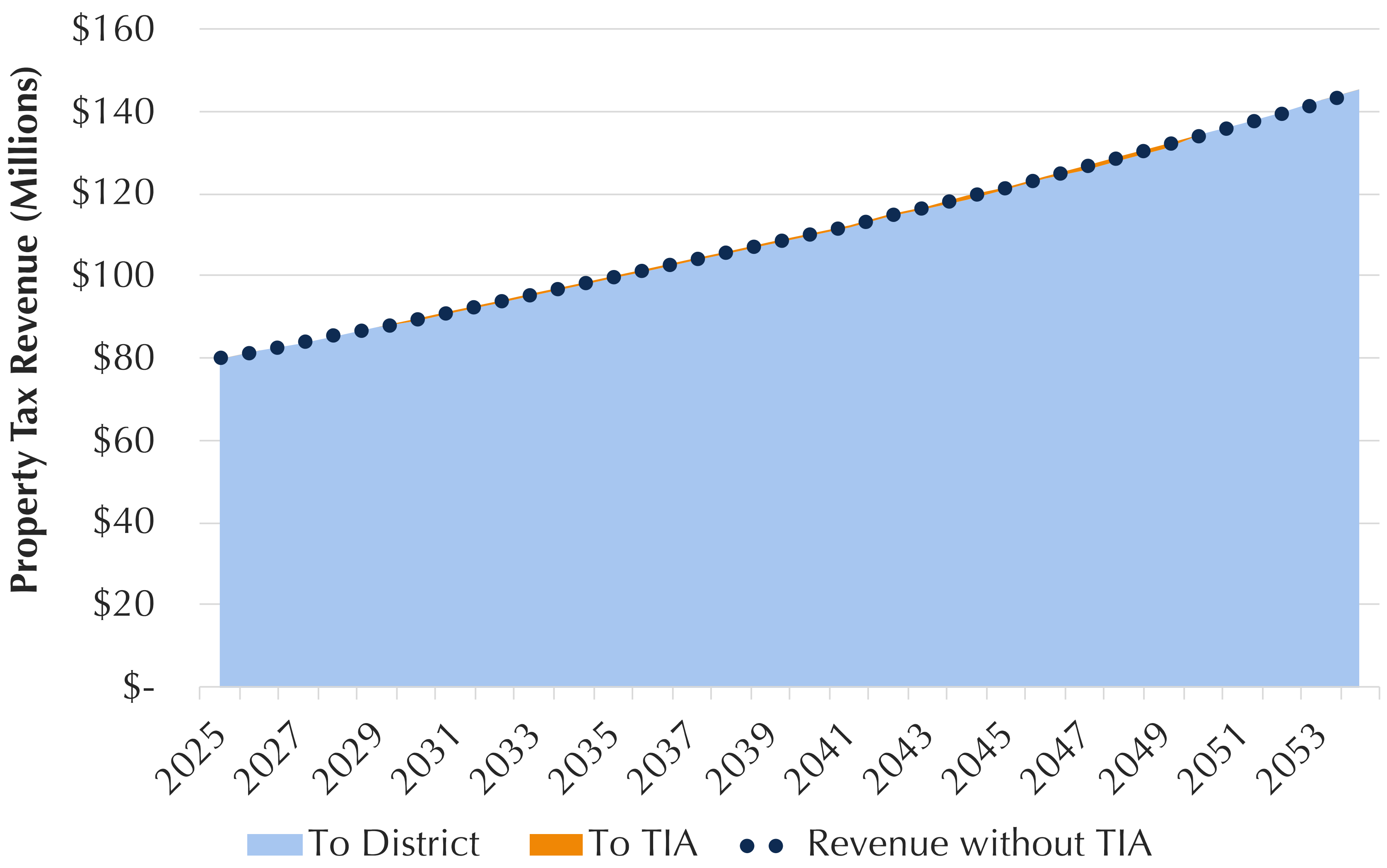
Foregone Revenue - Clark-Cowlitz Fire Rescue District



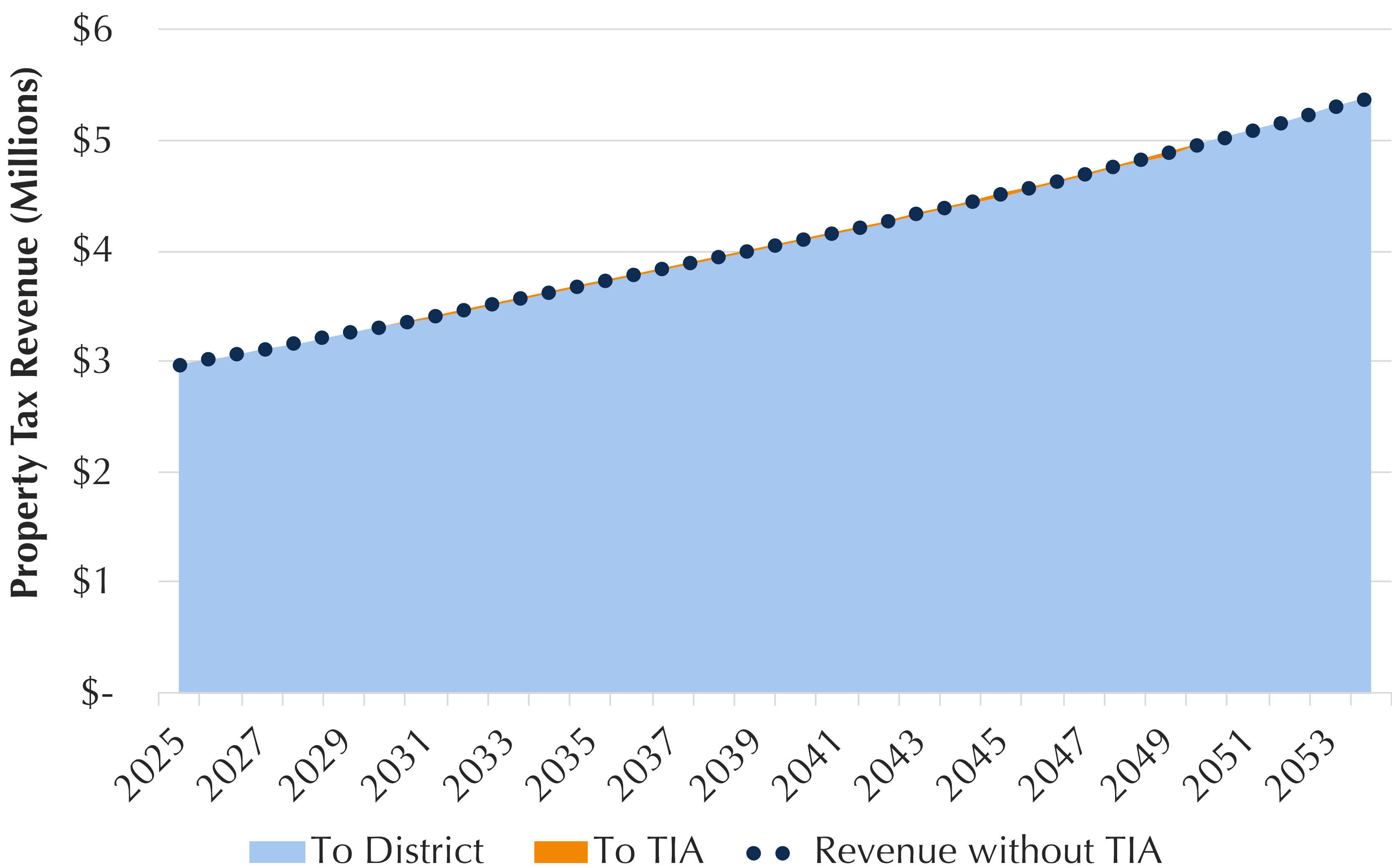
Foregone Revenue – Port of Ridgefield



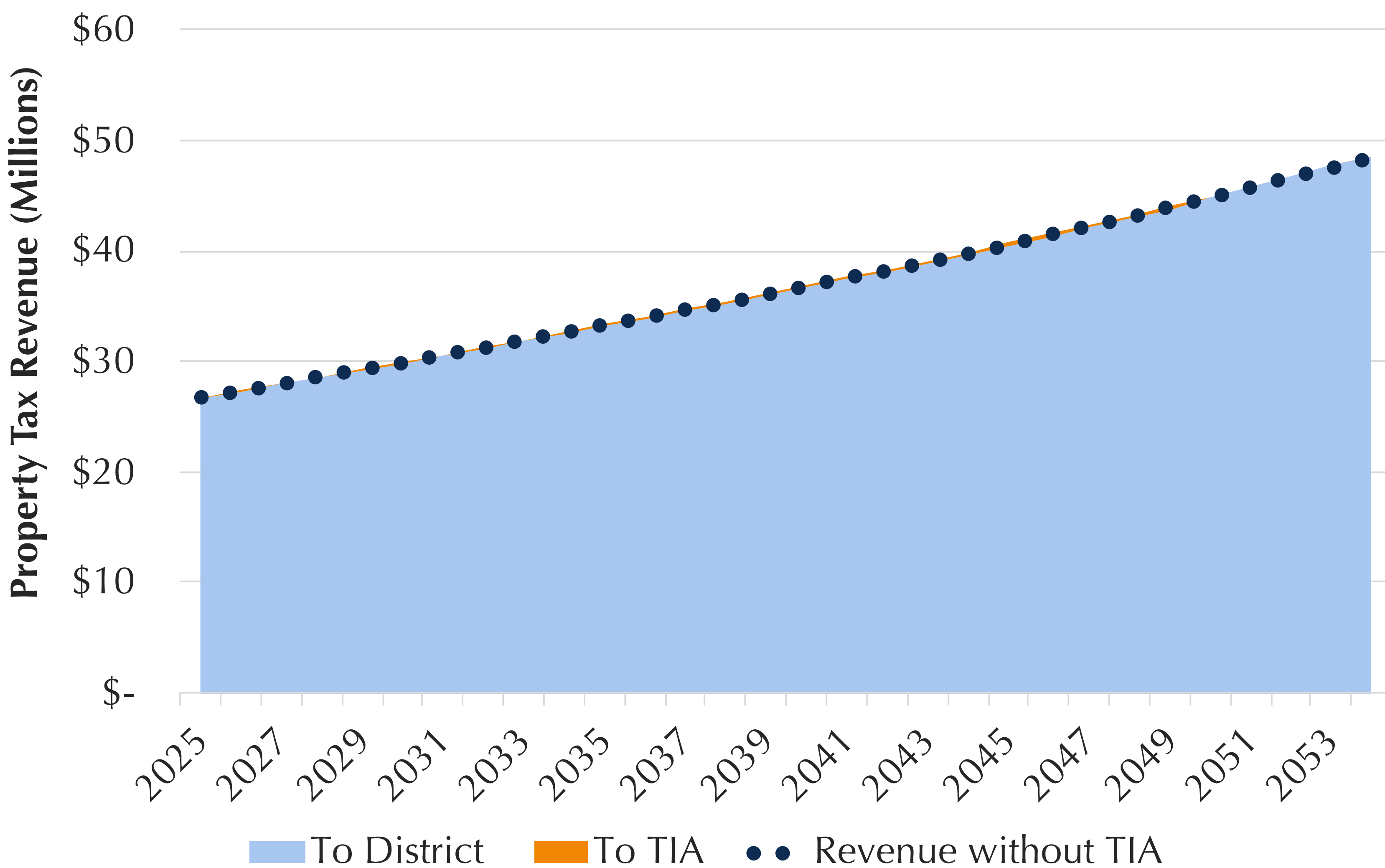
Foregone Revenue – County General Fund



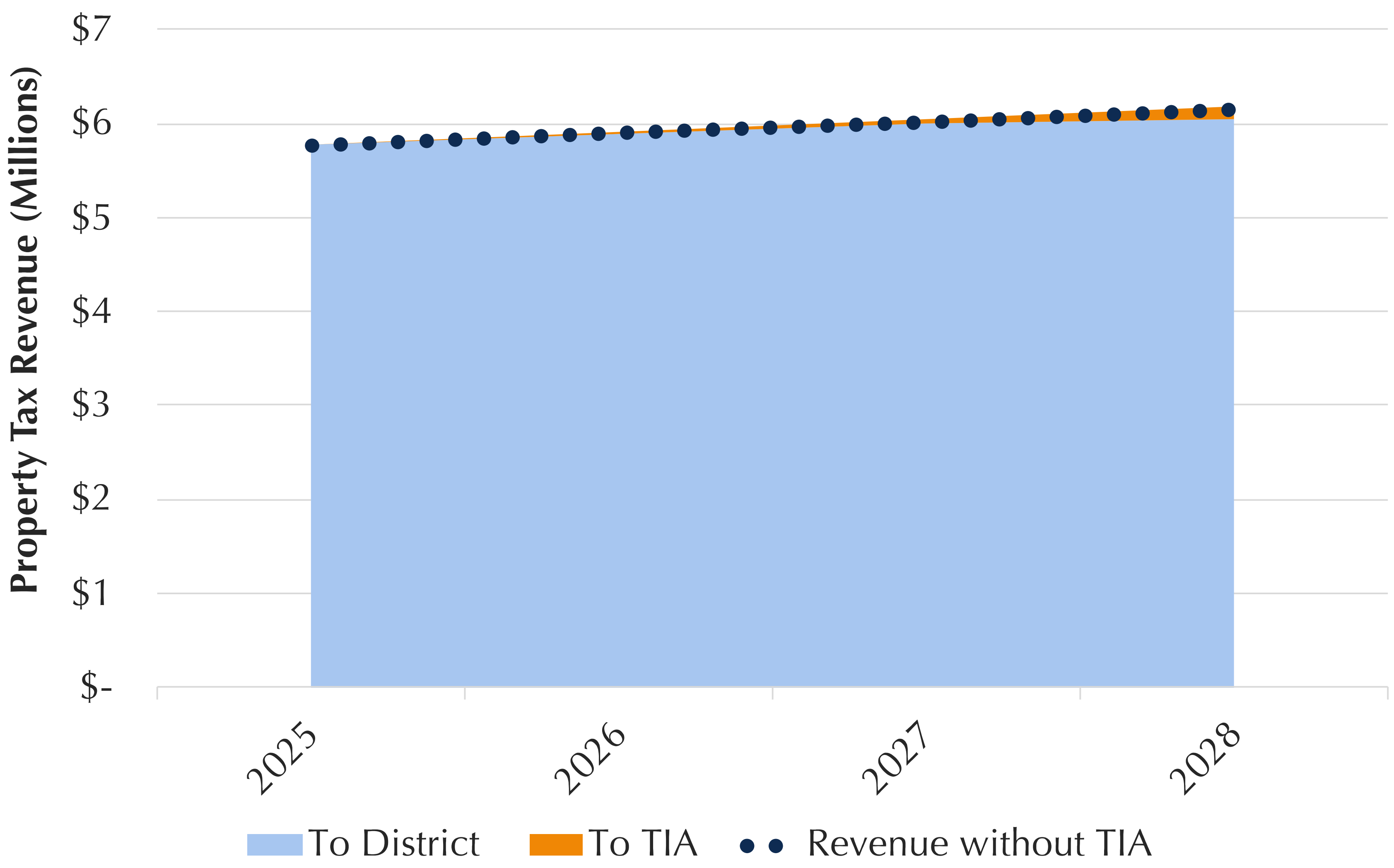
Foregone Revenue – County Conservation Futures



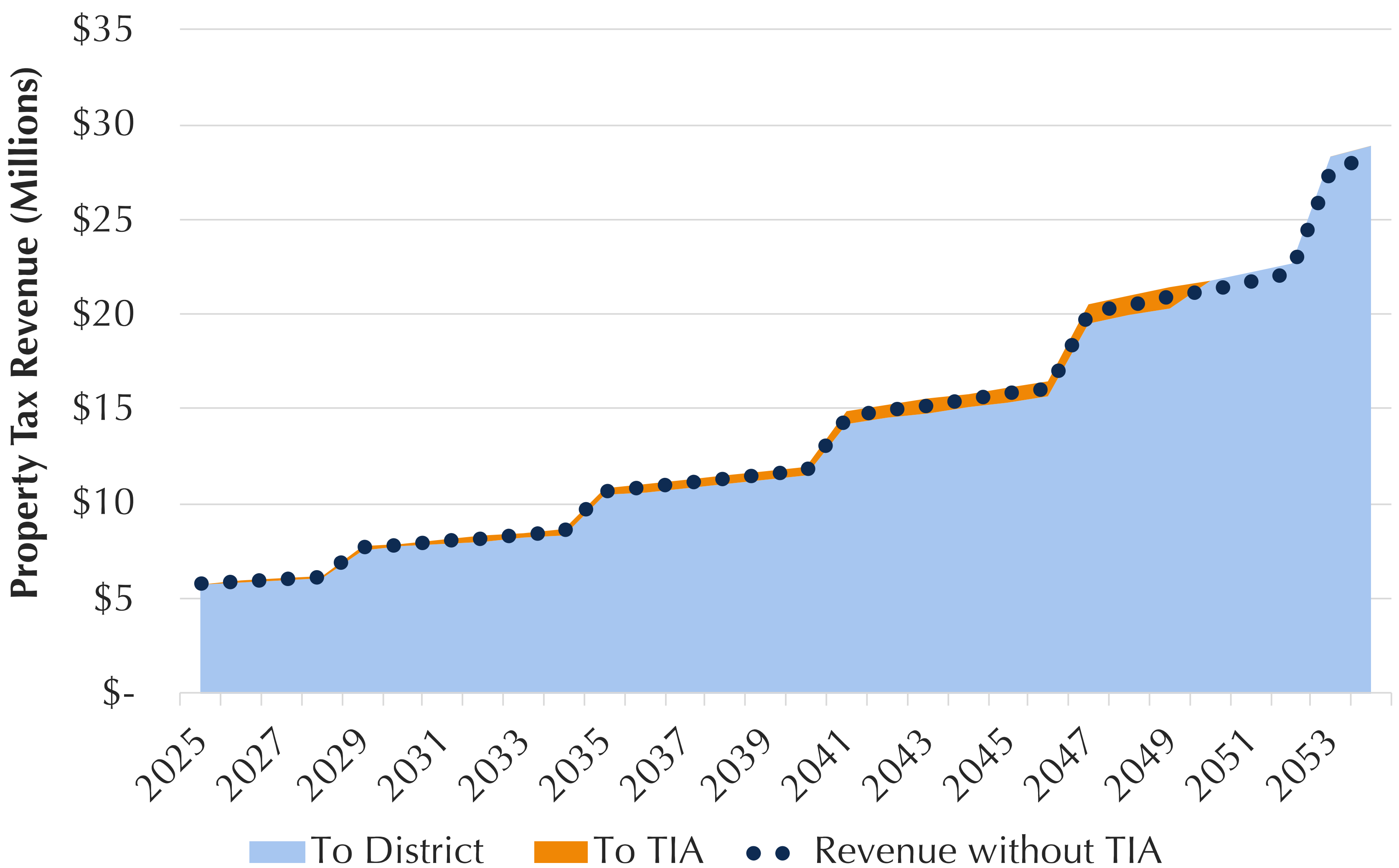
Foregone Revenue – Fort Vancouver Reg. Library



Foregone Revenue – CCFR EMS (No Renewal)



Foregone Revenue – CCFR EMS (Renewal)



Summary of Recent Input

- Outreach to businesses and property owners
- Outreach to Taxing Districts
- Joint meeting with Fire District, and continued conversations
- Recommendations from State Treasurer

Public and Stakeholder Input

- Presentation at the Chamber of Commerce
- Presentation to the Ridgefield School District staff
- Presentation to the Port of Ridgefield
- Presentation to Fort Vancouver Regional Library District Director
- Presentation to Clark Regional Waste Water District staff
- Discussion with Clark Regional Economic Development Council staff
- Presentation to Clark County
- Individual briefings with two developers

Input from Clark-Cowlitz Fire Rescue

- City Staff have continued to meet with Fire District Staff.
- City Council met with the Fire District Board of Directors
- Proposed voluntary mitigation:
  - Land acquisition for fire station
  - Sunset if debt is paid off early
  - Recurring meetings to discuss additional mitigation

Feedback from the State Treasurer (1 of 7)

OST Recommendation: City should discuss/establish a policy for how much debt capacity should be allocated to TIA projects.

Response:

- City has formal debt management policy
- Adoption of TIA does not obligate City to incur debt
- $29M of unused capacity by 2028

Feedback from the State Treasurer (2 of 7)

OST Recommendation: City should discuss/establish a policy for how much debt service it is willing to pay from general revenues and reserves.

Response:

- City has formal debt management policy
- Adoption of TIA does not obligate City to incur debt
- $1.4M of general revenue required per year for TIA debt service, but additional revenues generated from new development

Feedback from the State Treasurer (3 of 7)

OST Recommendation: City should conservatively budget and set aside funds to cover tax allocation revenue shortfalls.

Response:

- City has a policy to set aside a reserve equal to the full payment for the next year’s debt service
- City will begin 2025 budget process in May, and currently has excess reserves in REET fund for current and potential debt service

Feedback from the State Treasurer (4 of 7)

OST Recommendation: City should work closely with impacted taxing districts to ensure an accurate understanding of the TIA.

Response:

- City has coordinated with all impacted taxing districts during TIA development.
- City has contacted leadership for all impacted taxing districts, providing a copy of the draft Report.
- City met with impacted taxing districts to discuss the TIA goals, timing, and impacts.

Feedback from the State Treasurer (5 of 7)

OST Recommendation: City should coordinate with Assessor to ensure TIA forecasts match the assessment process and are realistic.

Response:

- City has coordinated with the Clark County Assessor and Treasurer to confirm assumptions and methodology.
- County has reviewed Excel workbooks to confirm accuracy.
- Consultant team has met with Assessor, Department of Revenue, and Assessor software manufacturer to verify methodology

Feedback from the State Treasurer (6 of 7)

OST Recommendation: Interest rate assumptions include no cushion compared to current market conditions. Consider using more conservative assumptions for 2024 and 2028 issuances.

Response:

- Assumptions aligned with market conditions at the time report was drafted.
- Report included a more conservative alternative financing scenario
- Report assumptions are non binding. Staff will continue to monitor market conditions and adjust interest rate prior to asking council for authority to issue bonds.

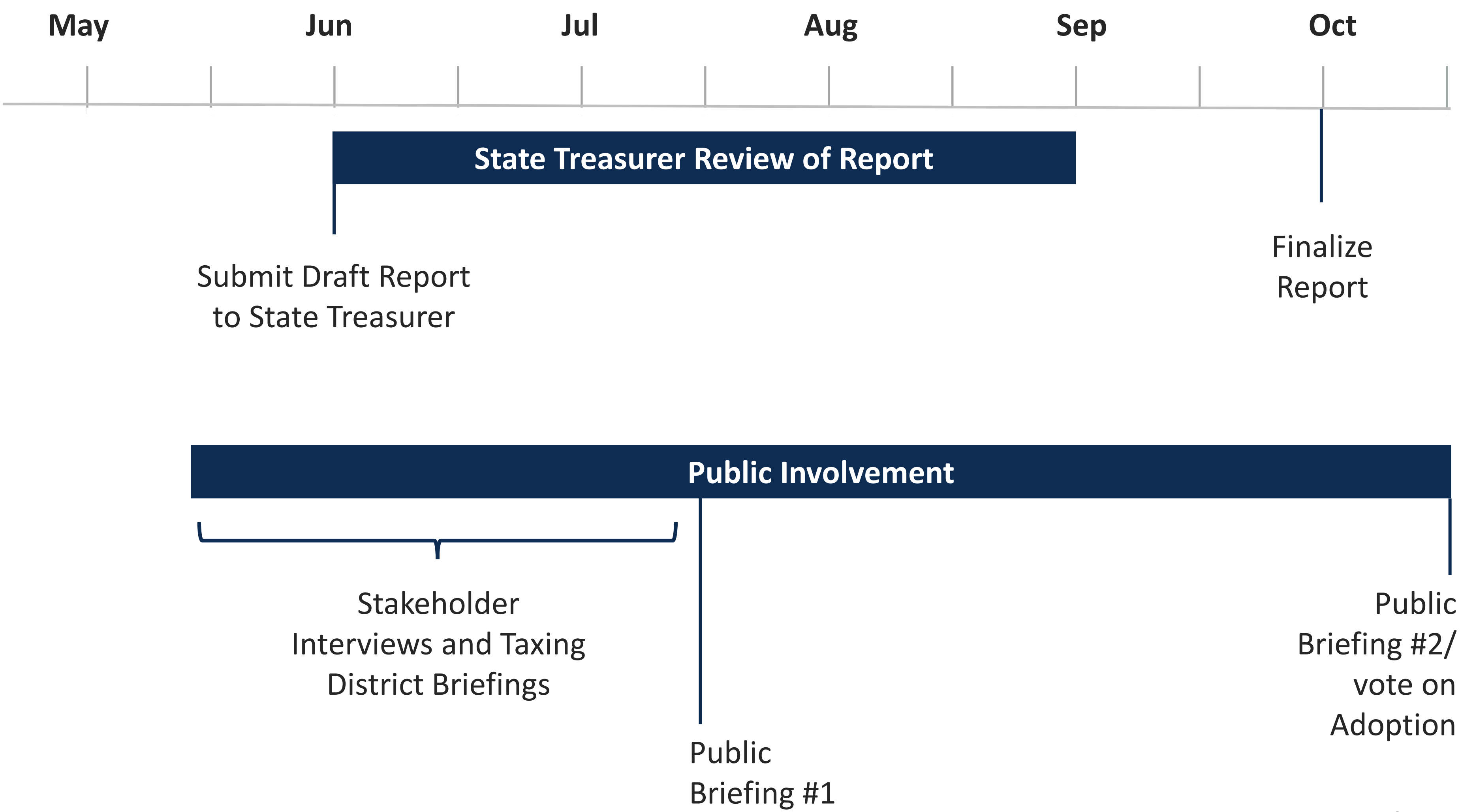
Feedback from the State Treasurer (7 of 7)

OST Recommendation: Revisit public improvement cost projections and utilize a publicly recognized inflation index.

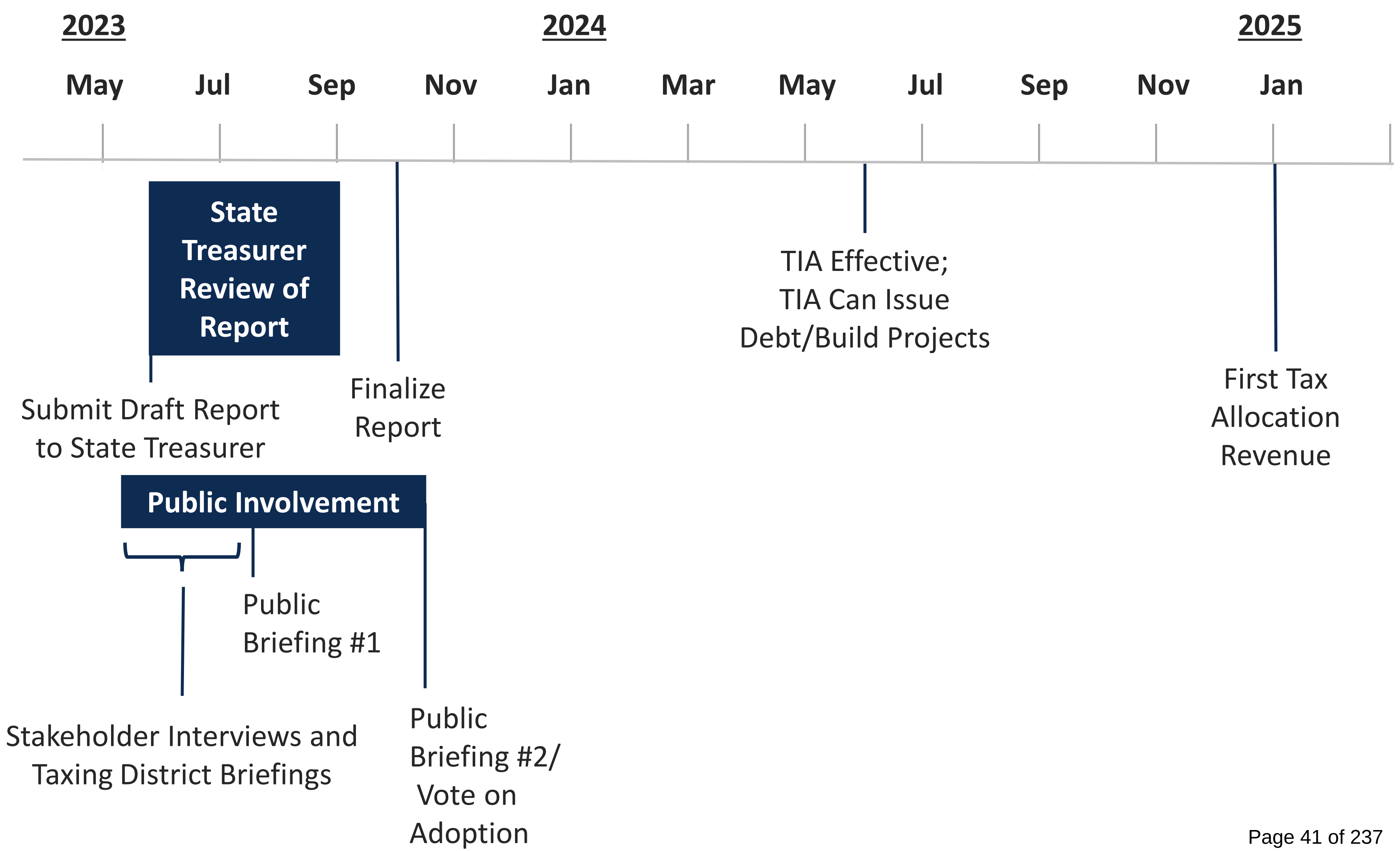
Response:

- Report is consistent with long-term historical trends for construction cost inflation (3%)
- Recent high inflation growth has begun to moderate

Process and Timeline



Process and Timeline



How to Continue to Receive Information

- Send e mails to: city.clerk@ridgefieldwa.us
- www.RidgefieldRoundtable.org/Tax-Increment-Area

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 26, 2023

AGENDA ITEM NAME: Approval of Claims And/Or Payroll

GOVERNING LEGISLATION

Revised Code of Washington Title 35A

PREVIOUS COUNCIL ACTION TAKEN:

The City Council approves claims and/or payroll of the City on a regular basis.

SUMMARY/BACKGROUND:

Vendor claims

BUDGET/FINANCIAL IMPACTS:

See vendor details attached

RECOMMENDED ACTION OR MOTION:

Approve the claims and/or payroll by making the following motion:
"I move to approve the consent agenda as presented"

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. October 26, 2023 Claims Report

City of Ridgefield

Claims Payment Report
For Approval on:
October 26th, 2023

Sum of Amount Vendor Name	Vendor Number	Invoice Number	Resp. Department	Description	Total
AIRGAS USA LLC	17	9142689442	Genl Govt/Facilities	PW Shop Small Tools	14.18
				PW Shop Operational Supplies	1.73
			Public Works	PW Shop Small Tools	234.55
				PW Shop Operational Supplies	28.68
		9142689441	Genl Govt/Facilities	PW Shop Tools	8.81
			Public Works	PW Shop Tools	145.59
AIRGAS USA LLC Total					**433.54**
BLUEFIN PAYMENT SYSTEMS - EPAY	2827	2827-202309A	Public Works	09.2023 Customer Web Payments	6,530.63
		2827-202309B	Public Works	09.2023 Customer Web Payments	21.90
BLUEFIN PAYMENT SYSTEMS - EPAY Total					**6,552.53**
BOB'S AUTOMOTIVE	57	24746	Community Development	2020 Ford Escape - 70429D	39.65
BOB'S AUTOMOTIVE Total					**39.65**
BRITTANI FREIMUTH	3418	3418-20231025	Human Resources	2023 Springbrook Activate Meals per Diem - Freimuth	125.00
BRITTANI FREIMUTH Total					**125.00**
BROADCAST MUSIC INC.	3413	11173985	Genl Govt/Facilities	10.2023-09.2024 BMI Music License	421.00
BROADCAST MUSIC INC. Total					**421.00**
CALM.COM INC.	3820	INV8948	Human Resources	10.10.2023-10.09.2023 Wellness Program	3,455.93
CALM.COM INC. Total					**3,455.93**
CERTIFIED TESTING SERVICES INC	3536	733534	Genl Govt/Facilities	Backflow Testing - CH	50.00
CERTIFIED TESTING SERVICES INC Total					**50.00**
CFM STRATEGIC COMMUNICATIONS INC.	2551	27618	Genl Govt/Facilities	09.2023 Lobbyist	5,200.00
CFM STRATEGIC COMMUNICATIONS INC. Total					**5,200.00**
CINTAS CORPORATION NO 2	3497	5178098688	Genl Govt/Facilities	10.2023 First Aid Supplies - CH	7.77
		5178098669	Genl Govt/Facilities	10.2023 First Aid Supplies - PW Ops	13.94
			Public Works	10.2023 First Aid Supplies - PW Ops	230.81
			Community Development	10.2023 First Aid Supplies - PW Ops	28.50
		5178098612	Genl Govt/Facilities	10.2023 First Aid Supplies - RACC	8.04
			Community Development	10.2023 First Aid Supplies - RACC	22.50
		5178098678	Public Safety	10.2023 First Aid Supplies - PD	68.17
CINTAS CORPORATION NO 2 Total					**379.73**
CITY OF BATTLE GROUND	92	INV00445	Judicial	09.2023 Court Costs/Public Defender	23,573.83
CITY OF BATTLE GROUND Total					**23,573.83**
CITYGATE ASSOCIATES LLC	3913	31357	Public Works	Public Works Staff Study	7,244.16
CITYGATE ASSOCIATES LLC Total					**7,244.16**
CLARK COUNTY	102	CI053239	Community Development	2023 Annual GIS Partnership Fee	6,527.00
CLARK COUNTY Total					**6,527.00**
CLARK COUNTY FIRE DISTRICT #5	104	10985	Genl Govt/Facilities	Q4.2023 Safety Consortium	42.18
			Public Works	Q4.2023 Safety Consortium	697.82
CLARK COUNTY FIRE DISTRICT #5 Total					**740.00**
CLARK PUBLIC UTILITIES	3619	27317870	Public Works	2718 S White Salmon Dr - Hillhurst Highlands	2,047.36
		27317869	Public Works	4008 S Winery Way - Cloverhill	2,047.36
		27317871	Public Works	516 N 88th -Greely Farms Ph 1 Pump Station	2,047.36
CLARK PUBLIC UTILITIES Total					**6,142.08**

CLARK PUBLIC UTILITIES - EPAY	**110**	7559-485-202309	**Genl Govt/Facilities**	09.2023 487 S 56th Pl.	51.43
				09.2023 230 Pioneer Ave	290.95
			Public Safety	09.2023 116 N Main Ave	49.44
				09.2023 101 Mill St Ste B	387.92
			Public Works	09.2023 Municipal lighting lease	9,435.96
				09.2023 255 S 56th Pl-Electricity	3,285.96
				09.2023 Pioneer St. & Gee Creek Loop	27.23
				09.2023 487 S 56th Pl.	837.81
				09.2023 N 1st Cir & N 65th Ave - Park & Ride	64.20
				09.2023 400 N Abrams Park Rd	1,475.39
				09.2023 SR/Pioneerst & S 56 PL	121.18
				09.2023 2300 N 3rd Way Bellwood Trail Lights	34.66
				09.2023 Overlook Park	47.56
				09.2023 109 W Division St - Shop -Electricity	33.03
				09.2023 N 35th Ave and Pioneer St	58.90
				09.2023 337 S Royal Rd	142.64
				09.2023 214 S Riverview Dr	457.45
				09.2023 SR/Pioneerst & S 65th Ave	57.36
				09.2023 Traffic Signal - Hillhurst/Royal Rd.	57.60
				09.2023 3701 N 3rd Cir	26.99
				09.2023 301 N 3rd Ave	134.24
				09.2023 City Park/Water Well	7,506.36
				09.2023 1504 NW 289 St Intertie 3 - Water	2,266.85
				09.2023 512 N Allen Dr	26.83
				09.2023 535 N Abrams Park Rd	14.71
				09.2023 800 NE 264 St Intertie 1 - Water	93,516.21
				09.2023 911 N 65 Av Intertie 2 - Water	150.36
				09.2023 N.Abrams Park/E Division	248.51
			Community Development	09.2023 487 S 56th Pl.	105.00
			Public Works	09.2023 487 S 56th Pl.	12.86
		7665-873-1-202309	**Public Works**	09.2023 101 S Main Ave Electricity	55.06
		7475-678-4-202310	**Public Works**	Hillhurst Crosswalk Closing Bill	14.42
CLARK PUBLIC UTILITIES - EPAY Total					**120,995.07**
CLARK REGIONAL WASTEWATER DISTRICT - EPAY	**741**	0741-202309	**Genl Govt/Facilities**	487 S 56th Pl - Sewer	3.37
				230 Pioneer St City Hall - Sewer	266.00
				109 W Division WWTP - CRWWD Portion - Sewer	88.86
			Public Safety	116 N Main Ave PD - Sewer	52.38
			Public Works	109 W Division WWTP - Sewer	88.87
				487 S 56th Pl - Sewer	54.83
				Abrams Park Kitchen - Sewer	38.26
				Abrams Park Restrooms - Sewer	89.45
				255 S 56th Pl Well & Reservoir - Sewer	38.26
				101 S Main Ave - Overlook Park	213.63
				Abrams Park Concessions Sewer	42.97
			Community Development	487 S 56th Pl - Sewer	6.87
			Public Works	487 S 56th Pl - Sewer	0.84
CLARK REGIONAL WASTEWATER DISTRICT - EPAY Total					**984.59**

COLUMBIAN PUBLISHING	**116**	44166	**Community Development**	Enforcement Code Updates & PLZ-23-0034-0036 Crossings Plat Alter	171.00
COLUMBIAN PUBLISHING Total					**171.00**
COMCAST - EPAY	**2271**	2271-202310	**Genl Govt/Facilities**	10.2023 PW OPS Internet Services	10.24
				10.2023 CH Internet Services	409.03
				10.2023 PW Ops Communications	21.18
				10.2023 RACC Internet Services	52.85
				10.2023 CH Communicatons	66.59
			Public Safety	10.2023 PD Communications	397.90
			Public Works	10.2023 PW OPS Internet Services	169.60
				10.2023 PW Ops Communications	208.86
			Community Development	10.2023 PW OPS Internet Services	20.96
				10.2023 PW Ops Communications	33.28
				10.2023 RACC Internet Services	147.94
COMCAST - EPAY Total					**1,538.43**
COMCAST BUSINESS - EPAY	**1666**	184261149	**Genl Govt/Facilities**	10.2023 PW Ops - Communications	85.80
			Public Works	10.2023 PW Ops - Communications	1,419.21
			Community Development	10.2023 PW Ops - Communications	175.17
		182534246	**Genl Govt/Facilities**	10.2023 City Hall Communications	418.72
COMCAST BUSINESS - EPAY Total					**2,098.90**
CONSOR NORTH AMERICA INC.	**3949**	C232644WA.00-1	**Public Works**	S Royle Rd S15th Street to S 5th - Construction Mgmt	5,336.27
CONSOR NORTH AMERICA INC. Total					**5,336.27**
DEPARTMENT OF LICENSING - EPAY	**154**	RG0001438-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001450-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001437-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001449-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001436-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001447-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001442-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001456-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001443-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001444-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001433-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		77100748	**Public Works**	Driving Record - Delgado	15.00
		RG0001441-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001448-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001457-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001429-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001458-2023	**Genl Govt/Facilities**	CPL Fees	21.00
		RG0001452-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001451-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001445-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		77374538	**Public Works**	Driving Record Request - Buck	15.00
		RG0001435-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001440-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001430-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001434-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001455-2023	**Genl Govt/Facilities**	CPL Fees	18.00

DEPARTMENT OF LICENSING - EPAY	**154**	RG0001431-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001446-2023	**Genl Govt/Facilities**	CPL Fees	18.00
		RG0001454-2023	**Genl Govt/Facilities**	CPL Fees	18.00
DEPARTMENT OF LICENSING - EPAY Total					**519.00**
EASTSIDE STEEL INC.	**3134**	2-292171	**Genl Govt/Facilities**	Parks Trailer Ramps & PW Shop Supplies	0.93
			Public Works	Parks Trailer Ramps & PW Shop Supplies	80.60
EASTSIDE STEEL INC. Total					**81.53**
ELCOR INC	**2081**	MSG-16698	**Public Safety**	09.2023 IT Services	4,273.99
			Public Works	09.2023 IT Services	3,473.47
			Community Development	09.2023 IT Services	3,739.03
			Information Technology	09.2023 IT Services	7,757.08
		16798	**Public Safety**	Hi-Capacity Aggregation Switch & Cable - All City	436.75
			Public Works	Hi-Capacity Aggregation Switch & Cable - All City	405.61
			Community Development	Hi-Capacity Aggregation Switch & Cable - All City	343.69
			Information Technology	Hi-Capacity Aggregation Switch & Cable - All City	543.64
ELCOR INC Total					**20,973.26**
GISI MARKETING GROUP	**2811**	278230	**Public Safety**	PD Tint Envelops (No Window)	468.30
		278060	**Public Safety**	Business Cards - Marvits	126.09
			Public Works	Business Cards - Van Dyke	12.61
			Community Development	Business Cards - Van Dyke	113.49
				Business Cards - Lazzarini	126.09
		278134	**Genl Govt/Facilities**	2023 Ridgefield Newsletter Edition #3	4,061.96
GISI MARKETING GROUP Total					**4,908.54**
GRAYLING ENGINEERS PLLC	**3877**	864	**Public Works**	09.2023 Water Main Replacement - Pioneer to Shorbet	7,718.06
GRAYLING ENGINEERS PLLC Total					**7,718.06**
H.D. FOWLER COMPANY	**2036**	I6528992	**Public Works**	Falcon Storm Facility Repair	516.35
H.D. FOWLER COMPANY Total					**516.35**
HALME EXCAVATING INC.	**2746**	202310164	**Public Works**	Pioneer Canyon Valve Replacement	7,207.03
		202309262R	**Public Works**	Abrams Park Rd Grading & Yard Hydrant - Additional Pmt	0.02
HALME EXCAVATING INC. Total					**7,207.05**
HD SUPPLY INC.	**3886**	INV00152986	**Public Works**	PWUTIL Operational Supplies	32.56
HD SUPPLY INC. Total					**32.56**
HONEY BUCKETS	**223**	553768419	**Public Works**	10.06.2023-11.02.2023 Davis Park Port-a-Potty	373.00
HONEY BUCKETS Total					**373.00**
J2 BLUE PRINT SUPPLY	**243**	AR143204	**Genl Govt/Facilities**	General Events Signange	227.19
J2 BLUE PRINT SUPPLY Total					**227.19**
JANEAN Z PARKER	**2199**	212	**Public Works**	09.2023 Legal Services	412.50
			Community Development	09.2023 Legal Services	825.00
			Legal	09.2023 Legal Services	2,062.50
JANEAN Z PARKER Total					**3,300.00**
JOE TURNER P.C.	**1437**	1344	**Community Development**	09.05.2023 Hearing Examiner PLZ-223-003-0036	344.00
JOE TURNER P.C. Total					**344.00**
KARL JOHANSSON	**3569**	21001-30	**Public Works**	09.2023 YMCA Site Plan	3,092.26
KARL JOHANSSON Total					**3,092.26**
KENYON DISEND PLLC	**1746**	1093832	**Legal**	Professional Attorney Services - ROW	571.00
KENYON DISEND PLLC Total					**571.00**
L.N. CURTIS AND SONS	**3075**	INV752913	**Public Safety**	PD Uniforms - Fokin	41.31

City of Ridgefield

Claims Payment Report
For Approval on:
October 26th, 2023

L.N. CURTIS AND SONS Total					**41.31**
LISA BLAKE	**2297**	2297-20231026	**Public Works**	2023 Cross Connection Control Seminar Mileage - Blake	230.56
		2297-20231012	**Public Works**	2023 Cross Connection Control Seminar Meals - Blake	92.00
LISA BLAKE Total					**322.56**
MAUL FOSTER ALONGI INC.	**834**	56484	**Genl Govt/Facilities**	09.2023 On-Call Services - Park Laundry	403.75
MAUL FOSTER ALONGI INC. Total					**403.75**
MINERT AND ASSOCIATES INC.	**981**	326590	**Genl Govt/Facilities**	DOT Screening	4.27
			Public Works	DOT Screening	139.23
MINERT AND ASSOCIATES INC. Total					**143.50**
NAPA AUTO PARTS	**498**	392842	**Public Works**	PWUTIL Tools & Oper Supplies	316.73
		390393	**Genl Govt/Facilities**	PWFAC Operational Supplies	4.29
			Public Works	PWFAC Operational Supplies	36.78
NAPA AUTO PARTS Total					**357.80**
NORTHSTAR CHEMICAL INC.	**1019**	265413	**Public Works**	Sodium Hypochlorite	1,371.80
NORTHSTAR CHEMICAL INC. Total					**1,371.80**
NORTHWEST NATURAL GAS - EPAY	**315**	0315-202309	**Genl Govt/Facilities**	09.2023 487 S 56th PW Ops #A - Natural Gas	1.19
				09.2023 109 Division PW Shop - Natural Gas	1.58
				09.2023 487 S 56th PW Ops #B - Natural Gas	2.07
				09.2023 230 Pioneer St City Hall - Natural Gas	27.70
			Public Safety	09.2023 116 N Main Police Department - Natural Gas	30.61
				09.2023 101 Mill St Police Department - Natural Gas	59.37
			Public Works	09.2023 487 S 56th PW Ops #A - Natural Gas	19.40
				09.2023 109 Division PW Shop - Natural Gas	25.72
				09.2023 487 S 56th PW Ops #B - Natural Gas	33.72
			Community Development	09.2023 487 S 56th PW Ops #A - Natural Gas	2.43
			Public Works	09.2023 487 S 56th PW Ops #A - Natural Gas	0.30
				09.2023 109 Division PW Shop - Natural Gas	0.40
				09.2023 487 S 56th PW Ops #B - Natural Gas	0.52
NORTHWEST NATURAL GAS - EPAY Total					**205.01**
ONE CALL CONCEPTS	**326**	3099097	**Public Works**	09.2023 Excavation Notification/Modern Ticket Delivery	165.00
ONE CALL CONCEPTS Total					**165.00**
PACIFIC OFFICE AUTOMATION - LEASE	**1564**	81101303	**Genl Govt/Facilities**	10.2023 Copier Lease - CH	607.54
				10.2023 Copier Lease - RACC	159.88
			Public Safety	10.2023 Copier Lease - PD	562.47
			Public Works	10.2023 Copier Lease - PWUTIL	42.10
			Community Development	10.2023 Copier Lease - RACC	447.66
PACIFIC OFFICE AUTOMATION - LEASE Total					**1,819.65**
PACIFICA LAW GROUP	**2911**	86258	**Legal**	09.2023 Legal Services	94.00
PACIFICA LAW GROUP Total					**94.00**
PBS ENGINEERING AND ENVIRONMENTAL	**342**	0071742.000-17	**Public Works**	09.2023 Mayors Meadow to Reiman Rd Design	1,458.75
PBS ENGINEERING AND ENVIRONMENTAL Total					**1,458.75**
PFM FINANCIAL ADVISORS LLC	**2910**	127254	**Finance**	Financial Advisory Services	312.50
PFM FINANCIAL ADVISORS LLC Total					**312.50**
PORTLAND ENGINEERING INC	**2082**	12033	**Public Works**	09.2023 AA003 Ridgefield Services 2023	304.36
		11985	**Public Works**	08.2023 AA003 Ridgefield Services 2023	861.99
PORTLAND ENGINEERING INC Total					**1,166.35**
POSTMASTER	**348**	0348-20231006	**Genl Govt/Facilities**	06.2023-05.2024 USPS Marketing Mail Permit #40	310.00

POSTMASTER Total					**310.00**
Price Misty	**UB*00942**	(blank)	**Genl Govt/Facilities**	Refund Check 012613-001 17 S 68th Ct	77.88
Price Misty Total					**77.88**
PROVIDENCE HEALTH & SERVICES OREGON	**3530**	44634	**Genl Govt/Facilities**	DOT Physical Exams	10.00
			Public Works	DOT Physical Exams	90.00
PROVIDENCE HEALTH & SERVICES OREGON Total					**100.00**
PUBLIC SAFETY TESTING	**354**	2023-1119	**Public Safety**	Q3.2023 Subscription Fees	130.00
PUBLIC SAFETY TESTING Total					**130.00**
Retherford Nicole	**UB*00941**	(blank)	**Genl Govt/Facilities**	Refund Check 014466-000 4216-B S Kennedy Dr	73.87
Retherford Nicole Total					**73.87**
RIDGEFIELD HARDWARE	**376**	0376-202309	**Genl Govt/Facilities**	09.2023 Small Tools	8.30
				09.2023 Operational Supplies	14.67
				09.2023 Events Supplies	24.35
			Public Safety	09.2023 PD Operational Supplies	48.33
			Public Works	09.2023 Small Tools	79.13
				09.2023 Operational Supplies	769.25
			Community Development	09.2023 Operational Supplies	8.62
RIDGEFIELD HARDWARE Total					**952.65**
RSV Building Solutions	**UB*00940**	(blank)	**Genl Govt/Facilities**	Refund Check 015315-000 Hydrant Meter 7215 S 5th St	270.27
RSV Building Solutions Total					**270.27**
SCOTT MCCAUSLAND	**3830**	3830-20231026	**Community Development**	Vehicle Blades and Windshield Fluid - McCausland	56.87
SCOTT MCCAUSLAND Total					**56.87**
SITEONE LANDSCAPE SUPPLY LLC	**2951**	135132058-001	**Public Works**	Greely Park Valve Box Lid	25.01
		135355851-001	**Public Works**	Erosion Control Ponds - Seeds	156.88
SITEONE LANDSCAPE SUPPLY LLC Total					**181.89**
SKAMANIA COUNTY SHERIFF'S OFFICE	**1554**	1554-202309	**Public Safety**	09.2023 Jail Beds	600.00
SKAMANIA COUNTY SHERIFF'S OFFICE Total					**600.00**
SPRINGBROOK - GROUP EPAY	**3544**	231021926	**Public Works**	09.2023 UB Web Payments	1,220.12
SPRINGBROOK - GROUP EPAY Total					**1,220.12**
SPRINGBROOK SOFTWARE LLC	**3444**	INV-014728	**Public Works**	09.2023 Customer Web Payments	3,410.27
SPRINGBROOK SOFTWARE LLC Total					**3,410.27**
STATE OF WA DEPARTMENT OF REVENUE - EPAY	**156**	0-035-135-565	**Genl Govt/Facilities**	07.2023 B&O and Excise Tax	250.62
			Public Works	07.2023 B&O and Excise Tax	28,917.07
		0-036-093-449	**Genl Govt/Facilities**	09.2023 B&O and Excise Tax	2,797.49
			Public Works	09.2023 B&O and Excise Tax	34,135.40
		0-035-691-058	**Genl Govt/Facilities**	08.2023 B&O and Excise Tax	574.04
			Public Works	08.2023 B&O and Excise Tax	7,177.29
STATE OF WA DEPARTMENT OF REVENUE - EPAY Total					**73,851.91**
STERICYCLE INC	**2504**	8004871846	**Genl Govt/Facilities**	09.2023 Secure Shredding - PW Ops	5.19
			Public Safety	09.2023 Secure Shredding - PD	47.18
			Public Works	09.2023 Secure Shredding - PW Ops	85.99
			Community Development	09.2023 Secure Shredding - PW Ops	10.62
		8004909090	**Genl Govt/Facilities**	09.2023 Secure Shredding - CH	56.18
				09.2023 Secure Shredding - RACC	8.76
			Community Development	09.2023 Secure Shredding - RACC	24.52
STERICYCLE INC Total					**238.44**
TAC 1 SYSTEMS	**1634**	SI-013632	**Genl Govt/Facilities**	Radio Parts	(20.62)

City of Ridgefield

Claims Payment Report
For Approval on:
October 26th, 2023

TAC 1 SYSTEMS	**1634**	SI-013632	**Public Safety**	Radio Parts	257.62
TAC 1 SYSTEMS Total					**237.00**
THE MASTERS TOUCH LLC	**1786**	P88334	**Public Works**	10.2023 UB Final Bills - Postage	25.05
		88334	**Public Works**	10.2023 UB Final Bills	88.13
THE MASTERS TOUCH LLC Total					**113.18**
THE PARR COMPANY	**964**	26673783	**Public Works**	PWUTIL Concrete Mix	10.42
		26672062	**Community Development**	CDD Staples Exchange	(0.65)
		26673275	**Genl Govt/Facilities**	PW Ops Building Repair	1.49
			Public Works	PW Ops Building Repair	24.68
			Community Development	PW Ops Building Repair	3.05
		26673942	**Public Works**	PWUTIL Hammer Chisel	18.03
		26672060	**Community Development**	CDD Staple Gun & Staples	30.20
THE PARR COMPANY Total					**87.22**
TIBERIUS SOLUTIONS LLC	**3799**	1963	**Finance**	09.2023 TIA Analysis	3,767.50
TIBERIUS SOLUTIONS LLC Total					**3,767.50**
TRAVELERS	**3532**	0107892319-2023	**Finance**	Notary Bond - Emily Giles	40.00
TRAVELERS Total					**40.00**
UNIFIRST CORPORATION	**3904**	2240033685	**Genl Govt/Facilities**	10.10.2023 PW Ops Mats and PW Uniforms	12.96
			Public Works	10.10.2023 PW Ops Mats and PW Uniforms	218.90
			Community Development	10.10.2023 PW Ops Mats and PW Uniforms	5.52
		2240031451	**Genl Govt/Facilities**	10.03.2023 PW Ops Mats and PW Uniforms	12.95
			Public Works	10.03.2023 PW Ops Mats and PW Uniforms	220.17
			Community Development	10.03.2023 PW Ops Mats and PW Uniforms	5.52
		2240031450	**Public Safety**	10.03.2023 Floor Mats - PD	39.52
		2240031449	**Genl Govt/Facilities**	10.03.2023 Floor Mats - CH	16.46
		2240029357	**Genl Govt/Facilities**	09.26.2023 PW Ops Floor Mats	2.70
				09.26.2023 PWFAC Uniforms	10.25
			Public Works	09.26.2023 PW Ops Floor Mats	44.66
				09.26.2023 PWFAC Uniforms	74.85
				09.26.2023 PWSTW Uniforms	58.64
				09.26.2023 PWUTIL Uniforms	103.12
			Community Development	09.26.2023 PW Ops Floor Mats	5.51
		2240031448	**Genl Govt/Facilities**	10.03.2023 Floor Mats - RACC	2.76
			Community Development	10.03.2023 Floor Mats - RACC	7.73
		2240033682	**Genl Govt/Facilities**	10.10.2023 Floor Mats - RACC	2.76
			Community Development	10.10.2023 Floor Mats - RACC	7.73
		2240033684	**Public Safety**	10.10.2023 Floor Mats - PD	39.52
		2240033683	**Genl Govt/Facilities**	10.10.2023 Floor Mats - CH	16.46
UNIFIRST CORPORATION Total					**908.69**
VAIRKKO TECHNOLOGIES LLC	**3699**	24748	**Genl Govt/Facilities**	10.2023 PD Scheduling Software	(12.39)
			Public Safety	10.2023 PD Scheduling Software	154.79
VAIRKKO TECHNOLOGIES LLC Total					**142.40**
VANCOUVER WATERSHEDS COUNCIL	**3284**	RID-3RDQTR2023	**Genl Govt/Facilities**	Q3.2023 Horns Corner Park Design	10,351.38
VANCOUVER WATERSHEDS COUNCIL Total					**10,351.38**
VERIZON WIRELESS - EPAY	**452**	9945538773	**Public Works**	09.2023 Hillhurst Pedestrian Crossing	105.16
		9945538772	**Genl Govt/Facilities**	09.2023 PW iPad and Cellphones	29.49
				09.2023 General iPad and Cellphones	43.11

VERIZON WIRELESS - EPAY	**452**	9945538772	**Public Safety**	09.2023 PD iPad and Cellphones	689.78
			Public Works	09.2023 PW iPad and Cellphones	487.85
			Community Development	09.2023 CDD iPad and Cellphones	258.67
			Council	09.2023 Council iPad and Cellphones	474.23
			Finance	09.2023 Finance iPad and Cellphones	43.11
			Executive	09.2023 Executive iPad and Cellphones	43.11
			Administration	09.2023 Admin iPad and Cellphones	258.67
		9945538774	**Genl Govt/Facilities**	09.2023 PW iPad and Cellphones	92.69
				09.2023 General iPad and Cellphones	129.68
			Public Safety	09.2023 PD iPad and Cellphones	648.40
			Public Works	09.2023 PW iPad and Cellphones	1,247.33
			Community Development	09.2023 CDD iPad and Cellphones	561.95
			Council	09.2023 Council iPad and Cellphones	43.23
			Administration	09.2023 Admin iPad and Cellphones	259.36
VERIZON WIRELESS - EPAY Total					**5,415.82**
WA STATE TREASURER'S OFFICE	**642**	0642-Q3.2023	**Genl Govt/Facilities**	Q3.2023 Building Code Fees	1,169.50
WA STATE TREASURER'S OFFICE Total					**1,169.50**
WALTER E. NELSON COMPANY	**3553**	1825751	**Genl Govt/Facilities**	Paper Products - CH	106.52
WALTER E. NELSON COMPANY Total					**106.52**
WAPITI NW LLC	**2545**	40620	**Genl Govt/Facilities**	2016 Ford Focus 57240D	81.62
			Public Works	2016 Ford Focus 57240D	299.27
			Community Development	2016 Ford Focus 57240D	163.22
WAPITI NW LLC Total					**544.11**
WELLS FARGO - EPAY	**1681**	202309-7069	**Genl Govt/Facilities**	Ferriss Customsigns.Com Add Tax - Engraved Desk Name Plates.	248.22
			Community Development	Ferriss Rosauers Water-Dev Tour W/Council /Planning Comm/Parks B	9.75
				Ferriss Citrix Systems Inc Sharefile Licenses-Assoc Planner Cdd	209.27
			Council	Ferriss Bunnies Pizza City Council Meeting Dinner	86.09
			Information Technology	Ferriss Citrix Systems Inc Sharefile Licenses-Extra	209.28
			Administration	Ferriss Limc Clerks Certification-Ferriss	75.00
				Ferriss Customsigns.Com City Hall Employees+E.Giles Name Plates	78.88
		202309-7051	**Public Safety**	Blehm Summitlaw Harassment & Discrimination Webinar-Pwstw Admin	75.00
			Public Works	Blehm Summitlaw Harassment & Discrimination Webinar-Pd Lt	75.00
			Community Development	Blehm Summitlaw Webinars	75.00
			Finance	Blehm Summitlaw Webinars	75.00
			Information Technology	Blehm Lucid Software Inc. To Create Map Locations	102.84
			Human Resources	Blehm Starbucks 5 Year Service Awards	40.00
				Blehm Society For Hr Membership Dues-Hr Supervisor	244.00
				Blehm Rosauers Employee Appreciation Gift	650.00
				Blehm Copper Bell Bookshop Employee Appreciation 2023	750.00
				Blehm Starbucks Employee Appreciation 2023	65.22
				Blehm Sp Alder Creek Employee Appreciation 2023	150.00
				Blehm Rosauers Employee Appreciation Candy	30.19
		202309-5756	**Genl Govt/Facilities**	Rubioromero Primo Water Pw Ops Water Delivery Service	10.06
				Rubioromero Primo Water Racc Water Delivery Service	24.84
			Public Safety	Rubioromero Siptrunk Inc Pd Telephone Service	223.12
			Public Works	Rubioromero Primo Water Pw Ops Water Delivery Service	166.67
			Community Development	Rubioromero Primo Water Pw Ops Water Delivery Service	20.57

WELLS FARGO - EPAY	**1681**	202309-5756	**Community Development**	Rubioromero Primo Water Racc Water Delivery Service	69.53
			Information Technology	Rubioromero Spotify Ch Monthly Music	11.95
				Rubioromero Zoom.Us Meeting Platform	60.86
				Rubioromero Mailchimp Add Tax S/B 8.7 Percent. Social Media And	42.31
				Rubioromero Amazon Add Tax Web Audio Backup	0.58
				Rubioromero Dropbox File Sharing - Public Records	13.03
				Rubioromero Adobe Software - Communications Specialist Ii	59.77
				Rubioromero Dropbox File Sharing - Events	21.73
				Rubioromero Eclincher Basic Plan Add Tax Social Media Publishing	55.00
		202309-3035	**Genl Govt/Facilities**	Giles Amazon Notebooks Pw Ops	1.71
				Giles Amazon Rolled Document File Organizer-Schmidt	5.54
				Giles Amazon Events Igloo Coolers	236.96
				Giles Amazon Bulletin Board Supplies Pw Ops	1.97
				Giles Amazon Label Tape Pw Fac	7.58
				Giles Amazon Monthly Planner Lazzarini	2.05
				Giles Amazon Chargers/Headset Pw Ops	2.23
				Giles Amazon Copy Paper City Hall	65.11
				Giles Amazon Spiral Notebooks Pw Ops	1.76
				Giles Amazon Kelly Toner/Storm Whiteout/Pw Ops Notepads	9.78
				Giles Amazon Tape/Post-It Notes Racc	7.01
				Giles Amazon Disposable Silverware Racc	4.00
				Giles Amazon 10.2023 1Sat Craft Supplies	87.77
				Giles Amazon Racc Kleenex	4.67
				Giles Amazon Phone Protection-Urbina	4.89
				Giles Amazon Folding Table Pw Ops	6.49
				Giles Amazon Desk Heaters Knottnerus/Allen	17.39
				Giles Amazon Fte Breakdown- Bulletin Board Supplies Pw Ops	112.15
				Giles Amazon Memory Cards Code Enforcement	34.08
				Giles Amazon Label Maker Pw Fac	12.54
				Giles Amazon City Hall Coffee	40.00
				Giles Amazon Name Plate Holders Ch	64.92
				Giles Amazon Trail Cameras-Code Enforcement	185.86
				Giles Amazon Ratchet Straps-Embry	13.02
				Giles Amazon Racc Scissors	2.47
			Public Safety	Giles Amazon Gun Sling Pd	52.69
				Giles Amazon Notebooks Pd	10.74
				Giles Amazon Returned Pd Tv For Drone	(97.82)
				Giles Amazon Compressed Gas Duster Pd	15.00
				Giles Amazon Pd Phone Protection Cuneta	16.29
				Giles Amazon Pd Coat Hangers	32.16
				Giles Amazon Pens/Staples Pd	11.65
				Giles Amazon Clipboards Pd	9.65
				Giles Amazon Notepads/Pens Pd	40.46
				Giles Amazon Add Tax -Pistol Safe-Fokin	87.00
				Giles Amazon Hand Soap/Power Adapter/Pistol Sights Pd	125.22
				Giles Amazon Water Filters Pd	102.68
				Giles Amazon Pd Garment Rack	151.73

WELLS FARGO - EPAY	**1681**	202309-3035	**Public Safety**	Giles Amazon Pd Bulletin Boards	80.52
				Giles Amazon Pd Phone Protection Wattson/Siem/Martinez	48.87
			Public Works	Giles Amazon Notebooks Pw Ops	28.25
				Giles Amazon Rolled Document File Organizer-Schmidt	11.08
				Giles Amazon Bulletin Board Supplies Pw Ops	32.56
				Giles Amazon Basketball Nets Parks	181.92
				Giles Amazon Label Tape Pw Fac	65.12
				Giles Amazon Chargers/Headset Pw Ops	36.87
				Giles Amazon Spiral Notebooks Pw Ops	29.14
				Giles Amazon Kelly Toner/Storm Whiteout/Pw Ops Notepads	133.83
				Giles Amazon Phone Protection-Urbina	27.73
				Giles Amazon Folding Table Pw Ops	107.43
				Giles Amazon Street Light Bulb-Pioneer/Main	41.40
				Giles Amazon Headset Parks Mgr.	33.64
				Giles Amazon Label Maker Pw Fac	107.73
				Giles Amazon Ratchet Straps-Embry	117.18
				Giles Amazon Phone Case Parks Manager	11.58
				Giles Amazon Keyboard/Mouse Mai Lou Her	18.90
			Community Development	Giles Amazon Notebooks Pw Ops	3.49
				Giles Amazon Rolled Document File Organizer-Schmidt	94.19
				Giles Amazon Bulletin Board Supplies Pw Ops	4.02
				Giles Amazon Monthly Planner Lazzarini	11.62
				Giles Amazon Chargers/Headset Pw Ops	4.55
				Giles Amazon Spiral Notebooks Pw Ops	3.60
				Giles Amazon Kelly Toner/Storm Whiteout/Pw Ops Notepads	8.79
				Giles Amazon Tape/Post-It Notes Racc	19.64
				Giles Amazon Disposable Silverware Racc	11.21
				Giles Amazon Racc Kleenex	13.06
				Giles Amazon Folding Table Pw Ops	13.26
				Giles Amazon Racc Scissors	6.93
				Giles Amazon Whiteboard Cleaning Spray Cdd	16.28
			Finance	Giles Amazon Keyboard/Mouse Brodowski	63.11
				Giles Amazon Returned Keyboard/Mouse Brodowski	(63.11)
				Giles Amazon Keyboard/Mouse Mai Lou Her	18.89
				Giles Dol Pro Lic Giles Notary License Renewal	42.00
			Information Technology	Giles Amazon Keyboard/Mouse Freimuth	70.64
			Administration	Giles Amazon Desk Heaters Knottnerus/Allen	53.24
				Giles Amazon Desktop Heater D. Allen	40.20
				Giles Amazon Under Desk Footrest Demoss	36.91
			Human Resources	Giles Amazon Employee Communication Boards Supplies	183.47
				Giles Amazon 2023 Employee Picnic Supplies	20.20
		202309-0187	**Genl Govt/Facilities**	Melroy Harbor Freight Tow Strap/Chain-Urbina	10.27
				Melroy Northside Ford Trucks F150 Light Bulb Repair Melroy	17.21
				SALES TAX Melroy Apollo Pools And Spas Splash Pad Test Kit	(17.77)
				SALES TAX Melroy Northside Ford F150 Light Bulb Repair Melroy	(13.77)
			Public Works	Melroy Harbor Freight Tow Strap/Chain-Urbina	58.20
				Melroy Harbor Freight Paint Sprayer-Painting Crosswalk Frogs	86.94

City of Ridgefield

Claims Payment Report
For Approval on:
October 26th, 2023

WELLS FARGO - EPAY	**1681**	202309-0187	**Public Works**	Melroy Northside Ford Trucks F150 Light Bulb Repair Melroy	154.86
				Melroy Keller Supply Parks Trail Repair	138.34
				Melroy Apollo Pools And Spas Splash Pad Test Kit	222.01
		202309-0311	**Genl Govt/Facilities**	Freimuth Taco Bell Caught Being Safe Gift Cards	30.00
				Freimuth Usps Stamps-City Hall	66.00
				Freimuth Paypal Reg-Nw Pavement Mgmt Conf- Van Dyke	35.00
				Freimuth Rosauers Caught Being Safe Gift Cards	30.00
				SALES TAX Freimuth Chucks - Catering For Employee Appreciation	(2.84)
				Freimuth Starbucks Store Caught Being Safe Gift Cards	30.00
				Freimuth Taco Bell Caught Being Safe Gift Cards Refund	(30.00)
			Public Safety	Freimuth Go Law Enforcement Llc Lateral Police Officer Job Posti	120.00
				Freimuth Paypal Job Postings PD	40.00
				Freimuth Go Law Enforcement Llc Sergeant Recruitment Posting	120.00
			Public Works	Freimuth Paypal Reg-Nw Pavement Mgmt Conf- Van Dyke	175.00
				Freimuth Hilton Garden Inn Hotel-Evergreen Rural Fall Conf-Stric	492.39
				Freimuth Western Washington Cross Connection Seminar-Blake	160.00
			Community Development	Freimuth Paypal Reg-Nw Pavement Mgmt Conf- Van Dyke	140.00
			Human Resources	Freimuth Paypal Job Postings	160.00
				Freimuth Copper Bell Bookshop Gift Cards For Employee Gift	100.00
				Freimuth Sq Ridgefield Gift Cards For Employee Gift	300.00
				Freimuth Bunnies Pizza Gift Cards For Employee Gift	350.00
				Freimuth Chucks Catering-Catering For Employee Appreciation	1,543.53
				Freimuth Costco By Insta Cart Wellness Snacks	1,402.73
				Freimuth Bevridge Public Gift Cards For Employee Gifts	1,500.00
		202309-7028	**Public Works**	Brunson The Home Depot Material To Line Storage Shelving	173.75
				Brunson Taco Bell Lunch At First Aid Cpr - Utilities Supervisor	21.33
				Brunson Paypal Training Classfor Utilities Supervisor	60.00
				Brunson Happy Car Wash Scott'S Monthly Car Wash Subscription	18.99
		202309-0745	**Public Safety**	Doriot Costco Whse Halloween Candy-PD & Trunk Or Treat	76.07
				Doriot Costco Whse Clorox Bleach Wipes-PD	15.21
				Doriot Miracle Cleaners Uniform Patch Removal/Velcro Attachment-	109.22
				Doriot Fred-Meyer Steel Cleaner For Kitchen Fridge	7.58
				Doriot Usps Mail Letter To Clark County Pa-Evidence	1.59
				Doriot Amazon Gun Supplies	21.73
				Doriot Keiths Sporting Goods Glock 47 Handgun Mos Optics	149.38
		202309-6189	**Genl Govt/Facilities**	Green Clark County Env Ccph Permit-Splash Pad	337.95
		202309-0794	**Administration**	Knottnerus Fisher & Phillips Llp Training-Deputy City Manager	45.00
			Human Resources	Knottnerus Fisher & Phillips Llp Training-Deputy City Manager	30.00
		202309-4870	**Genl Govt/Facilities**	Johnson Usps Postage-Cowlitz Tribe Letter-Rorc Field Lighting Gr	5.01
			Public Works	Johnson Kuenzi Turf & Nursery Turf-Splash Pad Project	2,270.00
			Finance	Johnson The Columbian Monthly Newspaper Subscription	18.00
				Johnson Fuel Bistro Welcome Lunch Grant Writer-Lashua/Johnson/Ru	61.76
		202309-7036	**Public Works**	Stuart El Rancho Viejo Meal-Splash Pad Construction Project Volu	101.51
				Stuart Center Market 7 Beverages-Splash Pad Construction Project	14.44
			Executive	Stuart Carols Corner Mtg W/Commercial Developer Re: Ongoing Proj	27.19
				Stuart Teriyaki Thai Etc. Mtg W/Commercial Developer & Consultan	78.44
				Stuart El Rancho Viejo Meet W/Business Owner Re: Upcoming Projec	24.46

WELLS FARGO - EPAY	**1681**	202309-7036	**Executive**	Stuart The Columbian Columbian Monthly Subscription	9.99
				Stuart Ridgefield Craft Brewing Non-Allowable Expenses Billed To	71.03
				Stuart Ridgefield School District Mtg To Prep For Dev Tour W/Par	13.04
				Stuart Sugars Barbecue Meeting With Port Re: City Projects	18.22
		202309-9437	**Public Safety**	Steele-Hoots The Columbian Monthly Newspaper Subscription	9.99
				Steele-Hoots Rosauers Civil Service Lunch For Oral Board Raters	143.76
				Steele-Hoots Costco Whse Pd Coffee & Toilet Tissue	90.99
				Steele-Hoots Tlo Transunion Background Investigations	131.53
				Steele-Hoots Usps Postage For Prosecutor Evidence	9.60
				Steele-Hoots Galls Uniform Name Plate-Fokin	21.18
				Steele-Hoots Odot Dmv Background Investigations	4.00
		202309-6996	**Genl Govt/Facilities**	Demoss Sticker Mule Stickers For Birdfest & Bluegrass Event	127.18
			Administration	Demoss Community Consulting Llc Community Engagement Online Trai	325.00
				Demoss The Columbian Newspaper Subscription - Demoss	9.99
				Demoss Mvp Media Network Social Media For Government Online Trai	349.00
				Demoss Govt Social Media Social Media Training Conference - Demo	734.00
			Human Resources	Demoss Canva "Thank You Cards" To Recognize Coworkers	95.00
		202309-7739	**Genl Govt/Facilities**	Coleman Rosauers Dragon Boats Event Refreshments	81.54
				Coleman Bannerscom Add Tax - Birdfest Banner	262.56
				Coleman Chipotle Online Dragon Boat Event Catering	1,688.04
			Public Works	Coleman Center Market Ice For Park Volunteers	4.29
			Information Technology	Coleman Meetup Pro 6Mo Dragon Boat Registration Site	136.96
		202309-7002	**Public Works**	Thamert Cwt Training Academ Cescl Training - Z. Rader	431.20
				Thamert Cwtacademy.Com Stormwater Permit Training	964.81
WELLS FARGO - EPAY Total					**24,127.71**
WEX BANK - EPAY	**3552**	92103810	**Genl Govt/Facilities**	09.2023 PW Fuel	392.53
			Public Safety	09.2023 PD Fuel	3,220.13
			Public Works	09.2023 PW Fuel	6,494.05
				09.2023 Streets Propane	23.83
			Community Development	09.2023 CDD Fuel	724.56
WEX BANK - EPAY Total					**10,855.10**
WOODLAND SAW AND CYCLE INC.	**2223**	3211	**Public Works**	Parks/Streets Tool Repair Supplies	79.90
		3213	**Public Works**	Cemetery Operational Supplies - Oil Mix	62.64
WOODLAND SAW AND CYCLE INC. Total					**142.54**
WSP USA INC.	**3338**	1354210	**Community Development**	08.2023 Comprehensive Plan and System Plan Updates	13,503.78
WSP USA INC. Total					**13,503.78**
Grand Total					**402,721.11**

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 26, 2023

AGENDA ITEM NAME: Approval of Minutes from the October 12, 2023 Meeting

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GOVERNING LEGISLATION

N/A

PREVIOUS COUNCIL ACTION TAKEN:

N/A

SUMMARY/BACKGROUND:

Staff has prepared the minutes for Council consideration of adoption for the Council meeting(s).

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

Approve the minutes by making the following motion: 1. “I move to approve the consent agenda”

STAFF CONTACT:

ATTACHMENTS:

1. 10-12-2023

CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
OCTOBER 12, 2023

Regular Meeting - 6:30 PM

I. STUDY SESSION - 5:30 P.M.

1. Stormwater Update: Phase 2 Municipal Permit Requirements - Chuck Green, Public Works Director

II. GENERAL SESSION CALL TO ORDER - 6:30 PM

1. Flag Salute

2. Roll Call

Present:
Mayor Jennifer Lindsay
Mayor Pro Tem Rob Aichele
Council Member Matt Cole
Council Member Lee Wells
Council Member Ron Onslow
Council Member Judy Chipman
Council Member Clyde Burkle

3. Late changes to the agenda

III. PROCLAMATION - BREAST CANCER AWARENESS MONTH

1. Pink Patch Presentation - Cathy Doriot, Police Chief

IV. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

Comments received during public testimony can be heard on the City's website under https://ridgefieldwa.us/government/city-council-meeting-audio-files/.

V. CONSENT AGENDA

MOTION TO APPROVE AS PRESENTED.

RESULT:	**(UNANIMOUS)**
MOVER:	Mayor Pro Tem Rob Aichele
SECONDER:	Council Member Clyde Burkle
AYES:	Mayor Lindsay, Mayor Pro Tem Aichele, Council Member Cole, Council Member Wells, Council Member Onslow, Council Member Chipman, Council Member Burkle

1. **Approval of Claims And/Or Payroll**

2. **Approval of Minutes from the September 28, 2023 Meeting**

VI. BUSINESS

1. **Motion - Options and Direction for Parcel Address 116 N Main Avenue - Kirk Johnson, Finance Director**

At the previous presentation on options for the vacated building located at 116 N Main Ave, council asked for additional details from staff. Staff have obtained additional information including build date, appraisal values and potential demolition costs to help facilitate the discussion on what direction council would like to go. Staff are requesting final directions on the two options mentioned by council. Council settled on two options; sell both parcels or demolish the current building to create additional off street parking in the downtown area.

City Council conducted a discussion.

MOTION: MOVED TO DEMOLISH THE OLD POLICE STATION BUILDING, FILL AREA WITH GRAVEL AND HOLD THE JAIL FOR FURTHER CONSIDERATION.

COUNCIL MEMBER AICHELE MOVED TO AMEND COUNCIL MEMBER ONSLOW MOTION TO INLCUDE THE DEMOLITION OF THE SHED.
COUNCIL MEMBER COLE SECOND.
MOTION PASSED.

ORIGINAL MOTION:

RESULT:	**(UNANIMOUS)**
MOVER:	Council Member Ron Onslow
SECONDER:	Council Member Lee Wells
AYES:	Mayor Lindsay, Mayor Pro Tem Aichele, Council Member Cole, Council Member Wells, Council Member Onslow, Council Member Chipman, Council Member Burkle

2. **Motion - Approve a Drinking Water State Revolving Fund (DWSRF) Loan Application - Kirk Johnson, Finance Director**

Staff are reviewing funding options for the design and construction of a 5-million gallon reservoir on the east side of I-5. Staff are currently negotiating the acquisition of land to accommodate the reservoir. Staff are requesting authorization from the Council to submit a 0% planning and design loan to assist with the design of the reservoir in 2024. The estimated cost of design is $1.5 million. The additional funding will come from water system development charge capital funding. The city has an opportunity to obtain a

$500,000 loan at 0% interest over 10-years to assist with the funding for the design. Staff would continue to look for grant and debt funding sources to complete construction beginning in 2025. The available funding is on a first come basis and will be scored and ranked depending on the number of applications received in the period the city submits the application. The city as a publicly owned water system is eligible to apply for the funding assistance.The project scope qualifies as an eligible project to complete planning and design that leads to eventual construction of the infrastructure. Council approval for the submission of the application is required to complete eligibility.

MOTION: MOVED TO AUTHORIZE THE CITY MANAGER AND FINANCE DIRECTOR TO SUBMIT A LOAN APPLICATION IN THE AMOUNT OF $500,000 FOR A DRINKING WATER STATE REVOLVING FUND PLANNING AND ENGINEERING LOAN.

RESULT:	**(UNANIMOUS)**
MOVER:	Council Member Judy Chipman
SECONDER:	Council Member Ron Onslow
AYES:	Mayor Lindsay, Mayor Pro Tem Aichele, Council Member Cole, Council Member Wells, Council Member Onslow, Council Member Chipman, Council Member Burkle

3. Motion - Approval of Subordination Agreement with the Port of Ridgefield - Steve Stuart, City Manager

The Port of Ridgefield is getting ready to record the permanent Restrictive Covenants on the remediated port-owned property on the Ridgefield waterfront. These govern what can and can't be done with the property, to maintain the protection of human health and the environment in perpetuity. The Department of Ecology is requiring that the Port of Ridgefield also get subordination agreements from two outside parties who have certain rights on the Port's waterfront property. The City of Ridgefield owns Right of Way for Division Street which is included in the area subject to the Port's environmental covenant, and Clark Public Utilities has easements for power lines there as well. The Department of Ecology is requiring both parties to agree to abide by the same rules that the Port is agreeing to, via a Subordination Agreement which attaches to the Port's environmental covenant.

MOTION: MOVED TO APPROVE SUBORDINATION AGREEMENT WITH THE PORT OF RIDGEFIELD.

RESULT:	**(UNANIMOUS)**
MOVER:	Mayor Pro Tem Rob Aichele
SECONDER:	Council Member Clyde Burkle
AYES:	Mayor Lindsay, Mayor Pro Tem Aichele, Council Member Cole, Council Member Wells, Council Member Onslow, Council Member Chipman, Council Member Burkle

4. Motion - Approval of Purchase and Sales Agreement, Wertz Property - Steve Stuart, City Manager

The City of Ridgefield has worked with the property owner of Clark County Tax Parcel Number 213720000 ("Property") since 2021 on several key connections with and preservations of open space. First, a trail connection between DeMelo Park and 35th Ave, second preserving and enhancing the open space on the Property, and third completing necessary roadway improvements to 35th Ave on the Eastern frontage of the Property. In 2022, the Property owner and City agreed to an easement for trail connection between DeMelo Park and 35th Ave. The Property owner has also initiated a real property covenant for a period of ten years to conserve the open space value of the Property. Third, the City and Property owner have agreed in principle to City acquisition of Right of Way necessary to facilitate a complete street improvement of 35th Ave along the Eastern frontage of the Property. That Purchase and Sale Agreement is before the Ridgefield City Council for consideration at the October 12, 2023 Meeting. The City of Ridgefield plans to construct full-width roadway improvements along 35th Avenue abutting the Property in Ridgefield ("35th Avenue Roadway" Project). A portion of the Property is necessary for the construction of the 35th Avenue Roadway Project. As a result, the City needs to acquire a thirty-five foot strip of property along the east side of the Property (approximately 330.21 linear feet), totaling approximately 11,557.35 square feet. To ascertain a value for the Property, the City conducted two appraisals of the Property which were both shared with Property owner, on 11/13/2022 and 6/16/2023. Due to the lack of progress in finalizing a purchase based on the valuations, and in recognition of the public safety need for the roadway project, on 10/6/2023, City Attorney sent the Property owner an offer letter under threat of condemnation. The Property owner has since indicated a willingness to finalize the City's purchase of the Property under the following conditions:

1. $62,294.12 , which is the appraised value of the acreage in question. An appraisal conducted by the City determined a per square foot value of $5.39 . The total square feet to be purchased by the City would be 11,557.35 (330.21' x 35'). $5.39 per square foot x 11,557.35 = $62,294.12
2. The City commits to assuring construction of complete street improvements for 35th Ave in the acquisition area, including full-width roadway, planting strip, and sidewalk, connecting with same improvements to the north and south of your property.
3. The City, at its expense, will have a fence constructed which matches the one which has already been constructed on the south of your property (adjacent to DiMelo Park), connecting with the existing fence, continuing it east to the edge of your property, north along the eastern edge of your property), then completing the fenced area by adding a section which extends between the existing fences along the north side of your property (between 3448 N Abernathy Cir and 3349 N Abernathy Cir.
4. The fence shall have vehicle access gate with associated curb cut at the existing Property access point on 35th Ave. The fence shall also have a person/equipment gate installed on the northern edge of the Property adjacent to Abernathy Circle, though there is no representation by the City that access from Abernathy Circle would be allowed or provided by the City.
5. The City Council shall consider adoption of a temporary restrictive covenant, created in partnership between the Property owner and the City (with City staff providing research and drafting resources) for the purposes of maintaining it's value as open space for a 10 year term.

MOTION: MOVED TO AUTHORIZE THE CITY MANAGER TO EXECUTE THE PURCHASE AND SALE AGREEMENT FOR THE WERTZ PROPERTY AS PRESENTED.

RESULT:	**(UNANIMOUS)**
MOVER:	Council Member Ron Onslow
SECONDER:	Council Member Judy Chipman
AYES:	Mayor Lindsay, Mayor Pro Tem Aichele, Council Member Cole, Council Member Wells, Council Member Onslow, Council Member Chipman, Council Member Burkle

5. Motion - Approval of Declaration of Land Use Restriction and Real Property Covenant, Wertz Property - Steve Stuart, City Manager

The City of Ridgefield has worked with the property owner of Clark County Tax Parcel Number 213720000

("Property") since 2021 on several key connections with and preservations of open space. First, a trail connection between DeMelo Park and 35th Ave, second preserving and enhancing the open space on the Property, and third completing necessary roadway improvements to 35th Ave on the Eastern frontage of the Property. In 2022, the Property owner and City agreed to an easement for trail connection between DeMelo Park and 35th Ave. More recently, the City and Property owner have agreed in principle to City acquisition of Right of Way necessary to facilitate a complete street improvement of 35th Ave along the Eastern frontage of the Property. That Purchase and Sale Agreement is before the Ridgefield City Council for consideration at the October 12, 2023 Meeting. The third component of work between the City and Property owner is also before the City Council at the October 12, 2023 Meeting.

The City and Property owner have a shared interest in preserving the unique natural, open space, ecological, environmental and aesthetic value of the Property. To preserve these conservation values, the Property owner has agreed to initiate a real property covenant for a period of ten years to conserve the values of the Property. The Property owner is not requested or required by the City to undertake this action, but nevertheless the value conveyed is such that the Property owner is seeking to proceed with the declaration.

Under the terms of the restrictive covenant that the City is being asked to accept, the Property owner commits to:

- Preserving and protecting the conservation values of the Property;
- Allowing the City to enter the Property at reasonable times (and with notice) to monitor compliance with the covenant;
- Preventing any activity or use of the Property that is inconsistent with the purpose of the covenant;
- Prevent construction of permanent structures, paving, commercial development, waste disposal; and
- Creating a first right of refusal for the City to purchase the Property at market value.

An amended copy of the declaration of land use restriction and real property covenant was presented to the Council at the meeting with minor changes.

MOTION: MOVED TO AUTHORIZE THE CITY MANAGER TO ACCEPT THE DECLARATION OF LAND USE RESTRICTION AND REAL PROPERTY COVENANT AS AMENDED.

RESULT:	**(UNANIMOUS)**
MOVER:	Council Member Clyde Burkle
SECONDER:	Council Member Lee Wells
AYES:	Mayor Lindsay, Mayor Pro Tem Aichele, Council Member Cole, Council Member Wells, Council Member Onslow, Council Member Chipman, Council Member Burkle

VII. PUBLIC HEARING/BUSINESS

1. Public Hearing and First Reading of Ordinance No. 1409 - The Crossing Phases 1-3 Plat Alterations - Claire Lust, Community Development Director

On January 9, 2020, Ridgefield City Council approved The Crossing (Phase 1) final plat. Phase 1 subdivided

Parcel #986052946 (4 acres) into 36 single-family attached residential lots, three parking areas, a storm facility, and three open space tracts. The Phase 1 final plat was recorded at the Clark County Auditor's office on February 4, 2020. Phase 1 Plat Note 6 identifies the Homeowners Association (HOA) as the owner and party responsible for maintenance of the open space tracts. Plat Note 4 identifies the HOA as the owner and party responsible for maintenance of the parking areas. On November 5, 2020, Council approved The Crossing Phase 2 final plat. Phase 2 subdivided Parcels #986055023 and 986052945 (6.88 acres) into 52 single-family attached residential lots, two parking areas, a storm facility, and four open space tracts. The Phase 2 final plat was recorded at the Clark County Auditor's office on November 18, 2020. Phase 2 Plat Notes 6 and 11 identifies the HOA as the owner and party responsible for maintenance of the open space tracts. Plat Note 4 identifies the HOA as the owner and party responsible for maintenance of the parking areas. On July 22, 2021, Council approved The Crossing Phase 3 final plat. Phase 3 subdivided Parcel #986052944 (4.4 acres) into 45 single-family attached residential lots, three parking areas, a storm facility, and three open space tracts. The Phase 3 final plat was recorded at the Clark County Auditor's office on July 27, 2021. Phase 3 Plat Note 5 identifies the HOA as the owner and party responsible for maintenance of the open space tracts. Plat Note 14 identifies the HOA as the owner and party responsible for maintenance of the parking areas. For each of the three final plats, the applicant's proposal is to for all common areas except the stormwater facility (i.e., open space tracts and parking areas) to be owned in common by the lot owners in undivided interests instead of being owned by the HOA. At this time, RCIF C1 LLC and RCIF C2 LLC own each of the residential lots as rental properties. Phase 2 Plat Note 19 states that public access is allowed on all walking trails. On June 9, 2023, staff requested that this language be added to the Phase 1 and Phase 3 plats. The applicant added the language to the Phase 1 plat and stated that there are no trails in Phase 3. Therefore, the proposal also includes a new note on the Phase 1 plat, Plat Note 20, stating that public access is allowed on all walking trails.

The City held a land use hearing before the Hearing Examiner on September 5, 2023. On September 6, 2023 the Hearing Examiner issued a recommendation of approval of The Crossing Phases 1-3 final plat alternations to City Council subject to the following conditions of approval:

1. The City shall comply with the procedural requirements in RDC 18.620.150.
2. Per RCW 58.17.215, upon approval of the alteration, the applicant shall submit revised final plat mylars for signature and record the signed mylars with the County auditor.
3. The applicant shall record the revised CC&Rs with the County auditor. 4. The applicant shall submit electronic copies of the recorded final plat and CC&Rs to the City within 30 days of recording.

City Council conducted a discussion.

Mayor Lindsay Opened the Hearing: 7:49PM

No testimony was received.

Mayor Lindsay Closed the Hearing: 7:49PM

First reading only.

VIII. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

Comments received during public testimony can be heard on the City's website under https://ridgefieldwa.us/government/city-council-meeting-audio-files/.

IX. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. Council

Council Member Cole - Attended an Economic Summit hosted by Ridgefield Main Street.
Council Member Chipman - Attended the Ridgefield Main Street meeting.
Council Member Wells - Attended the City Manager briefing.
Mayor Pro Tem Aichele - Attended the Port of Ridgefield meeting.
Council Member Burkle - Attended City Manager briefing, Port of Ridgefield meeting, Humane Society of Southwest WA Gala, homecoming game, dozer day at the fairgrounds.
Council Member Onslow - Attended School Board meeting, homecoming game, RTC meeting, First Citizen Award, Humane Society of Southwest WA Gala, City Manager briefing.

2. Mayor

Washington state history presentation on local government at View Ridge.

3. City Manager

City Manager Steve Stuart - Presented at the Economic Summit hosted by Ridgefield Main Street. YMCA meeting update.
Public Works Director Chuck Green - Update on school flashers at the high school. CDBG update.
Finance Director Kirk Johnson - Budget Advisory meeting reminder.
Community Development Director Claire Lust - Attending WA APA conference.

X. ADJOURN

8:06PM

_____________________________________ _____________________________________

Julie Ferriss, City Clerk | Jennifer Lindsay, Mayor

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 26, 2023

AGENDA ITEM NAME: Introduction of Corey Crownhart, New Parks Manager

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GOVERNING LEGISLATION

N/A

PREVIOUS COUNCIL ACTION TAKEN:

N?A

SUMMARY/BACKGROUND:

Council will have the opportunity for a brief introduction and "meet and greet" with the City's new Parks Manager, Corey Crownhart. His bio is attached.

BUDGET/FINANCIAL IMPACTS:

N/A

RECOMMENDED ACTION OR MOTION:

N/A

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. Coreys Bio

Corey Crownhart joined the City of Ridgefield team as Parks Manager on October 4th. He comes to us from the Idaho Alliance of Boys & Girls Clubs as the Alliance Director. Corey has over 10 years of small and large group facilitation experience in the nonprofit sector. Starting as an outdoor adventure guide and onward to experiential learning facilitation, he has instilled positive character with each group he leads. He is committed to fostering inclusive environments and driving social change through effective leadership and collaborative initiatives. Corey earned his Bachelor of Science, Political Science from Boise State University and his Masters of Science, Management and Leadership from Western Governors University.

He can be found traveling a foreign city as learning code on his back porch. He enjoys experiencing new things and constantly seeks out the latest music, art, or performances in his community. Whether engaging as an activist or energizing local community groups, he consistently brings a level of authenticity and spirit only matched by his true desire of empowerment.

We are happy that he is a part of our team!

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 26, 2023

AGENDA ITEM NAME: Presentation on 2024 Proposed Operating and Capital Budget

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GOVERNING LEGISLATION

RCW 35A.33; Budgets in Code Cities, City of Ridgefield Financial Policy #07: Budget

PREVIOUS COUNCIL ACTION TAKEN:

Council has held two public work sessions on the preparation of the 2024 budget.
Council has held a presentation on a rate study for water and storm water utility rates.

SUMMARY/BACKGROUND:

Council held a work study session on the baseline operating budget in August 2023. They also held a work study session on capital, initiative and personnel requests in September 2023. The current presentation shows the proposed budget impacts for 2024 and requests final direction on development of the 2024 budget.

BUDGET/FINANCIAL IMPACTS:

Refer to the attached presentation for details.

RECOMMENDED ACTION OR MOTION:

No action requested just direction on the proposed budget that will be presented in public hearings beginning in November 2023.

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. 2024 Operating & Capital Budget

2024 Budget
Operating and Capital

October 26, 2023
6:30 PM

2024 Budget
Agenda

- Budget Calendar
- Limited Changes to Revenue Forecast
- Budget Advisory Committee Recommendations
  - Operating Budget Revisions
  - Capital Budget Revisions
- Next Steps

2024 Budget Calendar

2024 Budget Calendar

		July				Aug					Sept				Oct					Nov				Dec			
Week of	May/June	3	10	17	24	31	7	14	21	28	4	11	18	25	2	9	16	23	30	6	13	20	27	4	11	18	25
City Council Goals/Retreat	16-May																										
Management Initiatives/Goals Retreat	July 10 and 12																										
Review Financial Sustainability Model (6 Year)																											
Review Budget and Financial Policies					27th																						
Review Economic Conditions/Budget to Actual					27th																						
Determine Baseline Assumptions																											
Develop Proposed Budget																											
Levels of Service																											
Baseline/Beginning Budget																											
New Programs or Initiatives																											
Update Indirect Cost Plan																											
Update Equipment Replacement Fund																											
Preliminary Budget																											
Operating									24th																		
Capital													28th														
Update Financial Forecast																											
Adopt Final Budget																											
Conduct Hearing on Revenue Sources																			2nd								
Draft Final Budget																											
Adopt Property Tax Levy																			2nd		16th						
Update Utility Rate Model																			2nd		16th						
Final Budget and Conduct Hearings																					16th			7th			
Individual Department Budget Meetings																											
Executive Management Meetings (10 am)						8th					12th					10th											
Budget Advisory Committee Meetings								15th			19th						17th			If Needed							
City Council Work Sessions					27th				24th				28th					26th			If Needed						

July 27 work session or presentation - Economic forecast and potential policy updates
August 24 work session - Present baseline budget
September 21 work session - Present personnel, initiatives and capital budget requests
October 26 work session or presentation - Update revenue projections and present proposed budget
November 16 work session - Final touch on 2023 budget prior to public hearings - If needed

2024 Budget
2024 Estimated Reserves

	O&M	Revenue Stab.	Debt Service	Separation	Capital	Capital Repair & Replacement	2024 Est. Reserves	2023 Reserves	% Change
General Fund	1,550,683	1,080,634	-	103,766	956,892	-	3,691,975	3,186,856	15.85%
Community Development	568,110	130,204	-	38,928	-	-	737,242	665,967	10.70%
Water Fund	559,674	-	-	31,452	228,093	759,942	1,579,161	1,381,176	14.33%
Storm Fund	145,325	-	19,323	14,664	207,421	316,506	703,239	646,251	8.82%
Total	2,823,792	1,210,838	19,323	188,810	1,392,406	1,076,448	6,711,617	5,880,250	14.14%

2024 Operating and Capital Budget Revisions

The Budget Advisory Committee is recommending the following revisions/adjustments to the 2024 operating and capital budgets. As the city transitions from a dependence on residential construction to a more sustainable ongoing retail sales tax structure the following goals were identified.

- **Maintain the current level of service for all public services provided to the Ridgefield community.**
- **Provide the necessary staffing to support the service level for the Ridgefield community.**
- **Provide the necessary resources for the 2024 – 2025 transition period in the General Fund.**
- **Protect policy reserve levels in the General Fund through the transition.**
- **Maintain sufficient fund balance to pay debt service on current GO bonds and potential future issuance of debt service.**
- **Plan capital projects over the 2024 – 2025 budget periods.**

2024 General Fund Operating Budget Revision 1

2024 Baseline Budget Revisions - General Fund			
	Aug Baseline	Revision 1	Description
General Fund Revenue	$ 11,965,286	$ 11,892,286	Revised Property & Utility Tax -Reduced $78k
General Fund Expense	$ 12,456,975	$ 12,055,325	Revised payroll analysis, removed intern Finance & Admin. Completed new trend analysis
Reserve Usage	$ (491,689)	$ (163,039)	$328,650 reduction in expense.
2024 Estimated YE Reserves	$ 7,646,608	$ 7,975,258	
2024 Policy Reserves	$ 3,691,975	$ 3,691,975	Included in YE reserve estimate
CDD Revenue	$ 1,822,000	$ 1,822,000	No change in forecast
CDD Expense	$ 3,706,816	$ 3,697,816	Revised payroll analysis. Removed intern position.
Reserve Usage	$ (1,884,816)	$ (1,875,816)	Limited reduction in use of reserves.
2024 Estimated YE Reserves	$ 183,435	$ 192,435	
2024 Policy Reserves	$ 737,242	$ 737,242	YE reserve forecast does not cover policy reserves

2024 General Fund Operating Budget Revision 2

2024 Baseline Budget Revisions - General Fund				
	Aug Baseline	Revision 1 - Payroll	Revision 2 - Supplies/Service	Description
General Fund Revenue	$ 11,965,286	$ 11,892,286	$ 11,892,286	Revised Property & Utility Tax -$78k
General Fund Expense	$ 12,456,975	$ 12,055,325	$ 11,694,275	Revised payroll analysis, removed intern Finance & Admin. Completed new trend analysis
Reserve Usage	$ (491,689)	$ (163,039)	$ 198,011	$689,700 reduction in expense. No longer using reserves
2024 Estimated YE Reserves	$ 7,646,608	$ 7,975,258	$ 8,336,308	
2024 Policy Reserves	$ 3,691,975	$ 3,691,975	$ 3,691,975	Included in YE reserve estimate
CDD Revenue	$ 1,822,000	$ 1,822,000	$ 1,822,000	No change in forecast
CDD Expense	$ 3,706,816	$ 3,697,816	$ 3,585,116	Removed intern, completed new trend analysis
Reserve Usage	$ (1,884,816)	$ (1,875,816)	$ (1,763,116)	$121,700 reduction in expense. Still using reserves
2024 Estimated YE Reserves	$ 183,435	$ 192,435	$ 305,135	
2024 Policy Reserves	$ 737,242	$ 737,242	$ 737,242	YE reserve forecast does not cover policy reserves

- **Revisions to the operating budget reduced expenditures by $689,700 in the General Fund and $121,700 in Community Development.**
- **Reserves are not impacted for baseline budget in the General Fund and impacts are reduced by $121,700 in Community Development.**

2024 Capital Budget
Budget Advisory Committee Recommendations

- **Multiple projects would be put on hold as a grant contingent project. Grant applications have been submitted for two of these projects already. One awarded grant (Hall & Elm CDBG) is still pending receipt of grant agreements.**
- **Three capital projects would be moved to 2025.**
- **Cancel one fleet request and revisit during the 2025 budget process.**
- **Reallocate funding from REET to PIF and Transportation Benefit District funding sources on three capital projects.**

2024 Capital Budget
Grant Contingent Recommendations

	Project	Funding Source(s)	Appropriation	Gen Fund	Water Ops	REET	PIF	TIF	WSDC	TBD	Grant	Debt	Developer
Move to 2025. Construction is grant contingent	Investment Grade Energy Audit	General Fund	105,000	105,000	-	-	-	-	-	-	-	-	-
Move to 2025. At 30% design. Grant contingent for final design and construction.	Mayors Meadow Trail/Bridge Design	Park Impact Fees	283,000	-	-	-	283,000	-	-	-	-	-	-
Grant application submitted. Notification spring 2024	Ridgefield Cemetery Mapping and History Project	General Fund	35,000	35,000	-	-	-	-	-	-	-	-	-
Grant application submitted. Notification spring 2024	ADA Transition Plan and Access to Critical Services Plan	General Fund, Grant	70,000	14,000	-	-	-	-	-	-	56,000	-	-
Grant contingent. Package with vision zero for a safety grant	Purchase new radar trailer	General Fund	15,000	15,000	-	-	-	-	-	-	-	-	-
Grant contingent. Package with radar trailer for a safety grant	Vision Zero Work Zone Safety Program	General Fund	35,000	35,000	-	-	-	-	-	-	-	-	-
			543,000	204,000	-	-	283,000	-	-	-	56,000	-	-

2024 Capital Budget
Projects Recommended for 2025 Capital Budget and Grant Contingent

	Project	Current Funding Source(s)	Appropriation	Gen Fund	Water Ops	REET	PIF	TIF	WSDC	TBD	Grant	Debt	Developer
Move to 2025. Construction of Harpers playground and parking is grant contingent	Horns Corner Park Design and Phase 1 Construction	Park Impact Fees	145,000	-	-	-	145,000	-	-	-	-	-	-
Move to 2025. At 30% design. Grant contingent for final design and construction.	Mayors Meadow Trail/Bridge Design	Park Impact Fees	283,000	-	-	-	283,000	-	-	-	-	-	-
Move to 2025. Grant agreement is still pending	Hall, Elm & Maple Improvement Project	CDBG Grant, WSDC, REET	717,000	-	-	224,230	-	-	260,300	-	232,470	-	-
			1,145,000	-	-	224,230	428,000	-	260,300	-	232,470	-	-

Cancel request and review as part of the 2025 budget	Replace water utility van with an F350 pickup and transfer van to General Fund	General Fund, Water Fund	75,000	68,000	7,000	-	-	-	-	-	-	-	-

2024 Capital Budget
Reallocated Funding Sources and Initiative Review

Project	Reallocated Funding	Funds
S Royle Road 15th Street to 5th Way	247,900	REET to TBD
Gee Creek Loop Final Design and Construction	180,000	REET to TBD
Installation of Lights on Fields 4 and 5 at RORC	175,000	REET to PIF
Total	602,900	

- **2024 grant contingent projects $487,000**
- **2024 General Fund reductions $272,000**
- **2024 REET Fund revisions $827,130**

2024 Initiatives
Summary by Category

Summary of Personnel, Initiatives and Capital Projects for Consideration					
	2024 Appropriation	2024 Ongoing Requests	2023 Carry Forward	Grant/Debt Funding	2024 One-Time Requests
Carry Forward	$ 9,033,300	$ -	$ 1,880,000	$ 4,955,400	$ 2,197,900
Technology Initiatives	112,500	54,000	-	-	58,500
Personnel Initiatives	771,400	609,000	-	-	162,400
General Government	1,955,000	-	-	1,685,000	270,000
Vehicle and Equipment	49,500	-	-	-	49,500
Street and Multi Modal	32,182,250	620,000	-	29,300,000	2,262,250
Parks and Trails Projects	1,175,000	20,000	-	710,000	445,000
Water Projects	9,500,000	-	-	6,500,000	3,000,000
Storm Water Projects	2,000,000	-	-	1,924,000	76,000
Requests	$ 56,778,950	$ 1,303,000	$ 1,880,000	$ 45,074,400	$ 8,521,550
Total Ongoing		$ 1,303,000	*Total One-Time*		$ 55,475,950

2024 Budget
Submitted Initiatives – Fund Balance Impact

Fund Impact - Initiatives and Capital Projects

Fund	2024 Available Fund Balance	2023 Carry Forward Projects	2024 Available Fund Balance	2024 Ongoing Requests	2024 One-Time Projects	New Initiative Fund Impact	12/2024 Available Fund Balance
Operating Funds							
General & Street Fund Operations	$ 4,734,701	$ 1,067,000	$ 3,667,701	$ 478,000	$ 2,005,650	$ (2,483,650)	$ 1,184,051
General Fund - Building Fees	$ -	$ -	$ -	$ 25,000	$ 60,000	$ (85,000)	$ (85,000)
Water Operating Fund	$ 2,379,474	$ -	$ 2,379,474	$ -	$ 89,250	$ (89,250)	$ 2,290,224
Storm Water Operating Fund	$ 152,900	$ -	$ 152,900	$ 180,000	$ 73,750	$ (253,750)	$ (100,850)
Capital Project Funds							
Real Estate Excise Tax (REET)	$ 2,510,504	$ -	$ 2,510,504	$ -	$ 225,000	$ (225,000)	$ 2,285,504
Park Impact Fee (PIF)	$ 850,292	$ 652,000	$ 198,292	$ -	$ 175,000	$ (175,000)	$ 23,292
Transportation Impact Fee (TIF)	$ 1,474,367	$ 1,316,000	$ 158,367	$ -	$ 150,000	$ (150,000)	$ 8,367
Water System Development Charges (WSDC)	$ 9,562,886	$ 645,000	$ 8,917,886	$ -	$ 3,500,000	$ (3,500,000)	$ 5,417,886
Special Revenue Funds							
Drug Fund	$ 10,295	$ -	$ 10,295	$ -	$ -	$ -	$ 10,295
Affordable Housing	$ 113,983	$ -	$ 113,983	$ -	$ -	$ -	$ 113,983
Transportation Benefit District	$ 1,094,214	$ 247,900	$ 846,314	$ 620,000	$ 180,000	$ (800,000)	$ 46,314
Capital Funds							
Equipment Replacement Funds		$ -	$ 634,404	$ -	$ 15,000	$ (15,000)	$ 619,404
Total Fund Impact	**$ 22,883,616**	**$ 3,927,900**	**$ 19,590,120**	**$ 1,303,000**	**$ 6,473,650**	**$ (7,776,650)**	**$ 11,813,470**
Expense related to Grant/Debt Funding - New		**$ 4,955,400**	**$ -**		**$ 40,119,000**	**$(40,119,000)**	
Total Funding Sources		**$ 8,883,300**		**$ 1,303,000**	**$ 46,592,650**	**$(47,895,650)**	

2024 Budget
Budget Summary

Fund	Beg Fund Balance	Revenue	Baseline	Initiatives	Expense	Net	End Fund Balance
General Fund	10,206,548	13,714,286	15,279,391	3,635,650	18,915,041	(5,200,755)	5,005,793
Street Fund	188,943	1,230,960	1,234,600	94,935	1,329,535	(98,575)	90,368
Water Fund	3,232,491	3,422,500	2,756,223	89,250	2,845,473	577,027	3,809,518
Storm Fund	484,293	1,782,700	1,403,217	253,750	1,656,967	125,733	610,026
REET	3,608,450	1,725,000	-	1,638,555	1,638,555	86,445	3,694,895
PIF	599,042	251,250	-	827,000	827,000	(575,750)	23,292
TIF	906,117	568,250	-	1,466,000	1,466,000	(897,750)	8,367
Water SDC	7,852,886	1,750,000	40,000	4,145,000	4,185,000	(2,435,000)	5,417,886
Drug Fund	9,285	1,510	500	-	500	1,010	10,295
Affordable Housing	88,983	25,000	-	-	-	25,000	113,983
TBD	244,114	850,100	-	1,047,900	1,047,900	(197,800)	46,314
Debt Service	-	1,804,680	1,554,680	250,000	1,804,680	-	-
General Capital	930,899	41,247,550	-	41,329,550	41,329,550	(82,000)	848,899
ERF	359,354	275,050	-	15,000	15,000	260,050	619,404
Water Utility Capital	16,536	7,721,000	-	7,721,000	7,721,000	-	16,536
Storm Utility Capital	-	3,254,000	-	3,254,000	3,254,000	-	-
	28,727,941	79,623,836	22,268,611	65,767,590	88,036,201	(8,412,365)	20,315,576

2024 Budget
Budget Summary

		Beginning Fund Balance	2024 Budgeted Revenue	2024 Budgeted Expense	Ending Fund Balance	Change In Fund Balance
Operating Funds						
001	**General Fund**	**$ 10,206,548**	**$ 13,714,286**	**$ 18,915,041**	**$ 5,005,793**	**$ (5,200,755)**
101	**Street Fund**	**188,943**	**1,230,960**	**1,329,535**	**90,368**	**$ (98,575)**
406	**Water Operating**	**3,232,491**	**3,422,500**	**2,845,473**	**3,809,518**	**$ 577,027**
408	**Stormwater Operating**	**484,293**	**1,782,700**	**1,656,967**	**610,026**	**$ 125,733**
	Total Operating Funds	***14,112,275***	***20,150,446***	***24,747,016***	***9,515,705***	***$ (4,596,570)***
Capital Service Funds						
105	**Real Estate Excise Tax**	**3,608,450**	**1,725,000**	**1,638,555**	**3,694,895**	**86,445**
114	**Park Impact Fee**	**599,042**	**251,250**	**827,000**	**23,292**	**(575,750)**
115	**Traffic Impact Fee**	**906,117**	**568,250**	**1,466,000**	**8,367**	**(897,750)**
416	**Water Utility SDC**	**7,852,886**	**1,750,000**	**4,185,000**	**5,417,886**	**(2,435,000)**
	Total Capital Service Funds	***12,966,495***	***4,294,500***	***8,116,555***	***9,144,440***	***(3,822,055)***

2024 Budget
Budget Summary

		Beginning Fund Balance	2024 Budgeted Revenue	2024 Budgeted Expense	Ending Fund Balance	Change In Fund Balance
Special Revenue Funds						
111	Drug Fund	9,285	1,510	500	10,295	1,010
140	Affordable Housing	88,983	25,000	-	113,983	25,000
150	Transportation Benefit District	244,114	850,100	1,047,900	46,314	(197,800)
	Total Special Revenue Funds	*342,382*	*876,610*	*1,048,400*	*170,592*	*(171,790)*
Debt Service Fund						
200	Debt Service	-	1,804,680	1,804,680	-	-
	Total Debt Service Fund	*-*	*1,804,680*	*1,804,680*	*-*	*-*
Capital Project/Equipment Replacement Construction Funds						
300	General Capital Projects	930,899	41,247,550	41,329,550	848,899	(82,000)
410	Water Utility Capital Projects	16,536	7,721,000	7,721,000	16,536	-
412	Storm Utility Capital Projects	-	3,254,000	3,254,000	-	-
501	Equipment Replacement (ERF)	359,354	275,050	15,000	619,404	260,050
	Total Capital/ERF	*1,306,789*	*52,497,600*	*52,319,550*	*1,484,839*	*178,050*
	Total Budget	*$ 28,727,941*	*$ 79,623,836*	*$ 88,036,201*	*$ 20,315,576*	*$ (8,412,365)*

6-Year Financial Sustainability
General Fund

Description	2021 Actual	2022 Actual	2023 Year-End Estimate	2024 Proposed Budget	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate
001 General Fund									
Revenue									
Property Tax	1,721,326	1,941,010	2,197,800	2,340,000	2,644,200	2,924,485	3,234,481	3,577,336	3,956,533
Retail Sales & Other Tax	4,056,066	4,389,185	4,247,048	4,517,000	4,967,125	5,957,253	6,254,384	6,566,369	6,893,950
Public Safety Sales/Use	-	-	219,604	230,000	253,000	303,600	318,780	334,719	351,455
Utility Taxes	1,442,496	1,695,922	1,866,983	2,052,500	2,240,470	2,428,619	2,617,220	2,806,393	2,996,581
License & Permits	65,933	80,897	91,296	97,180	105,656	115,863	127,065	139,362	152,859
Planning & Development	-	-	-	-	-	-	-	-	-
Fines & Forfeits	67,879	55,507	59,353	72,000	73,800	75,645	77,536	79,475	81,461
Charge for Goods & Srvc	635,041	724,146	1,531,707	1,526,006	1,600,567	1,678,881	1,761,135	1,847,536	1,863,080
Intergovernmental/Grant	1,603,224	1,593,504	442,186	514,500	403,606	439,001	474,016	508,638	542,885
Other	370,586	(56,882)	523,696	543,100	523,200	528,401	533,707	539,120	544,646
Transfers In	-	-	-	-	-	-	-	-	-
Total Revenue	***9,962,551***	***10,423,289***	***11,179,673***	***11,892,286***	***12,811,625***	***14,451,748***	***15,398,325***	***16,398,947***	***17,383,450***
Expense									
City Council	81,687	98,185	119,416	135,000	138,047	141,181	144,404	147,720	151,130
Judicial	199,456	247,811	281,579	335,000	343,375	351,959	360,758	369,777	379,022
Executive	268,955	288,531	315,528	350,800	370,021	387,577	406,008	425,360	445,677
Legal	34,641	48,444	90,531	70,000	71,750	73,544	75,382	77,267	79,199
Finance	652,656	749,680	858,360	977,600	1,023,321	1,071,250	1,121,493	1,174,166	1,229,388
Human Resources	283,452	389,114	432,565	506,500	492,038	514,064	537,128	561,278	586,569
Administration	530,582	539,933	690,288	745,700	782,520	821,169	861,739	904,326	949,029
Gen Gov/Facilities	1,535,475	1,689,371	2,384,214	3,160,100	1,989,899	2,055,889	2,123,989	2,199,245	2,279,314
Information Tech	214,757	342,160	477,427	496,000	485,850	497,996	510,446	523,207	536,287
Public Safety	2,363,468	3,048,922	4,077,667	4,601,900	4,736,563	4,940,419	4,948,028	5,171,679	5,405,961
Civil Service	118	156	166	1,000	1,000	1,000	1,000	1,000	1,000
Cemetery	30,720	34,499	47,730	51,925	54,201	56,583	59,076	61,685	64,417
Street Transfers	927,006	894,889	1,024,628	2,372,185	819,302	826,398	837,976	847,686	858,401
Community Dev.	76,882	75,169	105,000	150,000	185,000	35,000	35,000	35,000	35,000
Parks	518,688	1,078,466	1,040,521	1,291,215	1,213,587	1,263,592	1,315,831	1,370,408	1,427,434
Total Expense	***7,718,543***	***9,525,330***	***11,945,620***	***15,244,925***	***12,706,473***	***13,037,622***	***13,338,261***	***13,869,804***	***14,427,826***
Net Total	***2,244,008***	***1,288,429***	***(765,947)***	***(3,352,639)***	***105,151***	***1,414,126***	***2,060,064***	***2,529,142***	***2,955,624***
Fund Balance									
Beginning Fund Balance	5,371,807	7,615,815	8,904,244	8,138,297	4,785,658	4,890,809	6,304,936	8,365,000	10,894,142
Ending Fund Balance	7,615,815	8,904,244	8,138,297	4,785,658	4,890,809	6,304,936	8,365,000	10,894,142	13,849,766
Gen Fund Reserve Bal	2,462,776	2,921,178	3,186,856	3,691,975	3,876,574	4,070,402	4,273,923	4,487,619	4,712,000
Fund Balance Available	5,153,039	5,983,066	4,951,441	1,093,683	1,014,236	2,234,533	4,091,077	6,406,524	9,137,766

6-Year Financial Sustainability
CDD and Street Fund

Description	2021 Actual	2022 Actual	2023 Year-End Estimate	2024 Proposed Budget	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate
001-58 Building &									
Revenue									
Permit Fees	1,967,535	1,278,922	1,157,030	872,000	881,279	894,511	908,073	921,975	936,225
Planning & Development	1,101,623	1,098,732	1,031,139	935,000	907,781	817,644	827,735	838,060	848,625
Other Revenue	21,360	12,600	12,016	15,000	15,000	15,000	15,000	15,000	15,000
Total Revenue	***3,090,518***	***2,390,254***	***2,200,185***	***1,822,000***	***1,804,060***	***1,727,155***	***1,750,809***	***1,775,035***	***1,799,849***
Expense	2,213,699	2,765,971	3,173,350	3,670,116	3,659,319	3,572,583	3,708,076	3,849,744	3,997,885
Net Total	***876,819***	***(375,717)***	***(973,165)***	***(1,848,116)***	***(1,855,259)***	***(1,845,428)***	***(1,957,267)***	***(2,074,708)***	***(2,198,036)***
Fund Balance									
Beginning Fund Balance	2,540,314	3,417,133	3,041,416	2,068,251	220,135	(1,635,125)	(3,480,554)	(5,437,822)	(7,512,531)
Ending Fund Balance	3,417,133	3,041,416	2,068,251	220,135	(1,635,125)	(3,480,554)	(5,437,822)	(7,512,531)	(9,710,568)
Building Fund Reserves	612,292	619,191	665,967	737,242	811,809	790,541	815,881	842,315	869,894
Fund Balance Available	2,804,841	2,422,225	1,402,284	(517,107)	(2,446,934)	(4,271,095)	(6,253,703)	(8,354,846)	(10,580,462)
101 Street Fund									
Revenue									
Utility Tax/Franchise Fee	96,393	106,449	139,402	149,000	163,797	179,300	195,589	212,694	230,755
Permits	13,360	13,537	19,516	20,000	20,000	20,000	20,000	20,000	20,000
Grants	-	-	-	-	-	-	-	-	-
Intergovernmental	210,743	240,339	277,413	296,500	365,161	399,086	432,622	465,747	498,482
Other Revenue	75	35,709	3,636	25,525	25,525	25,525	25,525	25,525	25,525
Transfers In	624,438	737,167	848,750	739,935	819,302	826,398	837,976	847,686	858,401
Total Revenue	***945,009***	***1,133,201***	***1,288,717***	***1,230,960***	***1,393,784***	***1,450,309***	***1,511,712***	***1,571,652***	***1,633,163***
Expense	856,257	1,051,988	1,233,494	1,329,535	1,383,784	1,440,309	1,501,712	1,561,652	1,623,163
Net Total	***88,752***	***81,213***	***55,223***	***(98,575)***	***10,000***	***10,000***	***10,000***	***10,000***	***10,000***
Fund Balance									
Beginning Fund Balance	(36,245)	52,507	133,720	188,943	90,368	100,368	110,368	120,368	130,368
Ending Fund Balance	52,507	133,720	188,942	90,367	100,367	110,367	120,367	130,367	140,367
Reserves in GF	-	-	-	-	-	-	-	-	-
Fund Balance Available	52,507	133,720	188,942	90,367	100,367	110,367	120,367	130,367	140,367

6-Year Financial Sustainability
Utility Operating Funds

Description	2021 Actual	2022 Actual	2023 Year-End Estimate	2024 Proposed Budget	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate
406 Water Utility Fund									
Revenue									
Charge for Goods and	2,744,740	2,687,534	3,165,659	3,369,000	3,722,500	4,107,500	4,536,500	5,011,000	5,538,001
Grants	-	-	-	-	-	-	-	-	-
Other Revenue	(5,909)	(28,234)	63,004	53,500	56,000	56,000	56,000	56,000	56,000
Transfers In	2,564,193	-	-	-	-	-	-	-	-
Total Revenue	***5,303,024***	***2,659,300***	***3,228,663***	***3,422,500***	***3,778,500***	***4,163,500***	***4,592,500***	***5,067,000***	***5,594,001***
Expense	4,681,105	2,413,945	2,533,314	2,845,473	2,849,656	2,946,660	3,047,384	3,151,989	3,260,638
Net Total	***621,919***	***245,355***	***695,349***	***577,027***	***928,844***	***1,216,840***	***1,545,116***	***1,915,011***	***2,333,363***
Fund Balance									
Beginning Fund Balance	1,669,868	2,291,787	2,537,142	3,232,491	3,809,518	4,738,362	5,955,202	7,500,318	9,415,329
Ending Fund Balance	2,291,787	2,537,142	3,232,491	3,809,518	4,738,362	5,955,202	7,500,318	9,415,329	11,748,691
Reserves	1,077,370	1,274,143	1,381,176	1,519,294	1,595,259	1,675,022	1,758,773	1,846,711	1,939,047
Fund Balance Available	1,214,417	1,262,999	1,851,315	2,290,224	3,143,103	4,280,181	5,741,545	7,568,618	9,809,645
408 Stormwater Utility Fund									
Revenue									
Charge for Goods and	977,260	1,132,722	1,219,993	1,642,200	1,832,300	2,094,400	2,372,650	2,688,000	2,878,570
Grants	-	-	-	130,000	-	-	-	-	-
Other Revenue	(2,936)	(8,397)	13,485	10,500	12,000	13,100	14,310	15,641	17,105
Transfers In	-	-	200,000	-	-	-	-	-	-
Total Revenue	***974,324***	***1,124,325***	***1,433,478***	***1,782,700***	***1,844,300***	***2,107,500***	***2,386,960***	***2,703,641***	***2,895,675***
Expense	959,666	1,007,757	1,479,458	1,656,967	1,647,316	1,714,344	1,785,249	1,860,686	1,939,564
Net Total	***14,658***	***116,568***	***(45,980)***	***125,733***	***196,984***	***393,156***	***601,711***	***842,955***	***956,112***
Fund Balance									
Beginning Fund Balance	399,046	413,704	530,273	484,293	610,026	807,010	1,200,165	1,801,876	2,644,831
Ending Fund Balance	413,704	530,272	484,293	610,026	807,010	1,200,165	1,801,876	2,644,831	3,600,943
Reserves	497,449	543,928	646,251	710,876	746,420	783,741	822,928	864,074	907,278
Fund Balance Available	(83,745)	(13,656)	(161,958)	(100,850)	60,590	416,425	978,948	1,780,757	2,693,665

2024 Operating and Capital Budget
Next Steps

- November
  - Final draft of proposed budget available to public
  - Conduct public hearing on revenue sources 11/2 6:30 PM
  - Property tax levy and utility rates 1st reading 11/2 6:30 PM
  - Property tax levy and utility rates 2nd reading 11/16 6:30 PM
  - Conduct public hearing and 1st reading on 2024 budget 11/16 6:30 PM
- December
  - Conduct public hearing and 2nd reading on 2024 budget 12/7 6:30 PM
  - Adopt 2024 Operating and Capital Budget
  - Transmit 2024 adopted budget to MRSC and State Auditor


THANK YOU

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 26, 2023

AGENDA ITEM NAME: First Reading of Ordinance No. 1410 - Designation of a Tax Increment Area

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GOVERNING LEGISLATION

RCW 39.114 - Tax Increment Financing

PREVIOUS COUNCIL ACTION TAKEN:

Council held a public briefing on July 13, 2023.
Council held a second public briefing on October 26, 2023.
Council has received multiple briefings in open public meetings on what tax increment financing is and the progress on the project.
Council held a joint meeting with the Clark Cowlitz Fire Rescue Board of Commissioners.

SUMMARY/BACKGROUND:

The Washington State Legislature approved HB 1189 in 2021. The bill provided a new financing tool for cities, counties and port districts to fund capital infrastructure projects that help drive private development using tax increment financing. The new legislation is codified in RCW 39.114 Tax Increment Financing.

The city is considering the use of the tax increment financing tool to construct several critical transportation infrastructure projects that will help spur private development around the I-5 junction on both the west and east sides of the city. The tax increment financing tool will create a tax increment area located on both sides of I-5 and consists of undeveloped land that is lacking transportation infrastructure to allow developers to build over the next 25 years. The city's comprehensive growth management plan identified several goals over the next 20-years to bring living wage jobs to Ridgefield and become an employment center in North Clark County. The project estimates $700 million in private development and 2,370 jobs, including 1,890 full-time positions in Ridgefiled and the remaining indirect jobs spread throughout the county.

The economic forecasts include over $1.25 billion in economic output during construction with $295 million in economic output annually. Tax revenues during the construction phase are estimated to generate $26.5 million in state and local taxes and $104.3 million in federal taxes. When development is completed, tax generation will include $3.4 million in state and local taxes and $7.2 million in federal taxes annually.

During the last three citizen surveys, residents have listed several top priorities, including improvements to the transportation network, including multi-modal options and better shopping choices from grocery stores to restaurants and specialty stores. The project list includes the widening of Pioneer Street from S 56th to S 51st Street. This is the main ingress and egress to the city and has been identified in traffic studies as a potential bottleneck that could limit development if the road is not improved. The previous surveys also mentioned this as a priority for the residents to improve this road.

Staff worked with a consultant team to prepare a project analysis which was sent to the Washington State Treasurer for review. Staff and the consultant team have also met individually with all impacted taxing districts, including Clark Cowlitz Fire Rescue, Fort Vancouver Library District, The Port of Ridgefield, and Clark County. Staff also met with the Ridgefield School District, The Ridgefield Chamber of Commerce, Clark Regional Wastewater District and several developers to discuss the tax increment area and project list. The city council held two public briefings to provide information to the public and have included a project page with relevant data about the project on the city's website.

Staff from the City and Clark Cowlitz Fire Rescue had multiple conversations about the impact of the proposed TIA on the fire service and the potential for mitigation measures, which resulted in a voluntary mitigation agreement described in Section 10(b) of Ordinance No. 1410.

BUDGET/FINANCIAL IMPACTS:

The forecast is for the city to receive over $40 million in tax allocation revenues to pay for debt service on the projects. The city is expected to forego $8.6 million in property tax revenue into the General Fund. The estimated development will provide up to $3.4 million annually in local sales tax revenue.

RECOMMENDED ACTION OR MOTION:

Staff request council to conduct the first reading of Ordinance No. 1410. No action is requested at this time.

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

1. Ridgefield_TIA_Report_2023_10_25_With_Appendices

ORDINANCE NO. 1410

AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON designating the Ridgefield Tax Increment Area; setting a sunset date for the increment area; identifying the public improvements to be financed; indicating the City's intent to issue bonds to finance public improvement costs in an estimated maximum principal amount not to exceed $50,100,000; providing that the increment area will take effect on June 1, 2024; imposing a deadline for commencement of construction; and providing for related matters

WHEREAS, the City of Ridgefield (City) adopted the 2016-2035 Ridgefield Urban Area Comprehensive Plan (Comprehensive Plan) on February 25, 2016 (Ordinance No. 1203); and

WHEREAS, the Comprehensive Plan envisions the City as a regional employment center with a robust economy and a wealth of living wage jobs for residents, achieved in part through development of the area around Pioneer Street and Interstate 5; and

WHEREAS, Comprehensive Plan Policy EC-1, Discovery Corridor, stipulates that the City shall implement the Discovery Corridor concept along both sides of Interstate 5 including recruitment of employment-generating companies and construction of needed infrastructure; and

WHEREAS, Comprehensive Plan Policy EC-2, Local job creation, stipulates that the City shall support businesses to create jobs at a ratio of one job per household, prioritize creation of family wage jobs including employment in sectors with higher than average median wages, and increase the number of people who both live and work in Ridgefield; and

WHEREAS, Comprehensive Plan Policy EC-8 – Ridgefield Junction, stipulates that the City shall implement the Junction Subarea Plan to create commercial, industrial, and institutional employment opportunities that serve local and regional needs; and

WHEREAS, improvements to vital public infrastructure including stormwater facilities and streets are necessary to support development of the Ridgefield Junction employment area; and

WHEREAS, Comprehensive Plan Policy PF-ST-1, Stormwater management, stipulates that the City shall manage stormwater to safely collect, treat, and discharge run-off, and maintain and improve water quality of receiving streams, lakes, and wetlands; and

WHEREAS, Comprehensive Plan Policy TR-1, Transportation options, stipulates that the City shall develop and maintain an interconnected and overlapping multimodal transportation system with excellent roadways for automobiles and freight, pedestrian walkways, bicycle facilities, and transit services; and

WHEREAS, Comprehensive Plan Policy TR-7, Service standards, stipulates that the City shall maintain Level of Service (LOS) “D” on Pioneer Street; and

WHEREAS, Comprehensive Plan Policy TR-4, Transportation finance, stipulates that the City shall develop recurring and dedicated funding for a complete transportation program using innovative and aggressive finance strategies; and

WHEREAS, the City is assembling a financing package to fund those public improvements, that will provide the investment in the future infrastructure and encourage private development identified in the Comprehensive Plan; and

WHEREAS, the Washington State Legislature, during its 2021 legislative session, enacted Engrossed Substitute House Bill 1189 as Chapter 207, Laws of 2021, titled "AN ACT Relating to tax increment financing" and codified as Chap. 39.114 RCW (the "TIF Act"), which authorizes local governments, including cities, to carry out tax increment financing of public improvements needed to support vital private economic development projects; and

WHEREAS, that the TIF Act authorizes the allocation of property tax revenues generated from the increased assessed valuation of properties within a Tax Increment Area (the "Increment Area") to pay for public improvements that are needed to support the private development; and

WHEREAS, City management has identified Increment Area public improvements (the "Increment Area Projects") to support the desired development based on identified projects in the City's Transportation System Plan and Capital Improvement Plan; and

WHEREAS, the Increment Area funding to allocate to the Increment Area Projects is expected to provide approximately $50.1 million of the financing package of approximately $95.5 million; and

WHEREAS, the purpose of this ordinance is to designate an Increment Area as defined in the TIF Act that will enable the City to carry out a tax increment financing of the public improvements needed to serve that increment area and the resulting private development within that increment area, all in compliance with the requirements of the TIF Act as more particularly described in this ordinance; and

WHEREAS, the City of Ridgefield City Council (the" City Council") has prepared a Project Analysis Report on the Increment Area, hereinafter called "Report"; attached hereto as Attachment A and incorporated as part of the formal documents for the City Council's consideration of the Increment Area; and

WHEREAS, the Office of the State Treasurer has completed its review of the Report and has stated that the Report, supported by the supplemental documents, generally addresses the topics listed in subsection (2) of RCW 39.114.020; and

WHEREAS, the City has considered the comments that the Office of the State Treasurer provided upon completion of their review of the Report; and

WHEREAS, the Increment Area meets the RCW 39.114.020(1)(c) limitations of geography and assessed value as there currently exists no TIA within the City and the Increment Area does not consist of the entire geographical area of the City and does not have an assessed valuation of more than $200,000,000 or more than 20% of the City's total assessed valuation; and

WHEREAS, the City has conducted two public briefings on and provided notice of the proposed

Increment Area to inform the community and other public agencies about the anticipated benefits and impacts associated with the development; and

WHEREAS, the Report designates the proposed Increment Area boundary, describes the proposed Increment Area Projects to be paid for, or financed with, tax allocation revenues to formally designate the Increment Area pursuant to the TIF Act;

NOW, THEREFORE, BE IT RESOLVED that the City of Ridgefield City Councilors, as follows:

Section 1. Definitions. Capitalized terms used in this ordinance shall have the meanings set forth in the recitals to this ordinance above and in this Section. The uncapitalized terms "public improvement costs," "regular property taxes," and "tax allocation revenues," used in this ordinance shall have the meanings provided for those terms by RCW 39.114.010, as the context requires.

a. “City” means the City of Ridgefield, Washington.
b. “Code” means the Internal Revenue Code of 1986, as amended, and applicable rules and regulations promulgated thereunder.
c. “City Council” means the Ridgefield City Council.
d. “County” means Clark County, Washington.
e. “Finance Director” means the Director of Finance and Budget of the City or such other officer of the City who succeeds to substantially all of the responsibilities of that office.
f. “Increment Area” means the approximately 942.2 acres of land designated by Section 2 of this ordinance as the “Ridgefield Increment Area”.
g. “Project Analysis” means the City’s Ridgefield Final Tax Increment Area Project Analysis submitted to the Washington State Treasurer on June 1, 2023 for its review and comment.
h. “TIF Act” means the act passed in the 2021 legislative session, enacted Engrossed Substitute House Bill 1189 as Chapter 207, Laws of 2021, titled "AN ACT Relating to tax increment financing" as amended and codified as RCW 39.114.
i. “Treasurer’s Review Letter” means the letter to the City from the Office of State Treasurer dated August 24, 2023 summarizing its review of and providing comments, recommendations, and acceptance with respect to the Project Analysis for consideration by the City.

Section 2. Designation of Increment Area. Pursuant to the TIF Act, the City designates the 942.2 acres of land as shown on Exhibit 1 of the attached Report. In making this designation, the City Council hereby finds that the Increment Area (i) is the only increment area designated by the City under the TIF Act, (ii) is located within the boundaries of the City, (iii) does not include the City's entire territory, and (iv) the $91,510,746 assessed value of the proposed Increment Area on the date of this ordinance is not greater than the lesser of $200,000,000 or 20 percent of the total assessed value of taxable property within the City. The total assessed valuation of the City in tax year 2023 is $3,379,164,060, and 20 percent of the assessed valuation is $675,832,812.

Section 3. Sunset Date of the Increment Area. The sunset date of the Increment Area is hereby set at (i) December 31, 2049, which is the date not later than 25 years after the first year (calendar year 2024) in which tax allocation revenues will be collected on taxable property within the Increment Area (the "outside sunset date"), or (ii) if earlier, the date ("an early sunset date") on which the City certifies to the Clark County Treasurer that all public improvement costs to be paid or reimbursed with tax allocation revenues derived from the Increment Area have been fully paid, including but not limited to reimbursements to the City for principal and interest payments required to be made by the City from revenue sources other than tax allocation revenues on limited tax general obligation bonds issued to finance the portion of public improvement costs that are intended to be paid and retired, in whole, from tax allocation revenues, as authorized by RCW 39.114.060(1). [The City shall earlier terminate the Increment Area following the date on which all bonds and other indebtedness issued pursuant to Section 5 of this ordinance have been paid in full and are no longer outstanding, as provided in Section 10 of this ordinance.]

Section 4. Identification of Public Improvements to Be Financed.The public improvements to be financed consist of the following infrastructure improvements to be owned by the City located within or outside of and serving the Increment Area:

a. Widen Pioneer Street (4 lanes).
b. Build the 10/11th Street Corridor and I-5 Overcrossing.
c. Widen Royle Road to a minor arterial (3 lanes)
d. Build N 5th Street or Pioneer Canyon Drive as an industrial/commercial collector (3 lanes).
e. Build N 51st Avenue as an industrial/commercial collector (3 lanes).
f. Build N 56th Avenue as an industrial/commercial collector (3 lanes), Pioneer to N.10th Street.
g. Build S 51st Avenue as a minor arterial (3 lanes).
h. Build a new east-west collector roadway south of Pioneer Street/SR 501 (2 lanes).
i. Build a Regional Stormwater Facility at the I-5 junction.
j. North-South Connector East of I-5.
k. Purchase land for a future fire station that will provide service to benefit properties within the Increment Area.

These projects are more fully described in the attached Report. As noted in the Report, the City anticipates providing developers with credits that reduce their traffic impact fee liabilities in exchange for building some of the planned public improvements in the area. These credits reduce the total amount of traffic impact fees collected by the City. To the extent that future tax allocation revenues are available, the City may reimburse the traffic impact fee fund with tax allocation revenues. The exact timing, specifications, configurations and operational features of the public improvements described above are to be determined by the City. As authorized by RCW 39.114.020(1)(h), the City may expand, alter, or add to the public improvements identified above only if the City Council determines that such changes are necessary to assure that the public improvements identified above can be constructed or operated as intended. If the City Council determines that it has become impractical to acquire, construct, or equip any, or any portion of, the public improvements by reason of changed conditions, or costs substantially in excess of the amount of bond proceeds or tax allocation revenues, the City shall not be required to acquire, construct or equip such public improvements or portions.

Section 5. Expected Issuance of Bonds to Finance a Portion of the Public Improvement Costs.

(a) Pursuant to RCW 39.114.060 and other law, including the applicable provisions of Chapters 39.36

and 39.46 RCW, the City intends to incur general indebtedness and issue limited tax general obligation bonds with a term of approximately 20 years to finance a portion (the "bond-financed portion") of the public improvement costs to be paid in whole or in part from tax allocation revenues. In anticipation of the issuance of such bonds, the City may issue short-term notes to provide interim financing as authorized by Chapter 39.50 RCW, and may issue refunding notes or bonds as authorized by Chapter 39.53 RCW. The City will pledge the tax allocation revenues received by the City from the Increment Area, and the full faith and credit of the City. The notes and bonds are expected to be issued as tax-exempt bonds under the applicable provisions of the Code; however, if and to the extent that bond counsel determines that any of the public improvements (or portions thereof) do not qualify to be financed with tax-exempt debt, the City expects to allocate funding sources other than proceeds of tax-exempt debt, including but not limited to proceeds of taxable debt, to the financing of those public improvements (or portions thereof).

(b) As of the date of adoption of this ordinance, the estimated maximum principal amount of bonds expected to be issued by the City to finance the bond-financed portion of the public improvement costs is $50,100,000. This estimated maximum principal amount and term of the bonds is subject to change based upon the final timing, specifications, and features of the public improvements and the final costs of the public improvements identified in Section 4 of this ordinance. The amount of the proceeds of such bonds also may vary (be lower or higher than the maximum principal amount of $50,100,000) to the extent that the bonds are sold with original issue premium or original issue discount (respectively).

(c) While the City will pledge its full faith and credit as well as its regular property tax revenues and other lawfully available revenues, in addition to tax allocation revenues received by the City from the Increment Area, to pay debt service on the bonds, the City intends that debt service on the bonds shall be payable, in whole, from tax allocation revenues as authorized by RCW 39.114.060(1). Accordingly, if and to the extent debt service payments on its general obligation bonds issued to finance the public improvements are required to be made from the City's other regular property tax revenues and/or from other lawfully available revenues because the amount of tax allocation revenues received are insufficient for that purpose, those debt service payments to that extent may be reimbursed from later-received tax allocation revenues that become available to reimburse the City for those debt service payments.

(d) The City intends that the provisions of Section 4 of this ordinance (identifying the public improvements to be financed) and this Section 5 (stating the estimated maximum amount of bonds expected to be issued) together shall constitute a declaration of official intent under Treasury Regulations §1.150-2 to reimburse with bond proceeds any original expenditures for the public improvements paid before the issue date of the notes or bonds that are intended to finance the bond-financed portion of the public improvements.

Section 6. Increment to Take Effect on June 1, 2024. The Ridgefield Tax Increment Area designated in Section 2 of this ordinance shall take effect on June 1, 2024.

Section 7. Deadline for Commencement of Construction of Public Improvements. The City expects that construction of the public improvements identified in Section 4 of this ordinance is expected to commence in the second quarter of 2024. In no event will construction of those public improvements commence later than November 2, 2028, the date five years from the date of adoption of this ordinance, unless that deadline is extended for good cause.

Section 8. Required Findings by the City Council. Based upon the Report the City Council finds that:

(a) The public improvements proposed to be paid or financed with tax allocation revenues are expected to encourage private development within the Increment Area and to increase the assessed value of real property within the Increment Area;

(b) The private development that is anticipated to occur within the Increment Area as a result of the proposed public improvements will be permitted consistent with the applicable zoning and development standards of the City, which is expected to be the permitting jurisdiction for the Increment Area;

(c) The private development would not reasonably be expected to occur solely through private investment within the reasonably foreseeable future without the proposed public improvements; and

(d) The increased assessed value of taxable property within the Increment Area that could reasonably be expected to occur without the proposed public improvements would be less than the increase in the assessed value estimated to result from the proposed private development with the proposed public improvements.

(e) Each and every of the recitals contained in the ‘whereas’ clauses of the preamble to this ordinance are hereby adopted as findings of fact and incorporated herein fully by reference.

Section 9. Preparation and Consideration of Project Analysis. As required by RCW 39.114.020(2), the City Council has caused to be prepared by City staff the Report to describe and analyze, among other matters, the factors and considerations listed in that statute. The City Council takes note of the conclusion expressed in the Treasurer's Review Letter that the Report supported by the supplemental documents, generally addresses the topics listed in subsection (2) of RCW 39.114.020. In its consideration and adoption of this ordinance, the City Council has reviewed and considered, among other things, the Project Analysis and the Treasurer's Review Letter, including the "Risk Factors" and "Recommendations" noted in the Treasurer's Review Letter.

Section 10. Impact on the Clark-Cowlitz Fire Rescue. The City has coordinated with Clark-Cowlitz Fire Rescue (“CCFR”) on the TIA and the impacts of foregone revenues to the CCFR.
(a) Based on the Report, the City Council finds that there is no statutory requirement to negotiate a mitigation plan with the CCFR at this time under RCW 39.114.020(5), but the City will be required to negotiate a mitigation plan under that section if and when the CCFR’s annual report demonstrates an increase in the level of service directly related to the TIA. In anticipation of the potential need to provide mitigation, the City Council has determined to provide initial mitigation through the purchase of land to serve as a site for a future fire station to provide service to benefit properties within the TIA. The future fire station will be an infrastructure improvement owned by CCFR, within or outside of and serving the increment area, consistent with RCW 39.114.010(7)(a), and an acquisition expenditure that the City Council has determined is appropriate to address impacts on local fire service.

(b) The City Council hereby agrees as follows:

i. The City commits to purchase property, at a not-to-exceed cost of $2,000,000, reasonably acceptable to the CCFR and approved by the City to serve as a site for a future fire station to provide service to benefit properties within the Increment Area. The City commits to include the land purchase as part of the public improvements financed with the proceeds of the first note or bond issuance pursuant to Section 5. Acquisition by the City of the property and transfer of ownership of the property to CCFR shall occur no later than December 31, 2025.
ii. The City agrees to terminate the Increment Area when all notes and bonds issued pursuant to Section 5 of this ordinance have been paid in full and are no longer outstanding. The City further agrees to apply all tax allocation revenues received by the City from the Increment Area to pay debt service on such notes or bonds.
iii. The City agrees to meet with CCFR five years after the formation of the Increment Area, and every three years thereafter to discuss potential impacts of the Increment Area on fire service in the Increment Area, as specifically documented and supported with the following relevant data:
    a. Calls for service within the Increment Area, the City, and the entirety of CCFR's service area;
    b. Response times for CCFR for service calls within the Increment Area, the City, and the entirety of CCFR's service area;
    c. Proposed capital needs (facilities and equipment) within the Increment Area, the City, and the entirety of CCFR's service area and justification documented in an adopted Capital Facilities Plan for the basis of the need and how capital improvements will improve the level of service within the Increment Area;
    d. Property tax revenues imposed for CCFR within the Increment Area, the City, and the entirety of CCFR's service area; and
    e. Property tax revenues foregone by CCFR to the Increment Area, as well as any other tax increment area that may be established in the future and impacting CCFR.
iv. In the event impacts on fire service are identified, the City and CCFR will make good faith efforts to agree on additional mitigation efforts to address the impacts, taking into account the initial mitigation approved hereunder.
v. If the City and CCFR are unable to agree on the need for, amount of or type of additional mitigation, the City and CCFR agree to attempt to resolve the dispute through a mediation process prior to either party seeking to resolve the dispute through litigation.

(c) The agreements of the City, as set forth in subsection (b), shall be memorialized in an interlocal agreement between the City and CCFR. This interlocal agreement shall be presented for consideration of the City Council within thirty days of adoption of this Ordinance. Upon approval of the final form of interlocal agreement by the City Council and the CCFR Board of Commissioners, confirming that the form includes the agreements set forth in subsection (b), and execution by the parties, such agreements memorialized in the interlocal agreement shall be enforceable by the parties thereto.

Section 11. Reimbursement of Expenses Incurred by County Assessor and County Treasurer. Pursuant to RCW 39.114.020(6), the City intends to enter into arrangements to reimburse the Clark County Assessor and Clark County Treasurer for the expenses incurred by those officials in connection with the implementation and ongoing administration of the Increment Area as described in RCW 39.114.010(6)(e). Such expenses shall be a portion of the public improvement costs to be paid or reimbursed from tax allocation revenues derived from the TIA.

Section 12. Public Briefings Held by the City. As required by RCW 39.114.020(7)(a), the city has held two public briefings for the community regarding the Increment Area project and the public improvements needed to serve the Increment Area. These public briefings were held on July 13, 2023, and October 26, 2023, and announced to the public at least two weeks prior to the date each briefing was held by publishing notice in *The Columbian*, a legal newspaper of general circulation in the City and the greater Clark County area, and by posting information on the City's website and on all of its social media sites. Each public briefing included a description of the Increment Area, the public improvements proposed to be financed with tax allocation revenues derived from the Increment Area, and a detailed estimate of tax revenues for the participating local governments and taxing districts, including the amounts allocated to the public improvements serving the Increment Area. The City also has provided additional briefings and copies of the Report for elected and administrative officials of the City itself, Clark County, Fort Ridgefield Library, the Port of Ridgefield and the Ridgefield School District.

Section 13. Publication of Notice and Delivery of Ordinance Designating Increment Area. On October 13, 2023, which is at least two weeks before the date of adoption of this ordinance, the City published, in *The Columbian*, a legal newspaper of general circulation within the jurisdiction of the City, a notice that describes the public improvements, describes the boundaries of the TIA, and identifies the location and times where this ordinance and other public information concerning the public improvements may be inspected. Following the adoption of this ordinance, the City will deliver a certified copy of this ordinance to the Clark County Treasurer, the Clark County Assessor, and the governing body of each taxing district within which the Increment Area is located at the respective addresses specified pursuant to RCW 42.56.040 within 10 days of the date on which the ordinance was adopted.

Section 14. General Authorization and Ratification. The appropriate officers of the City are severally authorized to take such actions and to execute such documents as in their judgment may be necessary or desirable to carry out the tax increment financing of the public improvements serving the Increment Area contemplated in connection with this ordinance. All actions taken prior to the effective date of this ordinance in furtherance of the purposes described in this ordinance and not inconsistent with the terms of this ordinance are ratified and confirmed in all respects.

Section 15. Severability. The provisions of this ordinance are declared to be separate and severable. If a court of competent jurisdiction, all appeals having been exhausted or all appeal periods having run, finds any provision of this ordinance to be invalid or unenforceable as to any person or circumstance, such offending provision shall, if feasible, be deemed to be modified to be within the limits of enforceability or validity. However, if the offending provision cannot be so modified, it shall be null and void with respect to the particular person or circumstance, and all other provisions of this ordinance in all other respects, and the offending provision with respect to all other persons and all other circumstances, shall remain valid and enforceable.

Section 16. Effective Date of Ordinance. This ordinance shall take effect thirty (30) calendar days after adoption and publication pursuant to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON THIS 2nd DAY OF NOVEMBER, 2023.

____

Jennifer Lindsay, Mayor
ATTEST/AUTHENTICATED:

____

Julie Ferriss,
City Clerk

APPROVED AS TO FORM:

____

Janean Parker, City Attorney

First Reading:	October 26, 2023
Second Reading/Passage:	November 2, 2023
Date of Publication:	November 8, 2023
Effective Date:	November 13, 2023

Attachment A - Project Analysis Report on Ridgefield Tax Increment Area

City of Ridgefield
Tax Increment Area

Project Analysis Report

City of Ridgefield
230 Pioneer Street |PO BOX 608
Ridgefield, WA 98642

Acknowledgments

This report was prepared for the City of Ridgefield by Tiberius Solutions, a limited liability corporation headquartered in Portland, Oregon. Tiberius Solutions specializes in infrastructure funding and tax increment financing analysis, helping clients achieve their economic and financial goals.

Tiberius Solutions is not a registered municipal advisor as defined in Section 15B of the Securities Exchange Act, as amended by Section 975 of the Dodd-Frank Wall Street Reform and Consumer Protection Act. The contents of this report are intended to provide factual information and is not intended to be construed as advice or recommendations regarding any specific municipal financial products. The City should discuss any information and material contained in this report with any and all internal or external advisors and experts that the City deems appropriate before acting on this information.

Other firms that contributed to this report include:

- Elaine Howard Consulting, LLC led the City's efforts for public outreach and community engagement on this project.
- Johnson Economics conducted technical analysis related to the forecast of future private development in the area, and economic impacts related to job creation and housing affordability.
- PFM Financial Advisors LLC (PFM) served as the City's municipal financial advisor, providing advice on reasonable assumptions for the terms of future indebtedness.
- Pacifica Law Group served as the City's bond counsel, providing legal advice on the City's authority to incur future indebtedness.

Tiberius Solutions acknowledges the assistance and data provided by staff at the City who were deeply involved in the preparation of this report, providing input on key assumptions and review of all analysis. Tiberius Solutions would also like to thank the valuable contributions made by the Clark County Assessor's Office and the Office of the Washington State Treasurer, who provided data used in the analysis and guidance on the content of this report. Despite the assistance of other public and private-sector entities, Tiberius Solutions is responsible for the contents of this report.

Table of Contents

SUMMARY VI

1 BACKGROUND 1

1.1 PURPOSE 1
1.2 BOUNDARY 1
1.3 OBJECTIVES 3

2 ANTICIPATED DEVELOPMENT 5

2.1 PUBLIC IMPROVEMENTS 5
2.2 PRIVATE DEVELOPMENT 8

3 FINANCE PLAN 11

3.1 FORECAST OF TAX ALLOCATION REVENUES 11
3.2 PROPOSED INDEBTEDNESS 21

4 ECONOMIC IMPACTS 25

4.1 JOB CREATION 25
4.2 FISCAL IMPACTS 30
4.3 AFFORDABLE AND LOW-INCOME HOUSING 32
4.4 LOCAL BUSINESS COMMUNITY 35
4.5 LOCAL SCHOOL DISTRICT 35
4.6 LOCAL FIRE SERVICE 36

5 EVALUATION OF RISK FACTORS 40

5.1 GENERAL ECONOMIC CONDITIONS 40
5.2 FUTURE ASSESSED VALUES AND TAX RATES 41
5.3 FUTURE PUBLIC COSTS OF CONSTRUCTION AND/OR BORROWING 41
5.4 OTHER CITY REVENUES 42
5.5 NON-VOTED DEBT LIMIT 42
5.6 SEISMIC ACTIVITY AND OTHER NATURAL DISASTERS 42
5.7 INITIATIVES AND REFERENDA 42
5.8 CITY OF RIDGEFIELD'S APPROACH TO FINANCIAL UNCERTAINTY 43

APPENDIX A: TAX LOTS INCLUDED IN THE PROPOSED RIDGEFIELD TIA BOUNDARY A-1

APPENDIX B: SUMMARY OF PUBLIC OUTREACH B-1

APPENDIX C: ALTERNATE SCENARIO C-1

APPENDIX D: LETTERS RECEIVED FROM INTERESTED PARTIES D-1

APPENDIX E. OFFICE OF THE STATE TREASURER REVIEW E-1

APPENDIX F: CITY RESPONSE TO OFFICE OF THE STATE TREASURER REVIEW F-1

Summary

How Tax Increment Financing Works

In 2021, the Washington State Legislature passed House Bill 1189, allowing some municipalities (cities, counties, and ports) to establish Tax Increment Areas (TIAs) to fund public improvements that allow for new private development to occur. Revised Code of Washington (RCW) 39.114 describes the legislative requirements for tax increment financing in Washington. Each TIA must have a clearly defined boundary and a list of public improvement projects to be funded in the area. Some of the property taxes generated by increases in assessed value in a TIA are allocated to the TIA to help pay for the public projects in the area. The result is each TIA redirects some of the taxes that would have been collected by other taxing districts for the TIA projects instead. Revenues generated from the growth in assessed value within a TIA are not restricted by other RCW provisions that would otherwise limit the jurisdiction's levy amount to no more than 101 percent of the prior year's levy authority.

With a TIA, a municipality can borrow money to fund important public projects in an area, and then pay back the cost of those projects with property tax revenues generated by the increased property value of new private development inside the TIA. TIAs can collect property taxes for no more than 25 years. The projects funded by a TIA are intended to stimulate new construction that occurs sooner or with higher values than would otherwise be expected to occur. Thus, some of the property taxes received by TIAs would not exist without the new public projects paid for by the TIA.

When a municipality establishes a TIA, the current value of property in the TIA is "frozen" and called the *base value*. Property taxes paid on the base value are paid as usual to the taxing districts that collect property taxes in the area. Over time, the property values in the TIA are expected to increase. Property value above the base value is called the *increment value*. Some property taxes paid on the increment value are distributed to the TIA, called *tax allocation revenues*. Some taxes, like school district excess levies, are identified in RCW as not impacted by TIAs. Thus, some taxing districts continue to receive taxes paid on the increment value, like usual.

Anticipated Public Improvements

The proposed City of Ridgefield (City) TIA is centered around the intersection of I-5 and SR 501/Pioneer Street. The boundary includes properties stretching as far north as North 20th Street, east as North 85th Ave, south as South 20th Way, and west as Royle Road. The boundary includes 942.2 acres. The development of this area is vital to the City's goal to become a regional employment center for Clark County and Southwest Washington that provides a wealth of living-wage employment opportunities for residents. For this development to occur, the City must complete many significant infrastructure projects, including:

- Widen Royle Road to a minor arterial (3 lanes)
- Build N 5th Street or Pioneer Canyon Drive as an industrial/commercial collector (3 lanes)
- Build N 51st Avenue as an industrial/commercial collector (3 lanes)
- Build N 56th Avenue as an industrial/commercial collector (3 lanes)
- Build S 51st Avenue as a minor arterial (3 lanes)
- Build a new east-west collector roadway south of Pioneer Street/SR 501 (2 lanes)
- Widen Pioneer Street (4 lanes)
- Build a Regional Stormwater Facility at the I-5 junction
- Build a new north-south connector roadway east of I-5
- Build the South 10/11th Street Corridor and I-5 Overcrossing
- Fire Station Land Purchase

The cost of these projects is estimated to total $97.5 million in nominal dollars, and tax allocation revenues from the proposed TIA would provide essential funding for these projects. When considering the impacts of inflation and interest on debt, the cost of the public projects would be more than the amount of tax allocation revenues generated in the proposed TIA. The City assumes some of the project costs would need to be paid for by additional funding sources.

Anticipated Private Development

As of the writing of this report, the City is aware of 21 planned development projects within the proposed TIA boundary, totaling 1.6 million square feet with an expected improvement value of $222.8 million (in tax year 2023 dollars). Additional market analysis was completed to identify speculative future development opportunities based on current market conditions. It is estimated that future speculative development in the proposed TIA through would result in an additional $482.6 million (in tax year 2023 dollars) in improvement value being added to the tax rolls over the life of the proposed TIA (by 2049).

Impacts to Taxing Districts

The proposed TIA is forecast to receive $44.0 million in tax allocation revenues over the course of 25 years, ending in 2049. This would result in an equal amount of “foregone” property tax revenues from impacted taxing district levies. However, RCW 84.55.010 allows taxing districts to increase the amount of their levy to account for growth in assessed value inside a TIA. This would result in slightly higher overall levy amounts and tax rates for impacted taxing districts. Thus, the net impact the TIA would have on taxing district levies is $41.6 million, which is less than the total amount of tax allocation revenues received. The proposed TIA would receive tax allocation revenues from the following levies:

- Clark County: Current Expense and Conservation Futures

- City of Ridgefield
- Fort Vancouver Regional Library District
- Clark-Cowlitz Fire Rescue
- Port of Ridgefield (excludes portion of levy imposed to pay debt service)
- Clark-Cowlitz Fire Rescue Emergency Medical Services (EMS)

The following levies are not impacted by the proposed TIA, and therefore would receive additional property tax revenues from new private development in the proposed TIA as soon as construction is complete:

- State Schools (Part 1 and 2)
- Ridgefield School District Debt
- Ridgefield School District Enrichment

Economic Impacts

The proposed TIA is expected to generate substantial economic impacts for the local and regional economy. The infrastructure investments supported by the proposed TIA would support a significant level of development, with substantial employment from construction as well as ongoing business activity. The total estimated economic impacts (direct, indirect, and induced) from the construction phase are roughly 9,374 FTE positions and $552.7 million in labor income (2023 dollars).

Following development, the completed structures are expected to provide for ongoing impacts to the local and regional economy. Employees at the office and retail spaces are expected to generate income that would circulate in the local economy, supporting additional employment and tax revenues. The overall level of employment in the study area is estimated at 2,370 when completed and tenanted.

The remainder of this Report details all assumptions used for the analysis of the potential TIA.

1 Background

1.1 Purpose

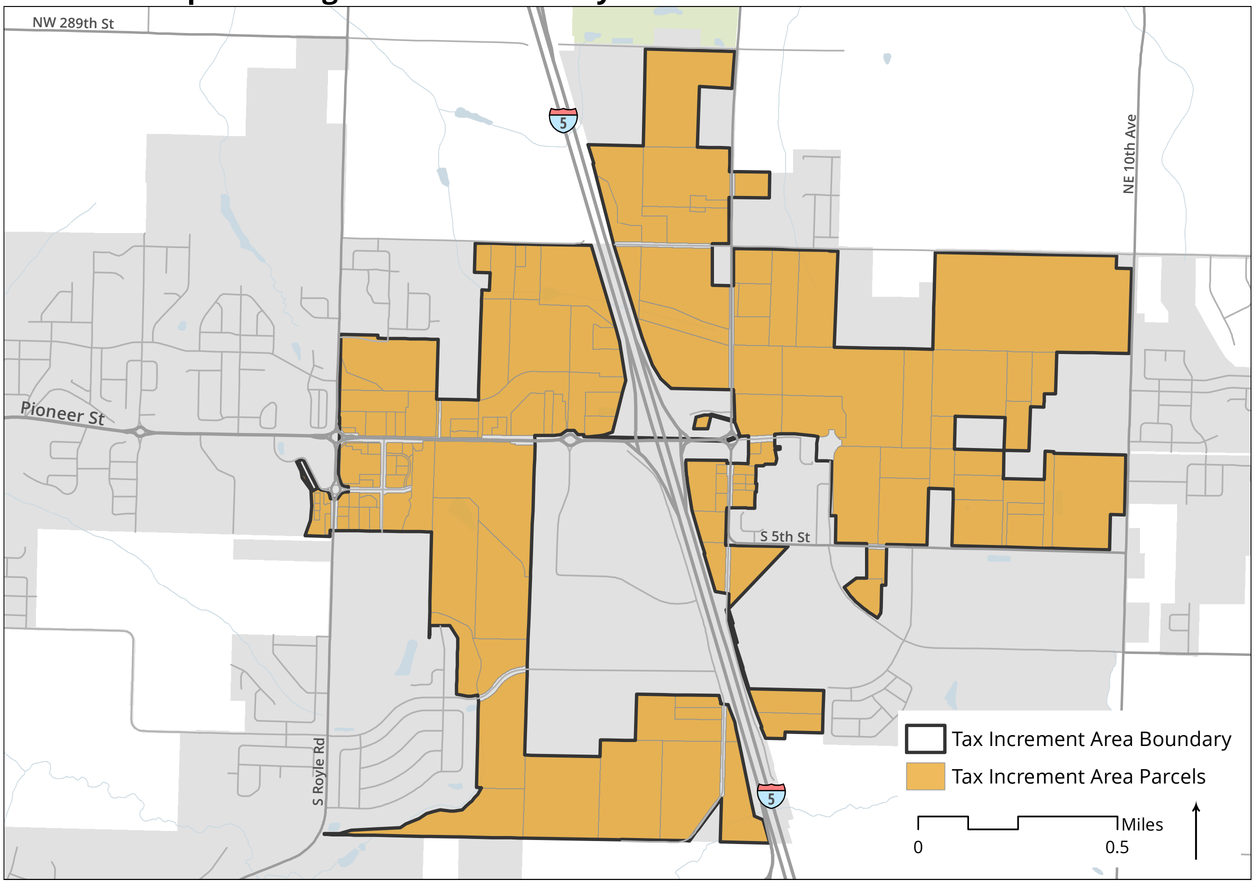
One of five guiding principles in the City's 2016-2035 Comprehensive Plan is to support the development of Ridgefield as a regional employment center for Clark County and Southwest Washington that provides a wealth of living-wage employment opportunities for residents, particularly near the Interstate 5 junction. The proposed TIA is intended to help the City implement that vision. The proposed TIA boundary includes much of the City's vacant and developable land suitable for commercial and employment land uses. Development of this area would ensure that the City has a better balance between its population and employment, and that residents of the City can access a wide-range of commercial needs and services without having to travel elsewhere in the region.

The public improvements identified in this report are specifically selected to remove barriers to development in this area, and fully unlock the development potential within the proposed TIA. These projects would result in substantial upgrades to the transportation infrastructure in the area, including widening Pioneer Street. Without these critical infrastructure improvements, key transportation corridors in the area lack sufficient capacity to accommodate additional development, hindering the City from achieving its employment and living-wage goals.

1.2 Boundary

Exhibit 1 shows a map of the boundary for the proposed Ridgefield Tax Increment Area (TIA), including all tax lots included within the boundary. Generally, the proposed TIA is centered around the intersection of I-5 and SR 501/Pioneer Street. The boundary includes properties stretching as far north as North 20th Street, east as North 85th Ave, south as South 20th Way, and west as Royle Road. The boundary includes 942.2 acres. All parcels are zoned Community Commercial, Regional Commercial, or Employment. Excluding rights-of-way, parcels zoned Employment compose 62% of the acreage and 26% of the current taxable assessed real property value. Community Commercial-zoned parcels compose 7% of acreage, and 30% of taxable assessed real property value, and Regional Commercial-zoned parcels compose 31% of acreage, and 44% of taxable assessed real property value.

Exhibit 1. Proposed Ridgefield TIA Boundary



Source: Data from the Clark County Assessor's Office

Appendix A provides a list of all 131 tax lots included within the proposed TIA boundary. These properties are located within tax code areas 122000, 122019, 122024, and 122027. They had a combined market value of $131,679,784 and assessed value of $91,510,746 for tax year 2023.

RCW 39.114 establishes limits for the taxable assessed value of all property included within TIAs for a jurisdiction. When the ordinance establishing the TIA is passed, the TIA may not have an assessed valuation of more than $200 million or 20 percent of the total assessed valuation of the City of Ridgefield (whichever is less). The total assessed valuation of the City in tax year 2023 was $3,379,164,060, which means that 20 percent of that assessed valuation is $675,832,812. Thus, $200 million is the applicable threshold for the maximum amount of assessed value that can be included in the proposed TIA. As stated previously, all of the tax lots within the proposed TIA boundary have a total taxable assessed value of $91,510,746. Thus, the proposed TIA boundary complies with the limitations on assessed value described in RCW. These calculations are shown below in Exhibit 2.

Exhibit 2. Calculations of Limitations on Assessed Value, Proposed Ridgefield TIA, Tax Year 2023

Total Assessed Value, City of Ridgefield	$ 3,379,164,060
20% of Total Assessed Value	$ 675,832,812
Statutory Limit	$ 200,000,000
Assessed Value of TIA	$ 91,510,746
In Compliance with RCW?	Yes
Remaining Capacity	$ 108,489,254

Source: Tiberius Solutions with data provided by the Clark County Assessor's Office

RCW 39.114 requires the City to identify any property that it intends to acquire within the proposed TIA boundary. At the time of writing this report, the City has not identified any specific properties it intends to acquire within the proposed TIA boundary. However, the City plans to purchase land on a mutually-agreeable site for a future fire station that will provide service to benefit properties within the TIA.

1.3 Objectives

In alignment with its Comprehensive Plan, the City has identified the following goals and objectives for the proposed TIA:

Goals

- Support the development of Ridgefield as a regional employment center for Clark County and Southwest Washington that provides a wealth of living-wage employment opportunities for residents.
- Protect critical environmental resource areas as the city develops.
- At 45th and Pioneer: Create appropriately-scaled and attractive development within a walkable community with multimodal connections, and provide flexibility to adapt to changing economic development opportunities over time.
- At the Ridgefield Junction: Create a mixed-use destination that provides an attractive, distinctive gateway to Ridgefield and serves as an important employment and commerce center for the city and region. Key institutions and industrial anchors will be the foundation for the Junction's vitality, and new development will reinforce Ridgefield's aesthetic appeal and capitalize on its scenic setting.

Objectives

- Ensure urban-level services are provided concurrently with, and allow for, new development to occur/ provide urban services to support economic development and long-term stability.

- Develop and maintain an interconnected and overlapping multimodal transportation system with excellent roadways for automobiles and freight, pedestrian walkways, bicycle facilities, and transit service.
- Ensure major transportation system investments facilitate freight mobility, job creation, regional competitive position, and revenue growth.
- Develop recurring and dedicated funding for a complete transportation program, including capital improvements.
- Maintain an adequate level of service for traffic on all transportation facilities in the area, as described in the Transportation Capital Facilities Plan component of the Comprehensive Plan.
- Design streets to manage vehicular traffic, and to provide safe and comfortable routes for walking, bicycling, and public transportation, encourage livability, increase use of alternate modes of transportation, enable convenient and active travel as part of daily activities, reduce pollution, and meet the needs of all users.

2 Anticipated Development

2.1 Public Improvements

Recent transportation impact studies for major developments along Pioneer Street/ SR 501 corridor and in the Pioneer Junction area (I-5 at Pioneer Street interchange) have indicated that, by the Year 2030, levels-of-service at the I-5 ramp intersections, the 56th Avenue/Pioneer Roundabout, and the bottleneck segment between Royle Road and 56th Avenue will fall to level of service E, defined as unstable flow, or lower. This indicates concurrency failure and likely impacts the ability of future development to be approved.

With the two-lane segment of Pioneer Street/ SR 501 between Royle Road and 56th Avenue being a bottleneck, peak period traffic queues by the year 2030 are projected to extend:

- Westbound, from the bottleneck through the 56th Avenue roundabout and into the I-5 interchange
- Eastbound, through the Royle Road roundabout and toward the 35th Avenue roundabout.

Given the interaction with the I-5 off-ramps, especially the northbound off-ramp, the queuing on Pioneer Street will in turn lead to traffic queuing down the off-ramps toward the I-5 mainline. Queuing on the off-ramps increases the risk of collisions with vehicles exiting the freeway and vehicles traveling along the freeway.

The current comprehensive planning horizon is 2035, but is in the process of being extended to 2045. The traffic level-of-service/ concurrency, queuing and safety issues will be exacerbated after 2030, limiting the City's ability to attract economic development.

The City's Transportation Capital Facilities Plan (CFP) has identified several priority projects in the proposed TIA which would alleviate these issues:

- Pioneer widening (multiple projects) between Royle Road and 56th Avenue
- A new I-5 overcrossing and minor arterial corridor, S. 10th/11th Street, between Union Ridge Parkway and Timm Road/Wells Drive.
- Royle Road widening
- 50th/51st Avenue projects from Pioneer Canyon Drive to Wells Drive/15th Street.

Completing these projects provides substantial transportation capacity and provides an alternative east-west route for multimodal transportation modes to Pioneer Street/SR 501, which is currently the only east-west route in the City which crosses I-5.

Therefore, the following public improvements may be funded in part or whole by tax allocation revenues generated by the proposed TIA:

A. **Widen Royle Road to a minor arterial (3 lanes).** This project would widen the existing two-lane roadway to three lanes and include multi modal and stormwater treatment, as well new water mains to complete the water system loop. Included would be undergrounding power lines and combining utilities into a “joint utility trench”. This project would provide increased multimodal transportation capacity to serve development in the Pioneer/45th Avenue (Royle Road) subarea. This project would add non-existing multi modal and turn lanes to improve traffic flow and safer access. It also would improve water system reliability and pressure and stormwater quality that would be impacted from added development.

B. **Build N 5th Street or Pioneer Canyon Drive as an industrial/commercial collector (3 lanes).** This project would add a new road to provide secondary access to the I-5 junction retail development and a parallel route to Pioneer Street. This project, required due to the completed traffic study, would provide direct access to the retail projects at the junction.

C. **Build N 51st Avenue as an industrial/commercial collector (3 lanes).** This project would add a new road to provide secondary access to I-5 junction retail development, the YMCA, and the additional developable area. It would provide a key secondary direct access to the planned development in the proposed TIA.

D. **Build N 56th Avenue as an industrial/commercial collector (3 lanes), Pioneer to N. 10th Street.** This project would provide direct access to and transportation capacity for planned development.

E. **Build S 51st Avenue as a minor arterial (3 lanes).** This multi-phase set of projects would build a minor arterial south from Pioneer Street to S. to 11th St, and eventually extend the corridor to Carty Road. This new roadway would service new and existing development and would provide an important north-south transportation alternative to I-5.

F. **Widen Pioneer Street (4 lanes).** This project would include a roundabout at 51st Ave, widen Pioneer to a 4-lane boulevard with a center median and multi-modal improvements, and include stormwater system and water system improvements. This project is intended to relieve congestion to the main access point to Ridgefield and support future development.

G. **Build a new east-west collector roadway south of Pioneer Street/SR 501 (2 lanes).** This project would extend Settler Drive/3rd Way east to S 56th Place. It would allow parallel access for new development on the south side of Pioneer Street.

H. **Build a Regional Stormwater Facility at the I-5 junction.** This stormwater facility would be located on the NW parcels of the I-5 junction, and would provide stormwater treatment for new development and new road construction.

I. **North-South Connector East of I-5.** This project would be a new commercial/industrial connection from Pioneer at Union Ridge Parkway to N 10th Street. It would allow for traffic circulation in the north Union Ridge area, including Clark College and PeaceHealth campuses, and is intended to relieve the surrounding collector and arterial system.

J. **Build the 10/11th Street Corridor and I-5 Overcrossing.** This future 2/3 lane collector with bicycle and pedestrian facilities would provide an important link between the east and west parts of the City that are currently split by the I-5 corridor. It would extend from Union Ridge Parkway on the east to Timm Road/Wells Drive on the west, with an overcrossing of I-5. The overcrossing would allow for transportation circulation for future development and is also intended to relieve the Pioneer Street/SR-501 corridor, which is approaching capacity.

K. **Fire Station Land Purchase.** Purchase land on a mutually-agreeable site for a future fire station that will provide service to benefit properties within the TIA. The future fire station will be an infrastructure improvement "owned by a state or local government within or outside of and serving the increment area," consistent with RCW 39.114.010(7)(a), and is an acquisition expenditure that the City may determine is necessary mitigation to address impacts on local fire service.

Exhibit 3 summarizes the estimated cost and timing of construction for each of these public improvements. Collectively, these projects are estimated to cost $91.3 million in 2023 dollars. Assuming annual inflation of 3.0% and construction occurring between 2024 to 2028, these projects are estimated to cost $97.5 million in year-of-expenditure dollars (i.e., "nominal" dollars), which is the estimated maximum amount of obligations contemplated.

Exhibit 3. Public Improvements to be Funded with Tax Allocation Revenues, Proposed Ridgefield TIA

		Estimated Project Cost		Years of
Project Location		**2023 $**	**Nominal $**	**Construction**
A	Widen Royle Road (S 15th Street/Pioneer Street)	$ 5,400,000	$ 5,600,000	2024/2025
B	5th Street or Pioneer Canyon Drive (Royle Road/N 56th Place)	$ 4,800,000	$ 4,900,000	2024
C	N 51st Avenue (Pioneer Street/N 5th Street)	$ 2,600,000	$ 2,700,000	2024/2025
D	N 56th Avenue (Pioneer Street/N 5th Street)	$ 2,100,000	$ 2,100,000	2024
E	S 51st Avenue (Pioneer Street/S 20th Way)	$ 6,700,000	$ 7,000,000	2024
F	Pioneer Widening (Discovery Ridge/56th Place)	$ 34,000,000	$ 35,000,000	2024
G	E/W Collector South of Pioneer Street (Pioneer at 42nd/56th Ave)	$ 1,800,000	$ 1,900,000	2024/2025
H	Regional Stormwater Facility (I-5 Junction)	$ 900,000	$ 900,000	2024
I	North-South Connector (Pioneer & Clark College Area/N 10th St)	$ 6,000,000	$ 6,300,000	2024/2025
J	S 10th/11th Street Corridor and I-5 overcrossing (Union Ridge Parkway/South Wells Drive & Timm Road)	$ 25,100,000	$ 29,100,000	2028
K	Fire Station Land Purchase	$ 1,900,000	$ 2,000,000	2024
Total		**$ 91,300,000**	**$ 97,500,000**	

Source: City of Ridgefield
Note: All project cost estimates are rounded

Exhibit 4 summarizes the anticipated sources of funding for the planned public improvements in the proposed TIA. LTGO debt, secured in part by the projected tax allocation revenues is estimated to be the largest source of funding. Developer contributions are estimated to be the second largest source of funding. The City anticipates providing developers with credits that reduce their traffic impact fee liabilities in exchange for building some of the planned public improvements in the area. These credits reduce the total amount of traffic impact fees collected by the City. To the extent that future tax allocation revenues are available, the City may choose to reimburse the traffic impact fee fund with tax allocation revenues. Other smaller sources of funding expected to help pay for public improvements in the proposed TIA include grants, traffic impact fees, and other City funds.

Exhibit 4. Anticipated Sources of Funds for Public Improvements, Proposed Ridgefield TIA (Nominal $)

		Anticipated Sources of Funds					
	Project	**LTGO Debt**	**Developer Contributions**	**Grants**	**Traffic Impact Fees**	**Other**	**Total**
A	Widen Royle Road			$ 1,400,000	$ 4,200,000		$ 5,600,000
B	5th Street or Pioneer Canyon Drive		$ 4,900,000				$ 4,900,000
C	N 51st Avenue		$ 2,700,000				$ 2,700,000
D	N 56th Avenue		$ 2,100,000				$ 2,100,000
E	S 51st Avenue		$ 7,000,000				$ 7,000,000
F	Pioneer Widening	$ 26,250,000		$ 8,750,000			$ 35,000,000
G	E/W Collector		$ 1,900,000				$ 1,900,000
H	Regional Stormwater Facility					$ 900,000	$ 900,000
I	North-South Connector		$ 6,300,000				$ 6,300,000
J	S. 10th/11th Street Corridor	$ 21,825,000		$ 7,275,000			$ 29,100,000
K	Fire Station Land Purchase	$ 2,000,000					$ 2,000,000
	Total	**$ 50,075,000**	**$ 24,900,000**	**$ 17,425,000**	**$ 4,200,000**	**$ 900,000**	**$ 97,500,000**

Source: City of Ridgefield

RCW 39.114.020 requires the City to impose a deadline by which commencement of construction of the public improvements shall begin, “which deadline must be at least five years into the future…" Thus, for the Ridgefield proposed TIA the deadline for construction of public improvements to begin is 2028.

2.2 Private Development

Exhibit 5 summarizes the private development forecast to occur in the proposed TIA. As of the writing of this report, the City is aware of 21 planned development projects within the TIA boundary, totaling 1.6 million square feet with an expected improvement value of $222.8 million (in tax year 2023 dollars).

Additional market analysis was completed to identify speculative future development opportunities based on current market conditions. The analysis was conducted by Johnson Economics, using proprietary development models to evaluate the likelihood of future development on all tax accounts inside the proposed TIA that were not associated with known development projects. The analysis estimated the residual land value of each tax lot, based on zoning and current market conditions. Properties with the lowest ratio of real market value to estimated residual land value were forecast to have the highest likelihood of future development. The likelihood of development for each parcel over the 25-year forecast period ranged from under 5% to 50%. The result of the analysis was an annual estimate of assessed value from speculative new construction over the 25-year duration of the TIA. The forecast conservatively assumes that less than half of the properties within the TIA would develop over this timeframe.

When new projects complete construction, there is a delay before that increase in assessed value is reflected on the tax roll. This evaluation conservatively assumes that new construction in the proposed TIA is added two years after construction is completed, as informed by conversations with representatives of the Clark County Assessor. It is estimated that future speculative development in the proposed TIA would result in an additional $482.6 million in improvement value (in tax year 2023 dollars) being added to the tax rolls over the life of the proposed TIA (construction occurring through 2047, and coming on the tax roll through 2049).

Exhibit 5. Summary of Estimated Private Development, Proposed Ridgefield TIA (2023 $)

		Improvement Value		
Year Built	**Year on Tax Roll**	**Known Development**	**Speculative Development**	**Total**
2024	2026	$ 5,146,041	$ 18,480,000	$ 23,626,041
2025	2027	$ 36,912,079	$ 18,480,000	$ 55,392,079
2026	2028	$ 137,846,418	$ 18,480,000	$ 156,326,418
2027	2029	$ 42,902,512	$ 18,480,000	$ 61,382,512
2028	2030	$ -	$ 18,480,000	$ 18,480,000
2029	2031	$ -	$ 19,380,000	$ 19,380,000
2030	2032	$ -	$ 19,380,000	$ 19,380,000
2031	2033	$ -	$ 19,380,000	$ 19,380,000
2032	2034	$ -	$ 19,380,000	$ 19,380,000
2033	2035	$ -	$ 19,380,000	$ 19,380,000
2034	2036	$ -	$ 20,320,000	$ 20,320,000
2035	2037	$ -	$ 20,320,000	$ 20,320,000
2036	2038	$ -	$ 20,320,000	$ 20,320,000
2037	2039	$ -	$ 20,320,000	$ 20,320,000
2038	2040	$ -	$ 20,320,000	$ 20,320,000
2039	2041	$ -	$ 21,300,000	$ 21,300,000
2040	2042	$ -	$ 21,300,000	$ 21,300,000
2041	2043	$ -	$ 21,300,000	$ 21,300,000
2042	2044	$ -	$ 21,300,000	$ 21,300,000
2043	2045	$ -	$ 21,300,000	$ 21,300,000
2044	2046	$ -	$ 21,300,000	$ 21,300,000
2045	2047	$ -	$ 21,300,000	$ 21,300,000
2046	2048	$ -	$ 21,300,000	$ 21,300,000
2047	2049	$ -	$ 21,300,000	$ 21,300,000
Total		**$ 222,807,049**	**$ 482,600,000**	**$ 705,407,049**

Source: Johnson Economics and Tiberius Solutions with data and input from City of Ridgefield

Each of the known development projects has begun the process of land use approval from the City. At a minimum, these project developers have met with City staff for a pre-application conference, and many of these projects have already received full land use approval. Each of these projects would be consistent with the City's zoning and development standards.

Several of the known development projects require transportation infrastructure improvements to occur concurrent with their development, either to improve their own frontage or to improve the level of service for transportation facilities in the area. Some of these transportation improvements are assumed to be built by the private developers in exchange for traffic impact fee credits. The magnitude of traffic impact fee credits issued as a result of this development would reduce the City's future traffic impact fee revenues and thus the ability to use traffic impact fee revenues to fund other transportation projects within the proposed TIA and elsewhere in the City. These transportation projects have been included on the proposed TIA project list, so that if future tax allocation revenues are sufficient, the City has the option to pay for these projects with tax allocation revenues.

Long-term speculative development in the area requires more substantial infrastructure investments to be made; projects of such a magnitude that they would be impractical for any one developer to build as a condition of approval. Specifically, the Pioneer Widening and S. 10th/11th Street corridor and I-5 overcrossings are estimated to cost a combined $59.1 million (2023 dollars). Without these vital infrastructure improvements, the City is unlikely to be able to approve future development in the area due to failing level of service for transportation facilities in the area. The City plans to use tax allocation revenue from the proposed TIA, combined with other City resources and applicable grants to fund these transportation improvements, allowing subsequent development to occur within the proposed TIA.

The anticipated value and timing of long-term speculative development was estimated based on the characteristics of individual tax lots within the proposed TIA boundary and current market conditions. Properties with known short-term development projects were excluded from this analysis. The remaining tax lots were assigned an estimated residual land value per square foot based on zone, which was compared to the current real market value per square foot. Properties with a low ratio of real market value to residual land value were assumed to have the highest likelihood of development or redevelopment in the future. The result of the analysis was an estimate of the total improvement value of new construction likely to occur within the proposed TIA each year for the duration of the 25-year forecast period. Collectively, this long-term speculative development is estimated to add $482.6 million (in tax year 2023 dollars) in improvement value being added to the tax rolls over the life of the proposed TIA (2049). As stated above, this speculative future development is unlikely to occur without the public infrastructure projects that the City intends to fund in part by tax allocation revenues from the proposed TIA.

3 Finance Plan[1]

3.1 Forecast of Tax Allocation Revenues

Tax allocation revenues generated within the proposed TIA would provide a critical source of funding to pay for the public improvements identified in this report. The tax increment area is expected to take effect on June 1, 2024, following the adoption of the ordinance establishing the proposed TIA. Based on this timing, the first year the proposed TIA would be eligible to receive tax allocation revenues is 2025.

The duration of the proposed TIA shall be no more than 25 years after the first year in which tax allocation revenues are collected. This analysis assumes that the final year the proposed TIA would be eligible to receive tax allocation revenues is 2049. In the remainder of this section, the assumptions and methods for forecasting future tax allocation revenues are described.

Determine the Annual Levy Rates

Property tax levies included in the calculation of tax allocation revenues are limited to "regular property taxes" as defined in RCW 84.04.140, except regular property taxes levied by port districts and public utility districts to repay general obligation debt and regular property taxes levied by the state for the support of common schools. Regular property taxes also do not include any levies that are exempt from aggregate limits for junior/senior limits in RCW 84.52.043 or excess property taxes levied by local school districts.

Exhibit 6 shows the regular property tax levies that are included in the calculation of tax allocation revenues for the proposed TIA, and the rates associated with each of these levies in 2023. Although the proposed TIA overlaps four individual tax code areas (122000, 122019, 122024, and 122027), the property tax levies included in each are the same. This report therefore does not calculate tax allocation revenues nor report values by individual tax code area, but instead groups all tax code areas together.

[1] This section, including the forecast of tax allocation revenues and finance plan and proposed indebtedness was completed in May 2023 with assessment data from tax year 2023. It does not reflect assessment data for tax year 2024, released in October 2023, nor does it reflect minor boundary revisions subsequent to May 2023.

Exhibit 6. Levies Included in Calculation of Tax Allocation Revenues, Proposed Ridgefield TIA, All Tax Code Areas, Tax Year 2023

Taxing District	2023 Levy Rate (Per $1,000 AV)	
County Current Expense	$	0.774490
Conservation Futures	$	0.028729
City of Ridgefield	$	0.651021
Clark-Cowlitz Fire Rescue	$	1.319045
Fort Vancouver Library	$	0.279473
Port of Ridgefield General	$	0.130554
Clark-Cowlitz Fire Rescue EMS	$	0.500000
Total	**$**	**3.683312**

Source: Tiberius Solutions with data provided by the Clark County Assessor's Office

These levy rates are expected to change over time, based on increases in each jurisdiction's levy authority and changes in assessed value of property within those jurisdictions. Historically, these tax rates have decreased over time, as growth in assessed value has outpaced growth in levy authority. This analysis assumes that those historical trends would continue, with rates decreasing over time.

To forecast future changes in tax rates for jurisdictions impacted by the proposed Ridgefield TIA, we forecast growth in assessed value for each jurisdiction, distinguishing between growth from appreciation of existing property and growth from new construction. Recent historical trends for assessed value growth in Clark County have been unsustainably high and are unrealistic to assume will continue for the 25-year duration of the proposed TIA. Instead, we look at long-term historical trends for personal income growth as the basis for forecasting appreciation of existing property values, and we look at forecasts of population growth as the basis for forecasting the increase in assessed value from new construction.

Personal income growth is strongly correlated with growth in property values. Data from the Federal Reserve for personal income growth in Clark County shows that the five-year rolling average from 1977 to 2012 was always between 3.7% to 5.0% per year. Growth has been more rapid over the last decade, but that rapid growth is unlikely to be sustainable in the future. Based on the long-term trends, we assume average annual growth of 4.5% for personal income, and thus 4.5% annual growth in assessed value from appreciation of existing properties for all years of the forecast period.

Assessed value growth from new construction is correlated with population growth. The most recent State Growth Management Act (GMA) population forecasts for Clark County were conducted in 2017 and cover the period from 2020 to 2040. This forecast calls for gradual slowing of population growth in the County, with an average annual growth rate of 1.6% from 2020 to 2025, but growth of only 1.0% per year from 2035 to 2040. We apply those same percentage growth assumptions to our forecast of assessed value from new construction countywide, and extend the 1.0% per year growth rate through the duration of our forecast period (2049). This forecast of future growth in assessed value from new construction countywide is not directly tied to forecasts of construction activity within the proposed TIA, as the annual growth in assessed value in the proposed TIA is estimated to be only a fraction of the total forecast countywide in any given year.

Exhibit 7 shows the forecast of future levy rates applicable for the TIA. The total applicable levy rate for the proposed TIA is forecast to decrease from $3.683312 in 2023 to $1.330264 in 2049. The Clark-Cowlitz Fire Rescue EMS levy is a six-year voter-approved levy, with the first collection occurring in tax year 2023 and final collection occurring in tax year 2028. This analysis conservatively assumes that no potential future levies would be approved by voters.

Exhibit 7. Forecast of Future Levy Rates, Proposed Ridgefield TIA

Tax Year	County Current Expense	Conservation Futures	City of Ridgefield	Clark-Cowlitz Fire Rescue	Fort Vancouver Library	Port of Ridgefield General	Clark-Cowlitz Fire Rescue EMS	Total
2023	$ 0.774490	$ 0.028729	$ 0.651021	$ 1.319045	$ 0.279473	$ 0.130554	$ 0.500000	**$3.683312**
2024	$ 0.748941	$ 0.027782	$ 0.629545	$ 1.275533	$ 0.270254	$ 0.126247	$ 0.483506	**$3.561808**
2025	$ 0.724268	$ 0.026866	$ 0.609575	$ 1.234011	$ 0.261352	$ 0.122167	$ 0.467767	**$3.446005**
2026	$ 0.700308	$ 0.025978	$ 0.589415	$ 1.193191	$ 0.252706	$ 0.118126	$ 0.452293	**$3.332017**
2027	$ 0.677160	$ 0.025119	$ 0.570389	$ 1.154048	$ 0.244353	$ 0.114268	$ 0.437456	**$3.222794**
2028	$ 0.654777	$ 0.024289	$ 0.551950	$ 1.116168	$ 0.236277	$ 0.110534	$ 0.423097	**$3.117091**
2029	$ 0.633143	$ 0.023486	$ 0.534349	$ 1.079701	$ 0.228471	$ 0.106947	$ -	**$2.606097**
2030	$ 0.612213	$ 0.022710	$ 0.517044	$ 1.044240	$ 0.220919	$ 0.103448	$ -	**$2.520573**
2031	$ 0.591945	$ 0.021958	$ 0.500034	$ 1.009738	$ 0.213605	$ 0.100034	$ -	**$2.437314**
2032	$ 0.572349	$ 0.021231	$ 0.483586	$ 0.976379	$ 0.206534	$ 0.096733	$ -	**$2.356812**
2033	$ 0.553401	$ 0.020528	$ 0.467678	$ 0.944121	$ 0.199697	$ 0.093541	$ -	**$2.278966**
2034	$ 0.535081	$ 0.019849	$ 0.452292	$ 0.912928	$ 0.193086	$ 0.090454	$ -	**$2.203690**
2035	$ 0.517366	$ 0.019192	$ 0.437412	$ 0.882765	$ 0.186694	$ 0.087469	$ -	**$2.130898**
2036	$ 0.500206	$ 0.018555	$ 0.422992	$ 0.853543	$ 0.180502	$ 0.084577	$ -	**$2.060375**
2037	$ 0.483616	$ 0.017940	$ 0.409051	$ 0.825290	$ 0.174515	$ 0.081781	$ -	**$1.992192**
2038	$ 0.467575	$ 0.017345	$ 0.395569	$ 0.797971	$ 0.168727	$ 0.079077	$ -	**$1.926264**
2039	$ 0.452067	$ 0.016769	$ 0.382531	$ 0.771557	$ 0.163130	$ 0.076463	$ -	**$1.862516**
2040	$ 0.437072	$ 0.016213	$ 0.369921	$ 0.746016	$ 0.157720	$ 0.073934	$ -	**$1.800877**
2041	$ 0.422575	$ 0.015675	$ 0.357727	$ 0.721320	$ 0.152489	$ 0.071490	$ -	**$1.741276**
2042	$ 0.408560	$ 0.015155	$ 0.345937	$ 0.697444	$ 0.147431	$ 0.069126	$ -	**$1.683653**
2043	$ 0.395008	$ 0.014653	$ 0.334535	$ 0.674357	$ 0.142541	$ 0.066841	$ -	**$1.627935**
2044	$ 0.381907	$ 0.014167	$ 0.323508	$ 0.652035	$ 0.137813	$ 0.064631	$ -	**$1.574061**
2045	$ 0.369240	$ 0.013697	$ 0.312844	$ 0.630450	$ 0.133242	$ 0.062494	$ -	**$1.521968**
2046	$ 0.356993	$ 0.013243	$ 0.302531	$ 0.609580	$ 0.128823	$ 0.060428	$ -	**$1.471597**
2047	$ 0.345152	$ 0.012803	$ 0.292558	$ 0.589401	$ 0.124550	$ 0.058430	$ -	**$1.422893**
2048	$ 0.333704	$ 0.012379	$ 0.282912	$ 0.569889	$ 0.120419	$ 0.056497	$ -	**$1.375800**
2049	$ 0.322635	$ 0.011968	$ 0.273584	$ 0.551022	$ 0.116425	$ 0.054629	$ -	**$1.330264**

Source: Tiberius Solutions

Forecast Future Assessed Value in TIA

Future growth in assessed value in the proposed TIA would come from new construction and the appreciation of existing property. This report assumes 4.5% annual growth assessed value for existing property value, based on long-term trends in personal income for Clark County as described above.

As stated previously, much of the new construction forecast to occur in the proposed TIA is predicated on City providing adequate infrastructure, including the projects identified in this report. The expected increases in assessed value from new construction anticipated to occur in the proposed TIA over its lifetime were shown previously in Exhibit 5.

In addition to the value of new construction, there are vacant properties in the proposed TIA that are currently receiving the Farm and Agricultural Land Current Use Exemption, where part of their land assessed value is exempt from property tax. The aggregate value of this exemption for properties within the proposed TIA is $27.7 million. As these properties develop, the exemption would expire, bringing the land value back on the tax roll as shown in Exhibit 8.[2] In addition to properties where known development is expected to occur in the short-term, the analysis assumes half of all remaining properties currently receiving the exemption would see their exemption expire due to new development in the area, spread evenly over the next 25 years (beginning in 2025). This results in $16.4 million in land value (2023 $) expected to be returned to the tax rolls due to the expiration of the current use exemption through 2049.

[2] We have assumed a one-year delay between construction completion and the value being added back to the tax roll.

Exhibit 8. Forecast Agricultural Land Use Current Use Exemption Expiration, Proposed Ridgefield TIA

Year Built of Related Development	Year on Tax Roll	Assessed Value (2023 $)	Assessed Value (Nominal $)
2024	2025	$ 493,275	$ 538,669
2025	2026	$ 493,275	$ 562,909
2026	2027	$ 2,362,886	$ 2,817,786
2027	2028	$ 2,692,311	$ 3,355,109
2028	2029	$ 493,275	$ 642,372
2029	2030	$ 493,275	$ 671,279
2030	2031	$ 493,275	$ 701,487
2031	2032	$ 493,275	$ 733,054
2032	2033	$ 493,275	$ 766,041
2033	2034	$ 493,275	$ 800,513
2034	2035	$ 493,275	$ 836,536
2035	2036	$ 493,275	$ 874,180
2036	2037	$ 493,275	$ 913,518
2037	2038	$ 493,275	$ 954,626
2038	2039	$ 493,275	$ 997,585
2039	2040	$ 493,275	$ 1,042,476
2040	2041	$ 493,275	$ 1,089,387
2041	2042	$ 493,275	$ 1,138,410
2042	2043	$ 493,275	$ 1,189,638
2043	2044	$ 493,275	$ 1,243,172
2044	2045	$ 493,275	$ 1,299,115
2045	2046	$ 493,275	$ 1,357,575
2046	2047	$ 493,275	$ 1,418,666
2047	2048	$ 493,275	$ 1,482,506
2048	2049	$ 493,275	$ 1,549,218
Total		**$ 16,400,522**	**$ 28,975,827**

Source: Tiberius Solutions with data provided by the Clark County Assessor's Office

Exhibit 9 summarizes all of the anticipated increase in assessed value from new construction, including known development, speculative development, and the expiration of current use exemptions. This exhibit includes the value of new development in both constant 2023 dollars and nominal dollars, which account for appreciation of property values between now and when the projects complete construction.[3] Assuming annual appreciation of 4.5% as described above, the total increase in assessed value from new construction in estimated to be $721.8 million constant 2023 dollars, and $1.2 billion in nominal dollars.

[3] Note that no additional inflation is assumed between the date the construction is completed and the date the increased value appears on the tax roll based on conversations with representatives of the Clark County Assessor.

Exhibit 9. Assessed Value from New Construction, Proposed Ridgefield TIA

	2023 $				Nominal $
Tax Year	From Known Development	From Speculative Development	From Expiration of Tax Exemptions	Total	Total
2025	$ -	$ -	$ 493,275	$ 493,275	$ 538,669
2026	$ 5,146,041	$ 18,480,000	$ 493,275	$ 24,119,316	$ 26,363,137
2027	$ 36,912,079	$ 18,480,000	$ 2,362,886	$ 57,754,965	$ 66,029,350
2028	$ 137,846,418	$ 18,480,000	$ 2,692,311	$ 159,018,729	$ 189,777,270
2029	$ 42,902,512	$ 18,480,000	$ 493,275	$ 61,875,787	$ 77,136,149
2030	$ -	$ 18,480,000	$ 493,275	$ 18,973,275	$ 24,737,046
2031	$ -	$ 19,380,000	$ 493,275	$ 19,873,275	$ 27,074,989
2032	$ -	$ 19,380,000	$ 493,275	$ 19,873,275	$ 28,293,364
2033	$ -	$ 19,380,000	$ 493,275	$ 19,873,275	$ 29,566,565
2034	$ -	$ 19,380,000	$ 493,275	$ 19,873,275	$ 30,897,060
2035	$ -	$ 19,380,000	$ 493,275	$ 19,873,275	$ 32,287,428
2036	$ -	$ 20,320,000	$ 493,275	$ 20,813,275	$ 35,334,491
2037	$ -	$ 20,320,000	$ 493,275	$ 20,813,275	$ 36,924,543
2038	$ -	$ 20,320,000	$ 493,275	$ 20,813,275	$ 38,586,147
2039	$ -	$ 20,320,000	$ 493,275	$ 20,813,275	$ 40,322,524
2040	$ -	$ 20,320,000	$ 493,275	$ 20,813,275	$ 42,137,038
2041	$ -	$ 21,300,000	$ 493,275	$ 21,793,275	$ 46,104,313
2042	$ -	$ 21,300,000	$ 493,275	$ 21,793,275	$ 48,179,008
2043	$ -	$ 21,300,000	$ 493,275	$ 21,793,275	$ 50,347,063
2044	$ -	$ 21,300,000	$ 493,275	$ 21,793,275	$ 52,612,681
2045	$ -	$ 21,300,000	$ 493,275	$ 21,793,275	$ 54,980,252
2046	$ -	$ 21,300,000	$ 493,275	$ 21,793,275	$ 57,454,363
2047	$ -	$ 21,300,000	$ 493,275	$ 21,793,275	$ 60,039,809
2048	$ -	$ 21,300,000	$ 493,275	$ 21,793,275	$ 62,741,601
2049	$ -	$ 21,300,000	$ 493,275	$ 21,793,275	$ 65,564,972
Total	**$ 222,807,049**	**$ 482,600,000**	**$ 16,400,522**	**$ 721,807,571**	**$ 1,224,029,832**

Source: Tiberius Solutions with data and input from the Clark County Assessor and City of Ridgefield

In addition to increases in assessed value from new construction, all property values in the proposed TIA are estimated to increase by 4.5% per year from appreciation. Exhibit 10 summarizes the forecast total growth in assessed value in the TIA from new construction and appreciation.

Exhibit 10. Assessed Value Forecast, Proposed Ridgefield TIA (Nominal $)

Tax Year	Prior Year	PLUS: Appreciation of Existing Property	PLUS: New Construction	Total
2023				$ 90,973,115
2024	$ 90,973,115	$ 4,093,790	$ -	$ 95,066,905
2025	$ 95,066,905	$ 4,278,011	$ 538,669	$ 99,883,585
2026	$ 99,883,585	$ 4,494,761	$ 26,363,137	$ 130,741,483
2027	$ 130,741,483	$ 5,883,367	$ 66,029,350	$ 202,654,200
2028	$ 202,654,200	$ 9,119,439	$ 189,777,270	$ 401,550,909
2029	$ 401,550,909	$ 18,069,791	$ 77,136,149	$ 496,756,849
2030	$ 496,756,849	$ 22,354,058	$ 24,737,046	$ 543,847,953
2031	$ 543,847,953	$ 24,473,158	$ 27,074,989	$ 595,396,100
2032	$ 595,396,100	$ 26,792,825	$ 28,293,364	$ 650,482,289
2033	$ 650,482,289	$ 29,271,703	$ 29,566,565	$ 709,320,557
2034	$ 709,320,557	$ 31,919,425	$ 30,897,060	$ 772,137,042
2035	$ 772,137,042	$ 34,746,167	$ 32,287,428	$ 839,170,637
2036	$ 839,170,637	$ 37,762,679	$ 35,334,491	$ 912,267,807
2037	$ 912,267,807	$ 41,052,051	$ 36,924,543	$ 990,244,401
2038	$ 990,244,401	$ 44,560,998	$ 38,586,147	$ 1,073,391,546
2039	$1,073,391,546	$ 48,302,620	$ 40,322,524	$ 1,162,016,690
2040	$1,162,016,690	$ 52,290,751	$ 42,137,038	$ 1,256,444,479
2041	$1,256,444,479	$ 56,540,002	$ 46,104,313	$ 1,359,088,794
2042	$1,359,088,794	$ 61,158,996	$ 48,179,008	$ 1,468,426,798
2043	$1,468,426,798	$ 66,079,206	$ 50,347,063	$ 1,584,853,067
2044	$1,584,853,067	$ 71,318,388	$ 52,612,681	$ 1,708,784,136
2045	$1,708,784,136	$ 76,895,286	$ 54,980,252	$ 1,840,659,674
2046	$1,840,659,674	$ 82,829,685	$ 57,454,363	$ 1,980,943,722
2047	$1,980,943,722	$ 89,142,467	$ 60,039,809	$ 2,130,125,998
2048	$2,130,125,998	$ 95,855,670	$ 62,741,601	$ 2,288,723,269
2049	$2,288,723,269	$ 102,992,547	$ 65,564,972	$ 2,457,280,788

Note: Dollar values in this summary exhibit may differ than other exhibits in the report due to rounding
Source: Tiberius Solutions

Forecast of Tax Allocation Revenues

Exhibit 11 shows the forecast of annual tax allocation revenues, combining the forecasts of future assessed value in the proposed TIA and applicable tax rates. Annual tax allocation revenues are expected to be $16,598 in 2025, increasing to over $3.1 million in its final year in 2049. Total tax allocation revenue over 25 years is expected to equal $44.0 million.

Exhibit 11. Tax Allocation Revenues, Proposed Ridgefield TIA (Nominal $)

Tax Year	Assessed Value Total	Assessed Value Base Value	Assessed Value Increment	Levy Rate	Tax Allocation Revenues
2023	$ 90,973,115	$ 90,973,115		$ 3.683312	$ -
2024	$ 95,066,905	$ 95,066,905	$ -	$ 3.561808	$ -
2025	$ 99,883,585	$ 95,066,905	$ 4,816,680	$ 3.446005	$ 16,598
2026	$ 130,741,483	$ 95,066,905	$ 35,674,578	$ 3.332017	$ 118,868
2027	$ 202,654,200	$ 95,066,905	$ 107,587,295	$ 3.222794	$ 346,732
2028	$ 401,550,909	$ 95,066,905	$ 306,484,004	$ 3.117091	$ 955,338
2029	$ 496,756,849	$ 95,066,905	$ 401,689,944	$ 2.606097	$ 1,046,843
2030	$ 543,847,954	$ 95,066,905	$ 448,781,049	$ 2.520573	$ 1,131,185
2031	$ 595,396,101	$ 95,066,905	$ 500,329,196	$ 2.437314	$ 1,219,460
2032	$ 650,482,290	$ 95,066,905	$ 555,415,385	$ 2.356812	$ 1,309,010
2033	$ 709,320,558	$ 95,066,905	$ 614,253,653	$ 2.278966	$ 1,399,863
2034	$ 772,137,043	$ 95,066,905	$ 677,070,138	$ 2.203690	$ 1,492,052
2035	$ 839,170,638	$ 95,066,905	$ 744,103,733	$ 2.130898	$ 1,585,609
2036	$ 912,267,808	$ 95,066,905	$ 817,200,903	$ 2.060375	$ 1,683,740
2037	$ 990,244,402	$ 95,066,905	$ 895,177,497	$ 1.992192	$ 1,783,365
2038	$ 1,073,391,547	$ 95,066,905	$ 978,324,642	$ 1.926264	$ 1,884,511
2039	$ 1,162,016,690	$ 95,066,905	$ 1,066,949,785	$ 1.862516	$ 1,987,211
2040	$ 1,256,444,479	$ 95,066,905	$ 1,161,377,574	$ 1.800877	$ 2,091,498
2041	$ 1,359,088,793	$ 95,066,905	$ 1,264,021,888	$ 1.741276	$ 2,201,011
2042	$ 1,468,426,797	$ 95,066,905	$ 1,373,359,892	$ 1.683653	$ 2,312,261
2043	$ 1,584,853,066	$ 95,066,905	$ 1,489,786,161	$ 1.627935	$ 2,425,276
2044	$ 1,708,784,135	$ 95,066,905	$ 1,613,717,230	$ 1.574061	$ 2,540,089
2045	$ 1,840,659,674	$ 95,066,905	$ 1,745,592,769	$ 1.521968	$ 2,656,736
2046	$ 1,980,943,723	$ 95,066,905	$ 1,885,876,818	$ 1.471597	$ 2,775,251
2047	$ 2,130,126,000	$ 95,066,905	$ 2,035,059,095	$ 1.422893	$ 2,895,672
2048	$ 2,288,723,271	$ 95,066,905	$ 2,193,656,366	$ 1.375800	$ 3,018,032
2049	$ 2,457,280,790	$ 95,066,905	$ 2,362,213,885	$ 1.330264	$ 3,142,369
Total					**$ 44,018,582**

Source: Tiberius Solutions

Factors Affecting the Accuracy of the Forecast

The biggest factor affecting the accuracy of the tax allocation revenues forecast is the value and timing of new construction in the proposed TIA. The amount of future tax allocation revenues is, in part, dependent upon new construction. If that construction occurs on a different schedule, or with different values than has been assumed, it could impact the accuracy of the forecast.

In addition to the timing and value of new construction, actual tax allocation revenues for the proposed TIA would depend upon the actual appreciation/depreciation in assessed value in the area as well as the actual levy rates imposed. There is significant uncertainty with these factors over the next 25 years. However, these factors are related in ways that help to provide some confidence for this forecast. Changes in property values in the proposed TIA from appreciation/depreciation are likely to follow a similar pattern to changes in property values from appreciation/depreciation countywide. And, those countywide changes in appreciation/depreciation would determine annual changes in the levy rates imposed.

If property values increase faster than forecasted, it would result in lower levy rates and a similar forecast of annual tax allocation revenues. Similarly, if property values increase slower than forecasted (or decrease), it would result in higher levy rates and a similar forecast of annual tax allocation revenues.

The accuracy of the tax allocation revenues forecast is more impacted by the **relative** growth in assessed value within the proposed TIA versus countywide. In theory, rates of appreciation/depreciation in these two geographies should be similar over time. However, if they do differ, it has the potential to significantly impact the tax allocation revenues forecast. If properties within the proposed TIA appreciate faster than the county as a whole, it would lead to more tax allocation revenues than what is forecasted. Conversely, if properties within the proposed TIA appreciate slower than the county as a whole, it would lead to less tax allocation revenues than what is forecasted.

Impact on Overlapping Tax Levies

Tax allocation revenues are generated through the reallocation of tax levies. In other words, the financial impact of the proposed TIA is primarily borne by the affected, overlapping taxing districts. These impacts occur as “foregone” tax revenues. Thus, these jurisdictions are not losing revenue relative to what they collect today, but instead these districts would temporarily forego the future increase in revenue generated within the proposed TIA. Once the proposed TIA ceases to collect tax allocation revenues (limited to no more than 25 years), then these impacted jurisdictions would begin to receive the full amount of annual taxes from the new construction that has occurred within the proposed TIA.

RCW 84.55.010 allows taxing districts to increase the amount of their levy to account for growth in assessed value inside a TIA. This would result in slightly higher overall levy amounts and tax rates for impacted taxing districts. Thus, the net impact the TIA would have on taxing district levies is less than the total amount of tax allocation revenues received.

Exhibit 12 summarizes the annual tax revenues forecast to be foregone by the affected taxing districts. The jurisdictions estimated to be most impacted are Clark-Cowlitz Fire Rescue, Clark County (current expense levy), and the City of Ridgefield. Other impacted levies would include the County Conservation Futures levy, Fort Vancouver Regional Library District, and the Port of Ridgefield. Collectively, these jurisdictions are expected to forego $41,645,947 in tax revenue over the life of the proposed TIA. While this is a significant amount of foregone tax revenues, it is not expected that much of this private development could or would occur within this area without the public investments proposed to be funded by the proposed TIA. Thus, a portion of these foregone revenues likely would not exist but for the investments made by the proposed TIA. Following the expiration of the proposed TIA, these revenues would be redirected to the overlapping taxing districts.

Exhibit 12. Impact on Overlapping Tax Levies, Proposed Ridgefield TIA (Nominal $)

Tax Year	County Current Expense	Conservation Futures	City of Ridgefield	Clark-Cowlitz Fire Rescue	Fort Vancouver Library	Port of Ridgefield General	Clark-Cowlitz Fire Rescue EMS	Total
2023	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2024	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2025	$ 119	$ 4	$ 96	$ 200	$ 43	$ 20	$ 76	$ 558
2026	$ (21,273)	$ (789)	$ (17,905)	$ (36,245)	$ (7,676)	$ (3,588)	$ (13,739)	$ (101,216)
2027	$ (66,665)	$ (2,473)	$ (56,158)	$ (113,616)	$ (24,056)	$ (11,250)	$ (43,067)	$ (317,285)
2028	$ (192,054)	$ (7,124)	$ (161,899)	$ (327,390)	$ (69,303)	$ (32,421)	$ (124,101)	$ (914,293)
2029	$ (241,784)	$ (8,969)	$ (204,070)	$ (412,324)	$ (87,248)	$ (40,842)	$ -	$ (995,236)
2030	$ (259,714)	$ (9,634)	$ (219,351)	$ (442,996)	$ (93,719)	$ (43,886)	$ -	$ (1,069,300)
2031	$ (280,113)	$ (10,391)	$ (236,624)	$ (477,819)	$ (101,080)	$ (47,337)	$ -	$ (1,153,365)
2032	$ (300,757)	$ (11,156)	$ (254,118)	$ (513,069)	$ (108,529)	$ (50,832)	$ -	$ (1,238,460)
2033	$ (321,682)	$ (11,933)	$ (271,857)	$ (548,803)	$ (116,080)	$ (54,374)	$ -	$ (1,324,729)
2034	$ (342,895)	$ (12,720)	$ (289,848)	$ (585,035)	$ (123,735)	$ (57,966)	$ -	$ (1,412,199)
2035	$ (364,405)	$ (13,517)	$ (308,095)	$ (621,775)	$ (131,497)	$ (61,609)	$ -	$ (1,500,898)
2036	$ (387,029)	$ (14,357)	$ (327,292)	$ (660,422)	$ (139,661)	$ (65,441)	$ -	$ (1,594,202)
2037	$ (409,944)	$ (15,207)	$ (346,746)	$ (699,574)	$ (147,930)	$ (69,324)	$ -	$ (1,688,726)
2038	$ (433,193)	$ (16,069)	$ (366,490)	$ (739,299)	$ (156,320)	$ (73,263)	$ -	$ (1,784,633)
2039	$ (456,780)	$ (16,944)	$ (386,528)	$ (779,607)	$ (164,831)	$ (77,261)	$ -	$ (1,881,952)
2040	$ (480,715)	$ (17,832)	$ (406,868)	$ (820,513)	$ (173,468)	$ (81,318)	$ -	$ (1,980,714)
2041	$ (505,879)	$ (18,765)	$ (428,256)	$ (863,522)	$ (182,549)	$ (85,584)	$ -	$ (2,084,556)
2042	$ (531,383)	$ (19,711)	$ (449,946)	$ (907,120)	$ (191,752)	$ (89,909)	$ -	$ (2,189,821)
2043	$ (557,273)	$ (20,672)	$ (471,970)	$ (951,382)	$ (201,095)	$ (94,299)	$ -	$ (2,296,691)
2044	$ (583,556)	$ (21,647)	$ (494,336)	$ (996,321)	$ (210,580)	$ (98,758)	$ -	$ (2,405,197)
2045	$ (610,240)	$ (22,637)	$ (517,050)	$ (1,041,950)	$ (220,209)	$ (103,285)	$ -	$ (2,515,370)
2046	$ (637,332)	$ (23,642)	$ (540,119)	$ (1,088,282)	$ (229,985)	$ (107,882)	$ -	$ (2,627,242)
2047	$ (664,840)	$ (24,662)	$ (563,549)	$ (1,135,330)	$ (239,912)	$ (112,550)	$ -	$ (2,740,844)
2048	$ (692,773)	$ (25,698)	$ (587,348)	$ (1,183,107)	$ (249,992)	$ (117,291)	$ -	$ (2,856,209)
2049	$ (721,136)	$ (26,750)	$ (611,521)	$ (1,231,627)	$ (260,227)	$ (122,106)	$ -	$ (2,973,367)
Total	**$ (10,063,295)**	**$ (373,294)**	**$ (8,517,847)**	**$ (17,176,930)**	**$ (3,631,392)**	**$ (1,702,357)**	**$ (180,832)**	**$ (41,645,947)**

Source: Tiberius Solutions

Not all overlapping taxing districts would be impacted by the proposed TIA. The following property tax levies would be **excluded** from the calculation of tax allocation revenues:

- State Schools (Part 1 and 2)
- Ridgefield School District Debt
- Ridgefield School District Enrichment

All taxing districts listed above, whose rates would be **excluded** in the calculation of tax allocation revenues would not experience any foregone revenues from the proposed TIA. This includes the Ridgefield School District. For these jurisdictions, the proposed TIA would generate increased property tax revenues once the anticipated private development comes on the tax roll, or would reduce the property tax rate needed to produce the authorized levy amount.

3.2 Proposed Indebtedness

To finance the public improvements identified in this report, the City anticipates issuing limited tax general obligation bonds. These bonds would be secured by a pledge of the City's full faith and credit, including its regular property tax levy, and would be subject to statutory limitations and constraints on general obligation indebtedness. The actual terms of indebtedness are uncertain and would be based upon the ultimate timing and amount of indebtedness the City chooses to incur, tax allocation revenues collected, and financial market conditions at the time of issuance. For the purposes of this analysis, the City consulted with their municipal financial advisors, PFM to estimate terms of indebtedness based upon current market conditions and the proposed timing and amount of future indebtedness.

The City assumes two series of limited tax general obligation bonds would be issued, first in 2024 and later in 2028. The total principal amount of the bonds is estimated to be $43.4 million, which is expected to generate approximately $48.1 in project funds. Both series of bonds are assumed to be structured to be fully repaid by 2049, the final year the proposed TIA would be eligible to collect tax allocation revenue. The estimated terms of indebtedness, including principal amount, project funds, timing, and true interest cost are shown in Exhibit 13. For the purposes of this analysis, it is assumed that the bonds would be issued on a tax-exempt basis and structured with net original issue premium. Appendix C includes an evaluation of an alternative finance plan with more conservative assumptions.

Exhibit 13. Estimated Terms of Indebtedness for Proposed Ridgefield TIA Public Improvements

	Series 2024	Series 2028	Total
Closing Month	July 2024	July 2028	
Aggregate Par (Principal)	$ 23,870,000	$ 19,560,000	**$43,430,000**
Project Funds	$ 26,250,000	$ 21,825,000	**$48,075,000**
True Interest Cost	4.21%	3.74%	

Source: PFM Financial Advisors LLC

The public improvements within the Proposed TIA are anticipated to be funded through limited tax general obligation bonds, which are constrained by the City's statutory capacity for non-voted general obligation indebtedness. This analysis conservatively assumes average annual growth of 5.9% in total taxable value for the City from 2023 through the final year in which the Proposed TIA indebtedness would be expected to be incurred (2028). Existing debt service includes outstanding indebtedness incurred in previous years for purposes other than the Proposed TIA public improvements. Exhibit 14 shows the calculated statutory authority for non-voted general obligation indebtedness for the City through 2028.

Exhibit 14. Statutory Authority for General Obligation Indebtedness, City of Ridgefield, 2023-2028

	2023	2024	2025	2026	2027	2028
Taxable AV	$ 3,379,164,060	$ 3,585,293,068	$ 3,803,995,945	$ 4,024,627,709	$ 4,258,056,116	$ 4,505,023,371
Debt Limit (% of AV)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Debt Limit Amount	$ 50,687,461	$ 53,779,396	$ 57,059,939	$ 60,369,416	$ 63,870,842	$ 67,575,351
Outstanding Debt - Existing	$ 19,190,000	$ 18,176,000	$ 17,136,000	$ 16,325,000	$ 15,482,000	$ 14,612,000
Outstanding Debt - TIA	$ 23,870,000	$ 23,870,000	$ 23,870,000	$ 23,870,000	$ 23,870,000	$ 43,430,000
Outstanding Debt - Total	$ 43,060,000	$ 42,046,000	$ 41,006,000	$ 40,195,000	$ 39,352,000	$ 58,042,000
Remaining Debt Capacity	$ 7,627,461	$ 11,733,396	$ 16,053,939	$ 20,174,416	$ 24,518,842	$ 9,533,351

Source: City of Ridgefield and PFM Financial Advisors LLC

Based on the assumed terms of indebtedness shown in Exhibit 13, the City's financial advisors have estimated annual debt service payments as shown in Exhibit 15. Annual payments are structured to be lowest in the early years of the TIA, including interest-only payments on the 2024 bonds through 2031. This payment structure is intended to better align annual payments with the anticipated tax allocation revenues and minimize the amount of other general fund resources the City would need to use to pay debt service in each year. By deferring a portion of the debt until 2028, the City retains the flexibility to adjust the overall amount and structure of debt to reflect actual new development and tax allocation revenues during the first few years of the proposed TIA. After factoring in the cost of interest, the $43,430,000 of principal indebtedness to fund TIA projects is estimated to require $79,735,260 in debt service payments over the life of the proposed TIA.

Exhibit 15. Estimated Debt Service Payments, LTGO Debt for Proposed Ridgefield TIA Public Projects (Nominal $)

	Series 2024			Series 2028			Total Debt Service
Year	Principal	Interest	Total	Principal	Interest	Total	
2024	$ -	$ 493,976	$ 493,976	$ -	$ -	$ -	**$ 493,976**
2025	$ -	$ 1,193,500	$ 1,193,500	$ -	$ -	$ -	**$ 1,193,500**
2026	$ -	$ 1,193,500	$ 1,193,500	$ -	$ -	$ -	**$ 1,193,500**
2027	$ -	$ 1,193,500	$ 1,193,500	$ -	$ -	$ -	**$ 1,193,500**
2028	$ -	$ 1,193,500	$ 1,193,500	$ -	$ 404,783	$ 404,783	**$ 1,598,283**
2029	$ -	$ 1,193,500	$ 1,193,500	$ 385,000	$ 968,375	$ 1,353,375	**$ 2,546,875**
2030	$ -	$ 1,193,500	$ 1,193,500	$ 490,000	$ 946,500	$ 1,436,500	**$ 2,630,000**
2031	$ 5,000	$ 1,193,375	$ 1,198,375	$ 605,000	$ 919,125	$ 1,524,125	**$ 2,722,500**
2032	$ 95,000	$ 1,190,875	$ 1,285,875	$ 635,000	$ 888,125	$ 1,523,125	**$ 2,809,000**
2033	$ 195,000	$ 1,183,625	$ 1,378,625	$ 670,000	$ 855,500	$ 1,525,500	**$ 2,904,125**
2034	$ 300,000	$ 1,171,250	$ 1,471,250	$ 700,000	$ 821,250	$ 1,521,250	**$ 2,992,500**
2035	$ 410,000	$ 1,153,500	$ 1,563,500	$ 740,000	$ 785,250	$ 1,525,250	**$ 3,088,750**
2036	$ 530,000	$ 1,130,000	$ 1,660,000	$ 775,000	$ 747,375	$ 1,522,375	**$ 3,182,375**
2037	$ 660,000	$ 1,100,250	$ 1,760,250	$ 815,000	$ 707,625	$ 1,522,625	**$ 3,282,875**
2038	$ 800,000	$ 1,063,750	$ 1,863,750	$ 860,000	$ 665,750	$ 1,525,750	**$ 3,389,500**
2039	$ 945,000	$ 1,020,125	$ 1,965,125	$ 900,000	$ 621,750	$ 1,521,750	**$ 3,486,875**
2040	$ 1,100,000	$ 969,000	$ 2,069,000	$ 950,000	$ 575,500	$ 1,525,500	**$ 3,594,500**
2041	$ 1,265,000	$ 909,875	$ 2,174,875	$ 995,000	$ 526,875	$ 1,521,875	**$ 3,696,750**
2042	$ 1,445,000	$ 842,125	$ 2,287,125	$ 1,045,000	$ 475,875	$ 1,520,875	**$ 3,808,000**
2043	$ 1,635,000	$ 765,125	$ 2,400,125	$ 1,100,000	$ 422,250	$ 1,522,250	**$ 3,922,375**
2044	$ 1,835,000	$ 678,375	$ 2,513,375	$ 1,155,000	$ 365,875	$ 1,520,875	**$ 4,034,250**
2045	$ 2,050,000	$ 581,250	$ 2,631,250	$ 1,215,000	$ 306,625	$ 1,521,625	**$ 4,152,875**
2046	$ 2,275,000	$ 473,125	$ 2,748,125	$ 1,280,000	$ 244,250	$ 1,524,250	**$ 4,272,375**
2047	$ 2,515,000	$ 353,375	$ 2,868,375	$ 1,345,000	$ 178,625	$ 1,523,625	**$ 4,392,000**
2048	$ 2,770,000	$ 221,250	$ 2,991,250	$ 1,415,000	$ 109,625	$ 1,524,625	**$ 4,515,875**
2049	$ 3,040,000	$ 76,000	$ 3,116,000	$ 1,485,000	$ 37,125	$ 1,522,125	**$ 4,638,125**
Total	**$ 23,870,000**	**$ 23,731,226**	**$ 47,601,226**	**$ 19,560,000**	**$ 12,574,033**	**$ 32,134,033**	**$ 79,735,260**

Source: PFM Financial Advisors LLC

Exhibit 16 shows the combination of revenue sources expected to pay the debt service payments. It is expected that $44,018,582 of tax allocation revenues and $35,716,678 of the City's property tax levy or other available revenues would be required to cover the full amount of debt service payments to fund the proposed TIA public improvements. If actual tax allocation revenues are higher or lower than estimated it would affect the amount of the City's property tax levy or other resources that would be required to cover the debt service payments.

Exhibit 16. Tax Allocation Revenues and Debt Service Payments

Year	Payment	Revenue Source: Tax Allocation Revenue	Revenue Source: General Fund Resources	Tax Allocation Revenue Debt Service Coverage
2024	$ 493,976	$ -	$ 493,976	0.00
2025	$ 1,193,500	$ 16,598	$ 1,176,902	0.01
2026	$ 1,193,500	$ 118,868	$ 1,074,632	0.10
2027	$ 1,193,500	$ 346,732	$ 846,768	0.29
2028	$ 1,598,283	$ 955,338	$ 642,945	0.60
2029	$ 2,546,875	$ 1,046,843	$ 1,500,032	0.41
2030	$ 2,630,000	$ 1,131,185	$ 1,498,815	0.43
2031	$ 2,722,500	$ 1,219,460	$ 1,503,040	0.45
2032	$ 2,809,000	$ 1,309,010	$ 1,499,990	0.47
2033	$ 2,904,125	$ 1,399,863	$ 1,504,262	0.48
2034	$ 2,992,500	$ 1,492,052	$ 1,500,448	0.50
2035	$ 3,088,750	$ 1,585,609	$ 1,503,141	0.51
2036	$ 3,182,375	$ 1,683,740	$ 1,498,635	0.53
2037	$ 3,282,875	$ 1,783,365	$ 1,499,510	0.54
2038	$ 3,389,500	$ 1,884,511	$ 1,504,989	0.56
2039	$ 3,486,875	$ 1,987,211	$ 1,499,664	0.57
2040	$ 3,594,500	$ 2,091,498	$ 1,503,002	0.58
2041	$ 3,696,750	$ 2,201,011	$ 1,495,739	0.60
2042	$ 3,808,000	$ 2,312,261	$ 1,495,739	0.61
2043	$ 3,922,375	$ 2,425,276	$ 1,497,099	0.62
2044	$ 4,034,250	$ 2,540,089	$ 1,494,161	0.63
2045	$ 4,152,875	$ 2,656,736	$ 1,496,139	0.64
2046	$ 4,272,375	$ 2,775,251	$ 1,497,124	0.65
2047	$ 4,392,000	$ 2,895,672	$ 1,496,328	0.66
2048	$ 4,515,875	$ 3,018,032	$ 1,497,843	0.67
2049	$ 4,638,125	$ 3,142,369	$ 1,495,756	0.68
Total	**$ 79,735,260**	**$ 44,018,582**	**$ 35,716,678**	**0.55**

Source: PFM Financial Advisors LLC and Tiberius Solutions

4 Economic Impacts

4.1 Job Creation[4]

The proposed TIA would be expected to generate substantial economic impacts for the local and regional economy. The infrastructure investments supported by the proposed TIA would support a significant level of development, with substantial employment from construction as well as ongoing business activity. Impacts during the construction phase would be temporary, while the impacts from operations once construction is complete would be ongoing.

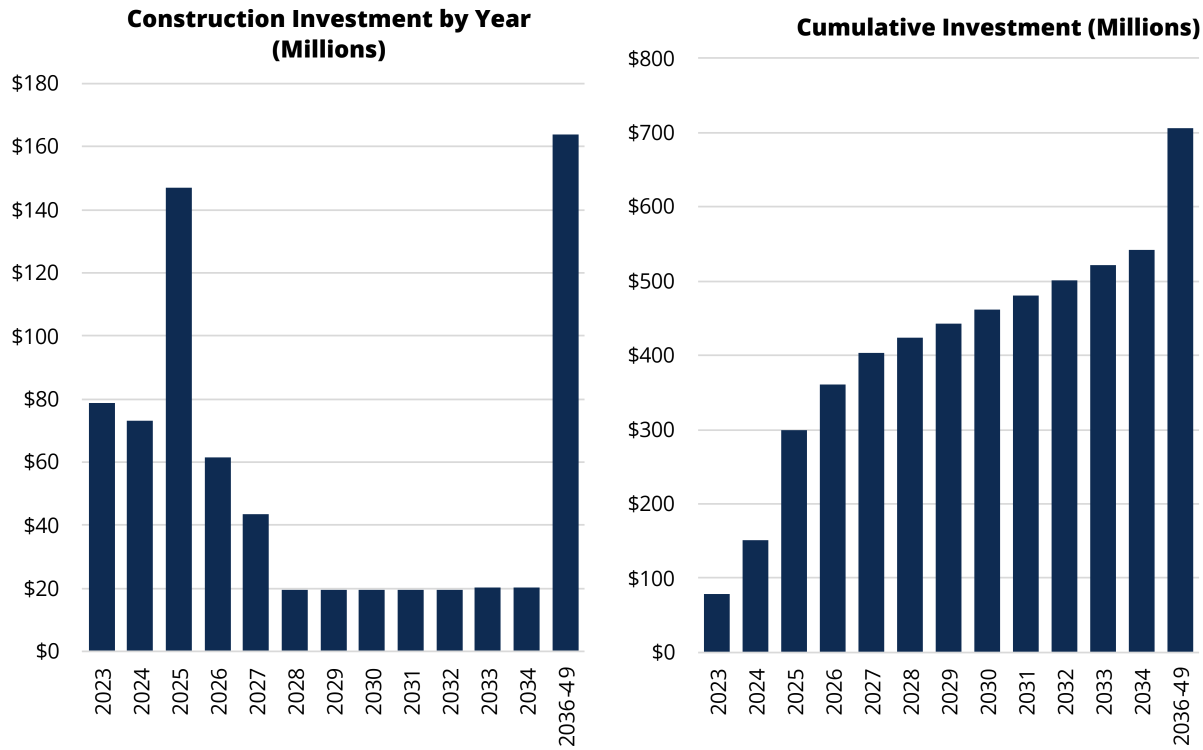
These impacts include direct impacts (jobs and spending occurring directly in the TIA), as well indirect and induced impacts. Indirect impacts are secondary impacts generated by the portion of direct expenditures that are spent on goods and services provided by local businesses. Induced impacts are secondary impacts generated by local expenditures made by employees who received personal income from the direct and indirect expenditures. The induced impacts are often referred to as the “multiplier effect” as the initial direct expenditures are re-spent multiple times, rippling through the local economy.

To model the economic impacts of various activities, Johnson Economics utilized the IMPLAN (IMPact for PLANning)[5] economic multiplier model. IMPLAN is an economic impact model designed for analyzing the effects of industry activity (employment, income, or business revenues) upon all other industries in an economic area.

Private development activity in the area would be expected to exceed $700 million in tax year 2023 dollars over the next 25 years. Of that, over $222 million is currently under construction, planned, or in the permitting process, expected to be completed over the next five years. Additionally, construction spending on public infrastructure projects that would be funded in part or whole by the proposed TIA is expected to total $89.4 million (2023$). Exhibit 17 illustrates these planned expenditures within the TIA over time.

[4] This section was completed in May 2023, and does not reflect the addition of project K, Fire Station Land Purchase to the TIA public improvement list, added in October 2023.
[5] Minnesota IMPLAN Group (MIG), Stillwater, Minnesota

Exhibit 17. Summary of Predicted Construction Investment by Year, Proposed Ridgefield TIA (2023 $)



Source: Johnson Economics

To evaluate the temporary construction impacts of the proposed development programs, we calculated the ***total*** construction spending of the project measured as a direct industry change in construction of new nonresidential and residential commercial structures. Estimated construction expenditures were converted into estimated contributions to employment income and output at the Clark County level (Exhibit 18) Key findings include:

- Construction spending would translate into an estimated 6,402 direct full-time equivalent (FTE) jobs over the construction period. Direct jobs would pay an estimated average of roughly $62,700 per FTE for wages and benefits.
- Because the development period is estimated to extend over multiple years, the direct construction jobs projected would likely represent some of the same employees, employed throughout the project lifecycle over multiple buildings/phases.
- Each direct construction job would support approximately 0.46 indirect and induced jobs during the construction period. This translates into roughly 2,972 FTE jobs and labor income of $151.4 million during the construction period.
- The total estimated economic impacts (direct, indirect, and induced) from the construction phase are roughly 9,374 FTE positions and $552.7 million in labor income (2023$). The average annual impact over the 25-year period would be 375 FTE positions and $22.1 million in labor income.

Exhibit 18. Summary of Projected Impacts During Construction Phase, Proposed Ridgefield TIA (2023 $)

	Projected Impacts, Clark County (2023 $)			
	Employment	Labor Income	Value Added	Output
Construction				
Direct Effect	6,402	$ 401,338,673	$ 436,108,175	$ 794,107,338
Indirect Effect	1,181	$ 63,149,586	$ 91,906,795	$ 182,824,542
Induced Effect	1,791	$ 88,211,082	$ 163,752,535	$ 282,226,179
Total Effect	**9,374**	**$ 552,699,341**	**$ 691,767,505**	**$ 1,259,158,059**

Source: Johnson Economics, based on assumed future development forecasts

The preceding table also summarizes projected impacts on value added and output. The following is a brief description of what these terms represent:

- **Output** is the value of an industry's production. It can be measured in two ways: from the sales (income) perspective or the expenditures (spending) perspective. From the income perspective, output is the sum of sales to final users in the economy (gross domestic product or "GDP"), sales to other industrial (intermediate inputs), and inventory change. From the spending perspective, output is the sum of an industry's "value added" and intermediate inputs.
- **Value added** is defined as the total market value of all final goods and services produced within a region in a given period of time. It is the sum of all added value at every stage of production of all final goods and services produced within a country in a given period of time. In other words, it is the wealth created by industry activity. Value added in a social accounting matrix model such as IMPLAN is equal to GDP.

Following development, the completed structures would be expected to provide for ongoing impacts to the local and regional economy. Employees at the office and retail spaces would be expected to generate income that would circulate in the local economy, supporting additional employment and tax revenues. The program at full buildout would be expected to contain a mix of retail and office space, with an overall direct investment of $705 million in construction. These impacts are summarized in Exhibit 19. Key findings include:

- On an ongoing basis, the study area would be expected to accommodate 1,890 employees, with direct labor income of $64.1 million and $216.7 million in economic output.
- The associated ancillary indirect and induced impacts would be estimated to account for 480 jobs and $23.9 million in labor income.
- The total annual impact would be estimated to be 2,370 full-time equivalent positions with annual labor income in current dollars over $85.0 million.

Exhibit 19. Summary of Projected Ongoing Impacts from Operations, Proposed Ridgefield TIA (2023 $)

	Projected Annual Impacts, Clark County (2023 $)			
	Employment	Labor Income	Value Added	Output
Ongoing - Annual				
Direct Effect	1,890	$ 61,147,234	$ 104,903,187	$ 216,680,190
Indirect Effect	204	$ 10,284,655	$ 16,852,132	$ 34,419,371
Induced Effect	276	$ 13,601,699	$ 25,247,169	$ 43,514,804
Total Effect	**2,370**	**$ 85,033,589**	**$ 147,002,488**	**$ 294,614,365**

Source: Johnson Economics, based on assumed future development forecasts

The overall impacts have been separately calculated for known, short-term development projects that are actively planned and proposed. While the proposed TIA is expected to realize the level of development summarized previously, these known projects represent near-term impacts with a higher level of certainty. As summarized in Exhibit 20, known projects would be expected to support 3,677 FTE positions and $216.8 million in labor income during construction, with ongoing annual employment of 749 with associated labor income of $26.9 million.

Exhibit 20. Summary of Impacts, Known Projects and Infrastructure, Ridgefield TIA (2023 $)

	Projected Impacts, Clark County (2023 $)			
	Employment	Labor Income	Value Added	Output
Construction				
Direct Effect	2,511	$ 157,434,563	$ 171,073,721	$ 311,507,338
Indirect Effect	463	$ 24,771,915	$ 36,052,609	$ 71,717,240
Induced Effect	703	$ 34,602,878	$ 64,235,795	$ 110,709,877
Total Effect	**3,677**	**$ 216,809,356**	**$ 271,362,124**	**$ 493,934,455**
	Projected Annual Impacts, Clark County (2023 $)			
	Employment	**Labor Income**	**Value Added**	**Output**
Ongoing - Annual				
Direct Effect	597	$ 19,313,721	$ 33,134,301	$ 68,439,738
Indirect Effect	64	$ 3,248,470	$ 5,322,847	$ 10,871,565
Induced Effect	87	$ 4,296,178	$ 7,974,470	$ 13,744,412
Total Effect	**749**	**$ 26,858,369**	**$ 46,431,618**	**$ 93,055,715**

Source: Johnson Economics, based on assumed future development forecasts

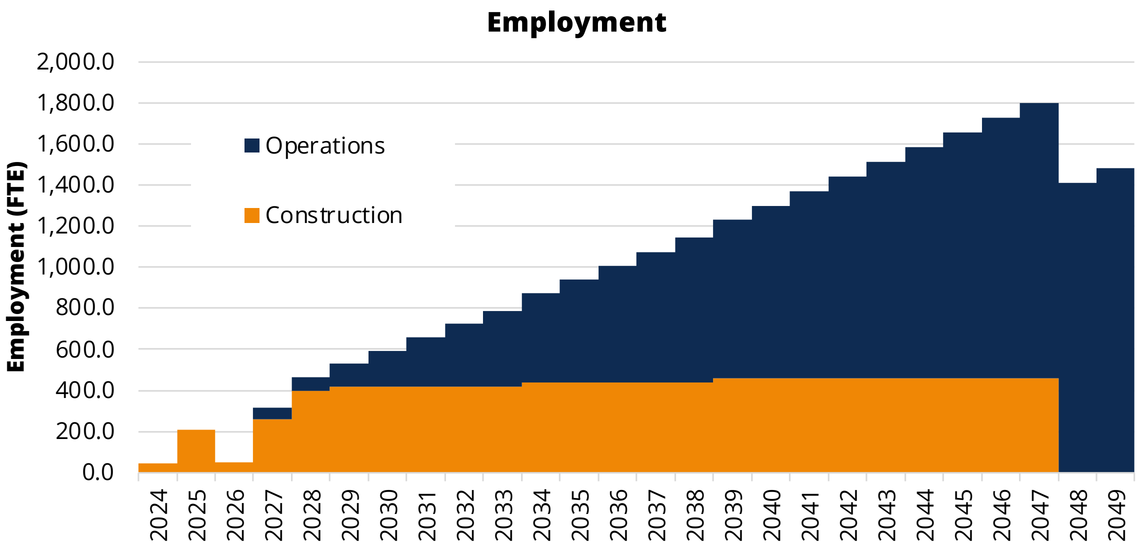
Construction and operation of the multiple development programs in the study area would support a sizable number of jobs directly, as well as having significant indirect and induced impacts. Exhibit 21 and Exhibit 22 show the construction and ongoing operation of developments in the area would be estimated to support over 24,433 full time equivalent positions through 2049, reflecting average annual support of approximately 977 jobs, with roughly $57.5 million per year in labor income in nominal dollars.

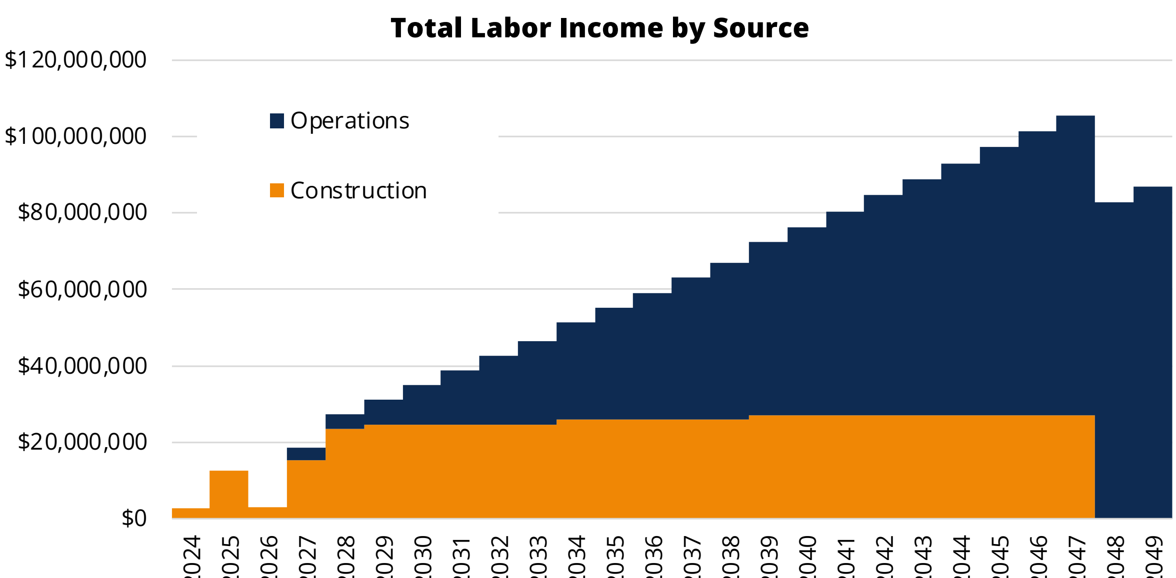
Exhibit 21. Summary of Average Annual Impacts Through 2049, Proposed Ridgefield TIA (2023 $)

	Employment	Payroll
Direct Effect	736.4	$ 31,593,813
Indirect Effect	99.1	$ 11,273,496
Induced Effect	141.8	$ 14,587,515
Total	**977.3**	**$ 57,454,824**

Source: Johnson Economics, based on assumed future development forecasts

Exhibit 22. Summary of Projected Impacts over Time, Proposed Ridgefield TIA (2023 $)





Source: Johnson Economics, based on assumed future development forecasts

4.2 Fiscal Impacts[6]

In addition to economic impacts, development, and operation of the various development parcels in the proposed TIA would have fiscal implications for the City of Ridgefield, Clark County, other local service providers, and the State of Washington. These impacts include sales tax, property taxes, income and business taxes, and development charges and fees.

Sales taxes would represent the most significant fiscal contribution, during both the construction and ongoing phases. The next largest source of local and state tax revenue would be property taxes, while the federal government would be expected to realize a substantive level in income taxes.

Exhibit 23 and Exhibit 24 present an estimate of tax contributions, such as income and business taxes, from the construction and operations based on the modeling assumptions in the IMPLAN scenarios. Estimates are broken down by federal vs. state and local contributions. These fiscal impacts exclude direct property taxes, as property tax revenue from the planned development within the TIA is calculated and reported separately in this report. While direct property taxes are excluded from the tables below, the analysis does include some property taxes from indirect and induced activity that occurs outside of the proposed TIA. Key findings include:

- Through the construction period, the projects would be expected to contribute $104.3 million at the federal level, and $26.5 million in state and local tax revenues (excluding property taxes).
- When completed and operational, the combined program would be expected to generate $3.4 million per year in state and local taxes (excluding property taxes), while generating $7.2 million in federal taxes.
- Sales taxes would represent the largest source of state and local revenue, with close to $19.5 million in sales taxes during construction and an additional $2.7 million per year going forward.

[6] This section was completed in May 2023, and does not reflect the addition of project K, Fire Station Land Purchase to the TIA public improvement list, added in October 2023.

Exhibit 23. Summary of Anticipated Tax Revenues Associated with Construction (2023 $)

Description	Employee & Proprietor Compensation	Tax on Production and Imports	Households	Corporations	Total
Federal					
Social Ins Tax- Employee Contribution	$ 28,208,796				$ 28,208,796
Social Ins Tax- Employer Contribution	$ 31,527,628				$ 31,527,628
Tax on Production and Imports: Excise Taxes		$ 1,596,303			$ 1,596,303
Tax on Production and Imports: Custom Duty		$ 673,572			$ 673,572
Tax on Production and Imports: Fed NonTaxes		$ -			$ -
Corporate Profits Tax				$ 6,373,602	$ 6,373,602
Personal Tax: Income Tax			$ 35,915,356		$ 35,915,356
Total Federal Tax	**$ 59,736,424**	**$ 2,269,875**	**$ 35,915,356**	**$ 6,373,602**	**$ 104,295,257**
State and Local					
Dividends				$ 33,470	$ 33,470
Social Ins Tax- Employee Contribution	$ 143,087				$ 143,087
Social Ins Tax- Employer Contribution	$ 253,654				$ 253,654
Tax on Production and Imports: Sales Tax		$ 19,474,970			$ 19,474,970
Tax on Production and Imports: Motor Vehicle Lic		$ 251,396			$ 251,396
Tax on Production and Imports: Severance Tax		$ 53,364			$ 53,364
Tax on Production and Imports: Other Taxes		$ 2,282,088			$ 2,282,088
Tax on Production and Imports: S/L NonTaxes		$ 1,093,067			$ 1,093,067
Corporate Profits Tax					$ -
Personal Tax: Income Tax					$ -
Personal Tax: NonTaxes (Fines- Fees			$ 1,901,947		$ 1,901,947
Personal Tax: Motor Vehicle License			$ 595,557		$ 595,557
Personal Tax: Other Tax (Fish/Hunt)			$ 225,853		$ 225,853
Total State and Local	**$ 396,741**	**$ 23,154,885**	**$ 2,723,357**	**$ 33,470**	**$ 26,308,453**

Note: Excludes Property Taxes

Source: Johnson Economics, Minnesota IMPlan Group, based on assumed future development forecasts

Exhibit 24. Summary of Anticipated Ongoing Tax Revenues, Excluding Property Taxes (2023 $)

Description	Employee & Proprietor Compensation	Tax on Production and Imports	Households	Corporations	Total
Federal					
Social Ins Tax- Employee Contribution	$ 1,695,908				$ 1,695,908
Social Ins Tax- Employer Contribution	$ 1,903,955				$ 1,903,955
Tax on Production and Imports: Excise Taxes		$ 223,016			$ 223,016
Tax on Production and Imports: Custom Duty		$ 94,103			$ 94,103
Tax on Production and Imports: Fed NonTaxes					$ -
Corporate Profits Tax				$ 1,182,878	$ 1,182,878
Personal Tax: Income Tax			$ 2,154,974		$ 2,154,974
Total Federal Tax	**$ 3,599,863**	**$ 317,119**	**$ 2,154,974**	**$ 1,182,878**	**$ 7,254,834**
State and Local					
Dividends				$ 6,212	$ 6,212
Social Ins Tax- Employee Contribution	$ 8,641				$ 8,641
Social Ins Tax- Employer Contribution	$ 15,318				$ 15,318
Tax on Production and Imports: Sales Tax		$ 2,720,801			$ 2,720,801
Tax on Production and Imports: Motor Vehicle Lic		$ 35,122			$ 35,122
Tax on Production and Imports: Severance Tax		$ 7,455			$ 7,455
Tax on Production and Imports: Other Taxes		$ 318,825			$ 318,825
Tax on Production and Imports: S/L NonTaxes		$ 152,710			$ 152,710
Corporate Profits Tax					$ -
Personal Tax: Income Tax					$ -
Personal Tax: NonTaxes (Fines- Fees			$ 114,120		$ 114,120
Personal Tax: Motor Vehicle License			$ 35,734		$ 35,734
Personal Tax: Other Tax (Fish/Hunt)			$ 13,552		$ 13,552
Total State and Local	**$ 23,959**	**$ 3,234,913**	**$ 163,406**	**$ 6,212**	**$ 3,428,490**

Note: Excludes Property Taxes

Source: Johnson Economics, Minnesota IMPlan Group, based on assumed future development forecasts

4.3 Affordable and Low-Income Housing

The proposed TIA is anticipated to have a substantial impact on affordable and low-income housing in the region. The proposed TIA may have minor impacts on housing affordability due to indirect impacts on housing affordability associated with economic activity generated within the proposed TIA.

Housing Construction in the TIA

New construction within the proposed TIA is expected to primarily consist of commercial land uses. Of the 21 known developments in the TIA, only two projects are expected to include residential units. The Lahti Mixed-Use development includes 54 single-family townhomes, which are expected to be completed in 2027. Kirkland Senior Living is expected to include 148 age-restricted multifamily units, with completion expected in 2025. Both projects are expected to provide market-rate units. The new construction is anticipated to be privately funded.

Although there are no known low-income housing units anticipated to be built within the proposed TIA, the market-rate construction within the proposed TIA could still help to improve housing affordability in the region. Housing prices are determined based on the factors of supply and demand. Thus, any new construction of housing units in the region that increases housing supply should reduce price pressure in the local housing market. Indeed, most housing economists identify a persistent lack of new construction in past years for the rapid increases in home values in recent years.

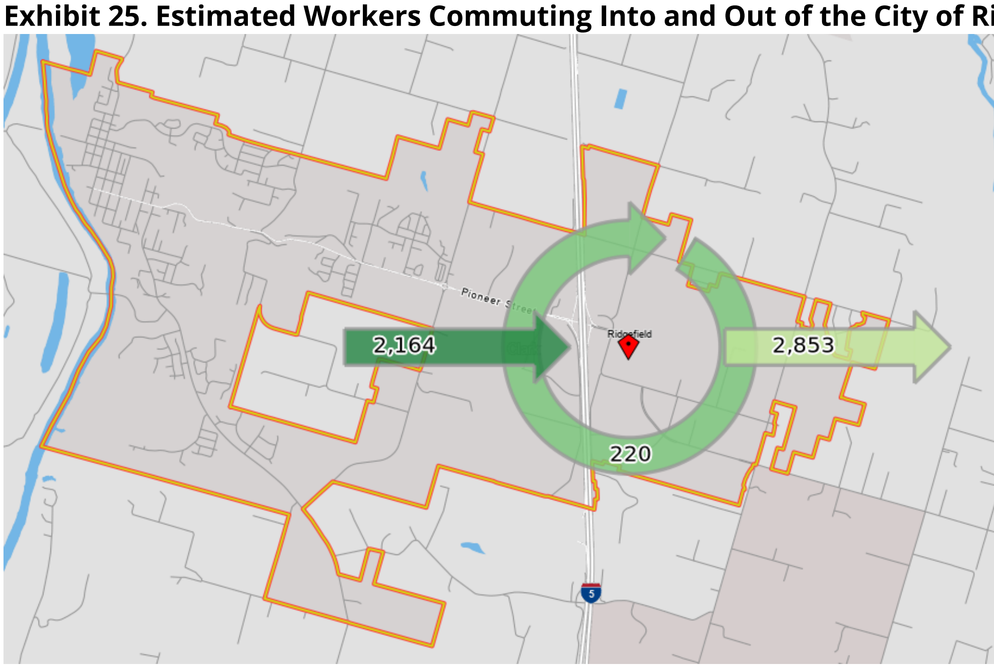
The process by which construction of new market-rate homes helps to improve housing affordability is known as “filtering.” Construction of a new market-rate home allows a household to move out of a lower-quality, existing home to purchase the new home. The previous home occupied by that household is now vacant, and available to another household at a lower price than the new home. Thus, constructing new homes at virtually any price point should ultimately improve the availability of homes at all income levels.

Impacts on Housing Affordability from Economic Activity

Evaluations of housing affordability often focus on the cost of housing, but affordability is defined as the ability of someone to pay for a good or service. Thus, this evaluation of housing affordability also considers household incomes. Increases in household income would increase the ability of households to pay for housing, thus increasing housing affordability. The economic impacts generated by the new development anticipated within the proposed TIA would be expected to lead to increases in household incomes, helping to support regional housing affordability.

The Ridgefield area is a relatively well-balanced community in terms of jobs and housing. An estimated 2,164 workers were estimated to commute into the City for employment in 2019, while 2,853 commuted to jobs outside of the community. These commuting patterns are shown in Exhibit 25.

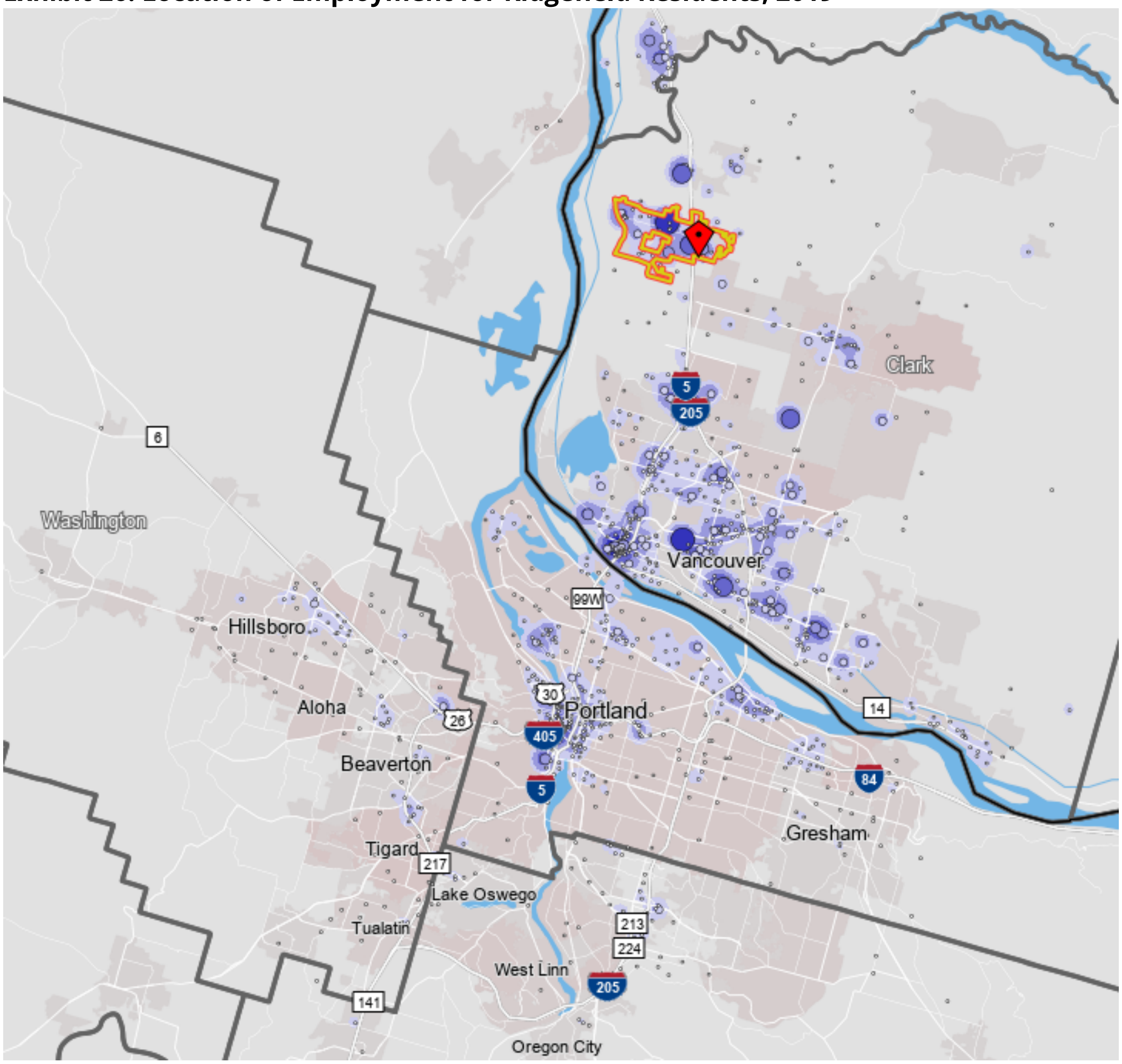
Exhibit 25. Estimated Workers Commuting Into and Out of the City of Ridgefield, 2019



Source: US Census Bureau, LEHD Database

Exhibit 26 shows the locations of employment for Ridgefield residents. Ridgefield residents who commute out of the City for employment are largely employed in Vancouver to the south, as well as further south in Portland. Development of the proposed TIA would provide additional employment opportunities in Ridgefield, which could reduce the need for local residents to commute. The resulting reduction in commute times and expenditures can provide substantial financial benefits, increasing the level of income available to meet housing needs.

Exhibit 26. Location of Employment for Ridgefield Residents, 2019



Source: US Census Bureau, LEHD Database

4.4 Local Business Community

Positive economic impacts to the local business community are captured in the economic impact analysis described previous in this report in Section 4.1. Additionally, the City engaged in individual interviews with two key developers in the proposed TIA boundary and provided a briefing to the Ridgefield Chamber of Commerce on July 26, 2023, receiving the following input:

- All interviewees were supportive of the public projects in the proposed TIA.
- There was no opposition to using the tax increment financing tool. There was overall approval that the tool would allow the improvements to be constructed earlier than if the tool was not used.
- The new private development will have a substantial positive impact on the Ridgefield business community by providing infrastructure upgrades that will allow property to develop and will bring more jobs and commerce to Ridgefield.

City staff provided information to the Columbia River Economic Development Council (CREDC) about the proposed TIA. The CREDC provided a letter of support of the TIA, which is included in Appendix D along with all other letters received from interested parties.

For a complete summary of all public outreach efforts related to the proposed TIA, see Appendix B.

4.5 Local School District

As stated earlier in this report, the property tax levies for the Ridgefield School District and the State Schools fund would not be included in the calculation of tax allocation revenues, and therefore would not experience any foregone revenues from the TIA. Private development anticipated to occur as a result of public improvements within the proposed TIA would generate increased property tax revenues for state school funding reduce the levy rate for local school levies. Exhibit 27 shows the forecasts of the future property tax revenues that could be generated for state levies over the 25-year duration of the proposed TIA. Development within the proposed TIA would be estimated to generate $32.0 million in property tax revenues for State school funding over the 25-year forecast period.

Exhibit 27. Property Tax Revenues for State Schools, Proposed Ridgefield TIA (Nominal $)

Tax Year	Increment Value	State Schools - Original Levy Rate	State Schools - Original Revenue	State Schools Part 2 Levy Rate	State Schools Part 2 Revenue	Total Revenue from Increment
2025	$ 4,816,680	$ 1.417666	$ 6,828	$ 0.759507	$ 3,658	**$ 10,487**
2026	$ 35,674,578	$ 1.370768	$ 48,902	$ 0.734382	$ 26,199	**$ 75,100**
2027	$ 107,587,295	$ 1.325421	$ 142,598	$ 0.710087	$ 76,396	**$ 218,995**
2028	$ 306,484,004	$ 1.281575	$ 392,782	$ 0.686597	$ 210,431	**$ 603,213**
2029	$ 401,689,944	$ 1.239178	$ 497,765	$ 0.663883	$ 266,675	**$ 764,441**
2030	$ 448,781,049	$ 1.198185	$ 537,723	$ 0.641921	$ 288,082	**$ 825,805**
2031	$ 500,329,196	$ 1.158510	$ 579,636	$ 0.620665	$ 310,537	**$ 890,173**
2032	$ 555,415,385	$ 1.120149	$ 622,148	$ 0.600114	$ 333,312	**$ 955,460**
2033	$ 614,253,653	$ 1.083058	$ 665,272	$ 0.580242	$ 356,416	**$ 1,021,688**
2034	$ 677,070,138	$ 1.047195	$ 709,024	$ 0.561029	$ 379,856	**$ 1,088,880**
2035	$ 744,103,733	$ 1.012519	$ 753,419	$ 0.542452	$ 403,640	**$ 1,157,060**
2036	$ 817,200,903	$ 0.978929	$ 799,981	$ 0.524456	$ 428,586	**$ 1,228,567**
2037	$ 895,177,497	$ 0.946452	$ 847,243	$ 0.507057	$ 453,906	**$ 1,301,149**
2038	$ 978,324,642	$ 0.915053	$ 895,219	$ 0.490235	$ 479,609	**$ 1,374,828**
2039	$ 1,066,949,785	$ 0.884696	$ 943,926	$ 0.473971	$ 505,704	**$ 1,449,630**
2040	$ 1,161,377,574	$ 0.855346	$ 993,380	$ 0.458247	$ 532,198	**$ 1,525,578**
2041	$ 1,264,021,888	$ 0.826970	$ 1,045,308	$ 0.443045	$ 560,018	**$ 1,605,326**
2042	$ 1,373,359,892	$ 0.799535	$ 1,098,049	$ 0.428346	$ 588,274	**$ 1,686,323**
2043	$ 1,489,786,161	$ 0.773010	$ 1,151,619	$ 0.414136	$ 616,974	**$ 1,768,593**
2044	$ 1,613,717,230	$ 0.747365	$ 1,206,036	$ 0.400397	$ 646,127	**$ 1,852,163**
2045	$ 1,745,592,769	$ 0.722571	$ 1,261,315	$ 0.387113	$ 675,742	**$ 1,937,057**
2046	$ 1,885,876,818	$ 0.698599	$ 1,317,472	$ 0.374271	$ 705,829	**$ 2,023,301**
2047	$ 2,035,059,095	$ 0.675423	$ 1,374,526	$ 0.361854	$ 736,395	**$ 2,110,921**
2048	$ 2,193,656,366	$ 0.653016	$ 1,432,492	$ 0.349850	$ 767,450	**$ 2,199,942**
2049	$ 2,362,213,885	$ 0.631352	$ 1,491,388	$ 0.338243	$ 799,003	**$ 2,290,390**
Total			**$ 20,814,053**		**$ 11,151,016**	**$ 31,965,069**

Source: Tiberius Solutions

Development within the proposed TIA would be estimated to generate additional property tax revenues for local school funding over the 25-year forecast period. This tax revenue would not result in a net increase in total tax revenue for the local school district, but rather would reduce the levy rate that the school district imposes to produce the approved annual levy amounts for debt service and enrichment.

4.6 Local Fire Service

Exhibit 12 shown earlier in this report summarized the impact from foregone property tax revenue the proposed TIA is expected to have on each taxing district, including Clark-Cowlitz Fire Rescue. These annual impacts would be estimated to begin at 41,000 per year in 2026, increasing over time to $1,234,000 in 2049, the final year of the proposed TIA. Cumulatively, it is estimated Clark-Cowlitz Fire Rescue would forego $17.3 million of property tax revenue over the 25-year life of the TIA, or an average of $690,000 per year. The Clark-Cowlitz Fire Rescue EMS levy would also be impacted by foregone property tax revenue to the proposed TIA. The levy is only approved for a limited duration, through 2028. During this time, the levy would forego a total of $180,832 of property tax revenue, or an average of $45,208 per year for the four impacted years.

RCW requires any TIA to include a mitigation plan if the TIA will impact at least 20 percent of the assessed value of an impacted fire district. Clark-Cowlitz Fire Rescue provides service within the proposed TIA boundary and would be the only fire service provider impacted by the proposed TIA. The total assessed value of the Clark Cowlitz Fire Rescue (Clark County portion) is $9.8 billion in 2023, and is forecast to grow to $50.0 billion by 2049. Increment value for the proposed TIA would be $0 in 2024 and is forecast to grow gradually over time to nearly $2.4 billion in 2049. Thus, the proposed TIA increment value is estimated to be less than 6% of the total assessed value for Clark-Cowlitz Fire Rescue in each year of the proposed TIA, and therefore would not require a mitigation plan. The ratio of increment value to total value for Clark-Cowlitz Fire Rescue is shown in Exhibit 28.

Exhibit 28. Forecast Proposed Ridgefield TIA Increment Value as a Share of Clark-Cowlitz Fire Rescue Total Assessed Value (Tax Year 2023 to 2049).

Tax Year	District Total AV	Ridgefield TIA Increment	% of District Total
2023	$ 9,838,265,193	$ -	0.0%
2024	$ 10,438,399,370	$ -	0.0%
2025	$ 11,075,141,731	$ 4,816,680	0.0%
2026	$ 11,717,499,952	$ 35,674,578	0.3%
2027	$ 12,397,114,949	$ 107,587,295	0.9%
2028	$ 13,116,147,616	$ 306,484,004	2.3%
2029	$ 13,876,884,178	$ 401,689,944	2.9%
2030	$ 14,681,743,460	$ 448,781,049	3.1%
2031	$ 15,518,602,837	$ 500,329,196	3.2%
2032	$ 16,403,163,199	$ 555,415,385	3.4%
2033	$ 17,338,143,501	$ 614,253,653	3.5%
2034	$ 18,326,417,681	$ 677,070,138	3.7%
2035	$ 19,371,023,488	$ 744,103,733	3.8%
2036	$ 20,436,429,780	$ 817,200,903	4.0%
2037	$ 21,560,433,418	$ 895,177,497	4.2%
2038	$ 22,746,257,256	$ 978,324,642	4.3%
2039	$ 23,997,301,406	$ 1,066,949,785	4.4%
2040	$ 25,317,152,983	$ 1,161,377,574	4.6%
2041	$ 26,709,596,397	$ 1,264,021,888	4.7%
2042	$ 28,178,624,199	$ 1,373,359,892	4.9%
2043	$ 29,728,448,530	$ 1,489,786,161	5.0%
2044	$ 31,363,513,199	$ 1,613,717,230	5.1%
2045	$ 33,088,506,425	$ 1,745,592,769	5.3%
2046	$ 34,908,374,278	$ 1,885,876,818	5.4%
2047	$ 36,828,334,863	$ 2,035,059,095	5.5%
2048	$ 38,853,893,281	$ 2,193,656,366	5.6%
2049	$ 40,990,857,412	$ 2,362,213,885	5.8%

Source: Tiberius Solutions

Proposed Terms of Voluntary Mitigation

Given the potential need for mitigation in the future, the City Council may voluntarily choose to include language related to mitigation in the ordinance that establishes the TIA. Staff from the City in collaboration with staff from Clark-Cowlitz Fire Rescue have prepared the following voluntary mitigation terms, pending adoption by City Council.

Land Acquisition for Fire Service Capital Facility

The City commits to purchase property, at a not-to-exceed cost of $2,000,000, reasonably acceptable to Clark-Cowlitz Fire Rescue and approved by the City to serve as a site for a future fire station to provide service to benefit properties within the proposed TIA. The City commits to include the land purchase as part of the public improvements financed with the proceeds of the first note or bond issuance pursuant to Section 5. Acquisition by the City of the property and transfer of ownership of the property to Clark-Cowlitz Fire Rescue shall occur no later than December 31, 2025.

Early Termination of TIA If and When Debt is Repaid

The City agrees to terminate the Increment Area when all notes and bonds issued for TIA projects have been paid in full and are no longer outstanding. The City further agrees to apply all tax allocation revenues received by the City from the TIA to pay debt service on such notes or bonds.

Recurring Meetings to Evaluate Need for Further Mitigation Efforts

The City agrees to meet with Clark-Cowlitz Fire Rescue five years after the formation of the TIA, and every three years thereafter to discuss potential impacts of the TIA on fire service in the TIA, as specifically documented and supported with the following relevant data:

- Calls for service within the Increment Area, the City, and the entirety of Clark-Cowlitz Fire Rescue's service area;
- Response times for Clark-Cowlitz Fire Rescue for service calls within the Increment Area, the City, and the entirety of Clark-Cowlitz Fire Rescue's service area;
- Proposed capital needs (facilities and equipment) within the TIA, the City, and the entirety of Clark-Cowlitz Fire Rescue's service area and justification documented in an adopted Capital Facilities Plan for the basis of the need and how capital improvements will improve the level of service within the TIA;
- Property tax revenues imposed for Clark-Cowlitz Fire Rescue within the TIA, the City, and the entirety of Clark-Cowlitz Fire Rescue's service area; and
- Property tax revenues foregone by Clark-Cowlitz Fire Rescue to the Increment Area, as well as any other tax increment area that may be established in the future and impacting Clark-Cowlitz Fire Rescue.

In the event impacts on fire service are identified, the City and Clark-Cowlitz Fire Rescue will make good faith efforts to agree on additional mitigation efforts to address the impacts, taking into account the initial mitigation approved hereunder.

If the City and Clark-Cowlitz Fire Rescue are unable to agree on the need for, amount of or type of additional mitigation, the City and Clark-Cowlitz Fire Rescue agree to attempt to resolve the dispute through a mediation process prior to either party seeking to resolve the dispute through litigation.

Interlocal Agreement

The proposed mitigation terms will be specified in the Ordinance adopted by City Council to implement the TIA. Additionally, the agreements of City specified in the Ordinance shall be memorialized in an interlocal agreement between the City and Clark-Cowlitz Fire Rescue. This interlocal agreement shall be presented for consideration of the City Council within thirty days of adoption of this Ordinance. Upon approval of the final form of interlocal agreement by the City Council and the Clark-Cowlitz Fire Rescue Board of Commissioners, confirming that the form includes the agreements set forth in the Ordinance, and execution by the parties, such agreements memorialized in the interlocal agreement shall be enforceable by the parties thereto.

5 Evaluation of Risk Factors

Certain statements contained in this document reflect not historical facts but forecasts and forward-looking statements. All projections, forecasts, assumptions, and other forward-looking statements are expressly qualified in their entirety by the cautionary statements set forth in this report. All forward-looking statements are inherently subject to a variety of risks and uncertainties that could cause actual results or performance to differ materially from those that have been projected. Such risks and uncertainties include, among others, changes in regional, domestic, and international political, social, and economic conditions; federal, state, and local statutory and regulatory initiatives; litigation, population changes; technological change; and various other events, conditions, and circumstances, many of which are beyond the control of the City.

Per RCW 39.114.010(6)(e), the Office of the State Treasurer reviewed a draft version of this report, and provided the City with comments and recommendations related to the risks of the proposed financing plan in their Tax Increment Financing Project Analysis Review, included as Appendix E. Additionally, a memorandum addressing the recommendations from the Office of the State Treasurer is included as Appendix F.

5.1 General Economic Conditions

The City monitors economic changes in the region and on the national landscape. The City has seen reduced single-family residential permits issued in 2022 when compared to the previous two years. Current land use applications are up for commercial retail projects. Many businesses continue to struggle to fill job openings and supply chain issues have caused inflationary pressures on residents and the City. The City has seen increased costs for public works construction projects, basic services and supplies that support the public services provided to Ridgefield residents.

5.2 Future Assessed Values and Tax Rates

This report forecasts future property tax allocation revenues based on the assumed timing and value of new construction in the proposed TIA, future appreciation of those properties once they have been constructed, and future changes in property tax rates applicable to the calculation of tax allocation revenues. All of these factors are subject to uncertainty, and future tax allocation revenues could be higher or lower than forecast in this report. Factors that could result in lower collections of tax allocation revenues include:

- **Delays in construction of private projects in the proposed TIA.** The proposed TIA is limited to 25 years of tax allocation revenue collection. Any delay in private construction would reduce the total amount of tax allocation revenues collected during the 25-year duration.
- **Lower than anticipated valuation of private projects in the proposed TIA.** This report estimates the value of new construction based on assumed construction costs. The Clark County Assessor would ultimately determine the value of new construction, in part, based on the net operating income of the properties at stabilization. It is likely that the Assessor would determine the market value of improvements in the proposed TIA would exceed their construction costs, but the actual determination of value depends on market conditions at the time the new construction is added to the tax roll. If the Assessor values new construction in the proposed TIA at less than the amounts assumed in this report, it would reduce the total amount of tax allocation revenues collected during the 25-year duration.
- **Lower appreciation of property values for properties inside the proposed TIA than countywide.** The rate of appreciation of property values countywide determines annual changes in applicable tax rates. This report assumes property values inside the proposed TIA would appreciate at the same rate as properties countywide. If properties in the proposed TIA appreciate at a faster rate than countywide, it would increase the total amount of tax allocation revenues collected during the 25-year duration. However, if properties in the proposed TIA appreciate more slowly than properties countywide, it would reduce the total amount of tax allocation revenues collected during the 25-year duration.

5.3 Future Public Costs of Construction and/or Borrowing

This report estimates the future timing and value of construction of public projects partially or fully funded by the proposed TIA. The actual timing and cost of these projects is uncertain and could be affected by factors outside of the City’s control. The terms of future indebtedness are also uncertain. Changes in interest rate, amortization period, and other factors could result in a total cost of borrowing that exceeds the assumptions used in this report. Borrowing assumptions in this report were developed with the assistance of the City’s financial advisors and reflect conservative financing assumptions based on current market conditions.

Ultimately, if public construction costs are higher than anticipated or the cost of borrowing is higher than anticipated in this report, the City could cover those higher costs by allocating more of its general tax levy than is forecast in this report. Alternatively, the City could seek other funding sources or eliminate or redesign elements of the public improvements to reduce the total cost to the City.

5.4 Other City Revenues

The City would expect to pay a portion of the costs of the public infrastructure in the proposed TIA with other legally available City revenues. General economic conditions, in addition to conditions within the proposed TIA could affect taxable sales, real estate transactions, and other taxable events. The City would be obligated to pay debt service on its limited tax general obligation bonds even if City revenues are negatively affected by these or other conditions.

5.5 Non-Voted Debt Limit

The City’s ability to issue limited tax general obligation bonds is limited by assessed value within the City at the time the bonds are issued. A decline in assessed value in the City, or growth that is slower than expected, could constrain the City’s non-voted debt capacity and ability to finance proposed TIA (and other) projects with non-voted debt. If the City is required to fund a greater share of project costs on a pay-go basis due to debt capacity constraints, the pace of the investment may be slowed with resulting impacts on private development.

5.6 Seismic Activity and Other Natural Disasters

The City can give no assurance regarding the effect of an earthquake, a tsunami from seismic activity in Washington or in other areas, a volcano, mudslide, or other natural disaster, or that surrounding facilities and infrastructure could or would be rebuilt and reopened in a timely manner following a major earthquake or other natural disaster.

5.7 Initiatives and Referenda

In recent years, there have been a number of initiatives filed in the State, including initiatives targeting fees and taxes imposed by local governments or subjecting local governments to additional requirements. The City cannot predict whether this trend will continue, whether any filed initiatives will receive the requisite signatures to be certified for the ballot, whether such initiatives will be approved by the voters, whether, if challenged, such initiatives will be upheld by the courts and whether any current or future initiative could have a material adverse impact on the City’s finances or operations.

5.8 City of Ridgefield's Approach to Financial Uncertainty

The City has considered all of the issues identified above. The City intends to secure the debt with a pledge of both tax allocation revenues and the City's general tax levy. Some of the potential risk factors could be addressed by delaying the timing of the proposed indebtedness or reducing the list of projects to be funded by the indebtedness. The City anticipates incurring the indebtedness in 2024 when multiple private development projects within the proposed TIA should either be completed or under construction. If those private construction efforts are delayed or substantially reduced in value, the City could choose to alter their approach to the planned indebtedness. The City has considered, and will continue to consider alternative financing structures that may be employed to address any of the risk factors identified in this report.

Appendix A: Tax lots included in the Proposed Ridgefield TIA Boundary

2022 Values for 2023 Taxes

Property Identification Number	Tax Code Area	Total Market Value	Total Taxable Value	Acres	Zone
213954000	122000	$230,670	$230,670	0.9	CRB
213955000	122000	$213,290	$213,290	0.3	CCB
213956001	122000	$1,223,530	$1,223,530	5.2	CRB
213959000	122000	$191,840	$803	2.2	CCB
213960000	122000	$3,390,530	$11,447	20.5	CCB
213961000	122000	$321,530	$0	3.6	CCB
213962000	122000	$2,860	$0	0.0	CCB
213968000	122000	$1,250,480	$1,250,480	0.7	CCB
213969000	122000	$370,865	$370,865	8.2	E
213970000	122000	$424,050	$0	0.6	CCB
213971000	122000	$963,050	$963,050	2.4	CRB
213976000	122000	$1,086,910	$1,086,910	4.5	CRB
213978000	122000	$2,678,390	$2,678,390	21.7	CRB
213983000	122000	$210,760	$210,760	0.7	CRB
213989000	122000	$2,328,926	$128,570	33.3	E
213997000	122000	$873,400	$873,400	2.0	CCB
213998000	122000	$913,660	$913,660	2.0	CCB
214001000	122000	$358,481	$358,481	1.0	CRB
214009000	122000	$366,520	$354,420	0.9	CCB
214012000	122000	$316,580	$316,580	1.0	CCB
214013000	122000	$582,780	$582,780	5.9	CRB
214014000	122000	$150,260	$0	1.4	CRB
214016000	122000	$418,000	$418,000	1.5	CRB
214018000	122000	$476,850	$476,850	4.9	CRB
214019000	122000	$769,560	$769,560	3.4	CRB
214021000	122000	$1,227,600	$1,227,600	13.9	CRB
214022000	122000	$1,258,400	$1,258,400	5.8	CCB
214026000	122000	$503,140	$0	3.6	CRB

Property Identification Number	Tax Code Area	Total Market Value	Total Taxable Value	Acres	Zone
214038000	122000	$693,550	$693,550	4.9	CRB
214039000	122000	$773,410	$773,410	5.5	CRB
214054000	122000	$419,650	$419,650	0.9	CRB
214058000	122000	$366,520	$366,520	1.5	CRB
214071000	122000	$7,151,400	$7,151,400	4.5	CCB
986052056	122000	$110,000	$0	0.3	E
986052540	122000	$962,940	$962,940	0.5	CCB
986052541	122000	$460,020	$460,020	0.8	CCB
986052542	122000	$238,040	$238,040	0.5	CCB
986052543	122000	$217,360	$217,360	0.4	CCB
986052544	122000	$551,980	$551,980	1.0	CCB
986052545	122000	$1,770,945	$1,770,945	3.9	CCB
986052546	122000	$0	$0	0.4	CCB
986052547	122000	$0	$0	0.4	CCB
986054859	122000	$1,438,700	$1,438,700	0.6	CCB
986054860	122000	$1,439,400	$1,439,400	0.6	CCB
986054861	122000	$1,439,400	$1,439,400	0.7	CCB
986054862	122000	$1,439,400	$1,439,400	0.6	CCB
986054863	122000	$0	$0	0.4	CCB
986056272	122000	$420,915	$0	0.6	CCB
986056273	122000	$984,720	$984,720	0.7	CCB
986056274	122000	$486,310	$486,310	0.5	CCB
986056275	122000	$310,805	$0	0.5	CCB
986056276	122000	$455,400	$0	0.7	CCB
986056277	122000	$580,745	$0	1.0	CCB
986056278	122000	$580,745	$0	1.0	CCB
986056279	122000	$638,825	$0	1.0	CCB
986060219	122000	$3,632,750	$3,632,750	21.4	CRB
986061643	122000	$1,385,046	$1,385,046	20.1	E
986061644	122000	$1,564,566	$1,564,566	22.4	E
986062364	122000	$200,864	$200,864	0.8	CRB
215620000	122000	$2,628,387	$890,819	27.7	E
215624000	122000	$1,943,729	$6,146	18.0	E
215605000	122000	$1,336,140	$288,923	24.8	E
215592000	122000	$861,520	$7,956	20.6	E

Property Identification Number	Tax Code Area	Total Market Value	Total Taxable Value	Acres	Zone
215396000	122000	$453,420	$3,488	11.6	E
215590000	122000	$1,183,460	$241,825	25.2	E
215593000	122000	$971,531	$3,681	11.3	E
215609000	122000	$296,252	$129,833	2.2	E
215608000	122000	$286,220	$810	2.2	E
213979000	122000	$3,408,400	$3,408,400	5.8	CRB
214069000	122000	$1,293,710	$1,293,710	3.7	CRB
214017000	122000	$778,140	$778,140	3.5	CRB
213994000	122000	$373,890	$373,890	0.9	CRB
213999000	122000	$407,770	$407,770	0.9	CRB
214068000	122000	$204,820	$204,820	0.4	CRB
986052937	122000	$623,920	$623,920	0.9	CRB
986052942	122000	$1,140,398	$1,140,398	1.7	CRB
986052940	122000	$214,665	$214,665	0.3	CRB
986052939	122000	$315,288	$315,288	0.5	CRB
986052938	122000	$254,925	$254,925	0.4	CRB
986052941	122000	$194,535	$194,535	0.3	CRB
986053060	122000	$362,230	$362,230	0.5	CRB
214215000	122000	$1,067,281	$1,067,281	7.4	E
215367000	122000	$1,389,132	$1,389,132	6.6	E
215369000	122000	$1,288,764	$1,288,764	5.5	E
214002000	122000	$665,500	$665,500	0.8	CRB
213963000	122000	$4,253,150	$4,253,150	17.6	CRB
214053015	122000	$982,300	$982,300	6.7	CRB
213973000	122000	$506,960	$495,740	4.2	E
214053000	122000	$5,599,880	$5,599,880	21.4	CRB
212790000	122019	$719,950	$719,950	16.1	E
212806000	122019	$1,469,160	$1,469,160	9.8	E
212804000	122019	$22,990	$22,990	0.3	E
212808000	122019	$234,300	$234,300	1.5	E
212770000	122019	$2,287,450	$2,287,450	19.5	E
212769000	122019	$4,209,150	$4,174,500	26.3	E
986047190	122027	$367,290	$367,290	3.7	E
214213000	122024	$1,151,194	$1,151,194	5.2	CRB
214228000	122024	$1,048,630	$3,810	10.5	CRB

Property Identification Number	Tax Code Area	Total Market Value	Total Taxable Value	Acres	Zone
214225000	122024	$393,360	$5,055	15.1	CRB
214224000	122024	$570,350	$1,198	4.1	CRB
214232000	122024	$639,760	$1,587	4.4	CRB
214199000	122024	$1,123,144	$3,311	9.6	CRB
214207000	122024	$775,544	$775,544	19.1	E
214233000	122024	$182,050	$2,195	6.1	E
214208000	122024	$710,930	$710,930	13.4	E
214231000	122024	$88,000	$1,264	4.0	E
214198000	122024	$270,490	$4,149	11.5	E
214206000	122024	$420,860	$7,195	20.0	E
214244000	122024	$93,720	$1,145	3.3	E
214237000	122024	$163,350	$1,688	5.1	E
214238000	122024	$79,200	$1,841	4.9	E
214192000	122024	$503,624	$349,088	9.4	E
214219000	122024	$2,413,840	$28,870	76.3	E
214240000	122024	$177,760	$1,740	5.0	E
214241000	122024	$161,040	$1,729	4.9	E
214239000	122024	$220,000	$1,833	5.0	E
214194000	122024	$2,319,254	$586,463	25.7	E
214229000	122024	$160,160	$160,160	3.6	E
214234000	122024	$780,640	$780,640	4.9	E
214202002	122024	$183,480	$1,655	4.7	E
215444003	122000	$608,533	$608,533	2.4	E
215444004	122000	$927,175	$927,175	4.0	E
986059599	122000	$3,348,730	$3,348,730	4.4	CCB
215336000	122000	$130,733	$130,733	1.3	E
214197000	122024	$4,745,227	$244,407	36.5	CRB
986052936	122000	$1,355,090	$1,355,090	2.0	CRB
213957000	122024	$184,030	$337	0.6	CRB
214195000	122000	$2,890,250	$0	7.6	CRB
214227000	122024	$74,800	$74,800	1.7	EM
214196000	122024	$3,833,280	$0	10.1	CRB
212803000	122019	$537,631	$537,631	2.8	E
Total		**$131,679,784**	**$91,510,746**		

Source: Tiberius Solutions with data provided by the Clark County Assessor's Office, 2022 Values for 2023 Taxes

2023 Values for 2024 Taxes

Property Identification Number	Tax Code Area	Total Market Value	Total Taxable Value	Acres
212769000	122019	$4,591,950	$4,591,950	26.3
212770000	122019	$2,516,195	$2,516,195	19.6
212790000	122019	$650,436	$650,436	4.2
212803000	122019	$1,861,913	$1,861,913	14.6
212804000	122019	$25,289	$25,289	0.3
212806000	122019	$1,616,076	$1,616,076	9.8
212808000	122019	$257,730	$257,730	1.5
213954000	122000	$253,737	$253,737	0.9
213955000	122000	$234,619	$234,619	0.3
213956001	122000	$1,001,593	$1,001,593	9.8
213957000	122024	$202,433	$356	0.6
213959000	122000	$211,024	$850	2.2
213960000	122000	$3,331,115	$11,566	18.6
213961000	122000	$752,151	$0	3.6
213962000	122000	$3,146	$0	0.0
213963000	122000	$4,678,465	$4,678,465	17.6
213968000	122000	$1,375,528	$1,375,528	0.7
213969000	122000	$40,777	$40,777	8.2
213970000	122000	$466,455	$466,455	0.6
213971000	122000	$1,059,355	$1,059,355	2.4
213973000	122000	$542,314	$542,314	4.2
213976000	122000	$572,089	$572,089	2.0
213978000	122000	$2,415,403	$2,415,403	15.7
213979000	122000	$3,749,200	$3,749,200	5.8
213983000	122000	$231,836	$231,836	0.7
213989000	122000	$2,557,367	$137,078	33.3
213992000	122000	$79,860	$79,860	1.8
213994000	122000	$411,279	$411,279	0.9
213997000	122000	$960,740	$960,740	2.0
213998000	122000	$1,005,026	$1,005,026	2.0
213999000	122000	$448,547	$448,547	0.9
214001000	122000	$400,578	$400,578	1.0
214002000	122000	$573,056	$573,056	0.8

Property Identification Number	Tax Code Area	Total Market Value	Total Taxable Value	Acres
214009000	122000	$389,862	$389,862	0.9
214012000	122000	$348,238	$348,238	1.0
214013000	122000	$641,058	$641,058	5.7
214014000	122000	$165,286	$0	1.4
214016000	122000	$459,800	$459,800	1.5
214017000	122000	$855,954	$855,954	3.5
214018000	122000	$524,535	$524,535	4.8
214019000	122000	$846,516	$846,516	3.4
214021000	122000	$1,478,863	$1,478,863	11.1
214022000	122000	$1,384,240	$1,384,240	5.8
214026000	122000	$553,454	$0	3.6
214038000	122000	$2,211,094	$2,211,094	17.3
214039000	122000	$1,859,528	$1,859,528	10.1
214053000	122000	$6,159,868	$6,159,868	21.4
214053015	122000	$1,080,530	$1,080,530	6.7
214054000	122000	$2,192,400	$2,192,400	6.8
214058000	122000	$945,616	$945,616	4.9
214068000	122000	$225,302	$225,302	0.4
214069000	122000	$1,423,081	$1,423,081	3.7
214071000	122000	$7,866,500	$7,866,500	4.6
214192000	122024	$553,986	$378,524	9.4
214194000	122024	$2,548,179	$641,735	25.7
214195000	122000	$3,179,275	$0	7.6
214196000	122024	$4,115,410	$0	9.9
214197000	122024	$5,200,717	$265,014	35.7
214198000	122024	$297,539	$4,392	11.6
214199000	122024	$1,235,458	$3,505	9.6
214202002	122024	$201,828	$1,505	4.7
214206000	122024	$462,946	$7,610	20.0
214207000	122024	$797,559	$797,559	17.6
214208000	122024	$782,023	$782,023	13.4
214213000	122024	$1,266,313	$1,266,313	5.2
214215000	122000	$1,174,009	$1,174,009	7.4
214219000	122024	$2,655,224	$30,566	76.3
214224000	122024	$627,385	$1,268	4.1

Property Identification Number	Tax Code Area	Total Market Value	Total Taxable Value	Acres
214225000	122024	$432,696	$5,355	15.1
214227000	122024	$82,280	$82,280	1.7
214228000	122024	$1,153,493	$4,030	10.5
214229000	122024	$176,176	$176,176	3.6
214231000	122024	$96,800	$1,339	4.0
214232000	122024	$703,736	$1,679	4.4
214233000	122024	$200,255	$2,320	6.1
214234000	122024	$855,704	$855,704	4.9
214237000	122024	$179,685	$1,785	5.1
214238000	122024	$87,120	$1,950	4.9
214239000	122024	$242,000	$1,939	5.0
214240000	122024	$195,536	$1,841	5.0
214241000	122024	$177,144	$1,828	4.9
214244000	122024	$103,092	$1,212	3.3
215336000	122000	$143,806	$143,806	1.3
215367000	122000	$1,342,068	$1,342,068	6.6
215369000	122000	$1,182,321	$1,182,321	5.5
215396000	122000	$498,762	$3,692	11.6
215444003	122000	$3,298,300	$3,298,300	2.4
215444004	122000	$1,019,892	$1,019,892	4.0
215590000	122000	$1,298,806	$262,216	25.2
215592000	122000	$947,672	$8,221	20.6
215593000	122000	$1,068,684	$3,895	11.4
215605000	122000	$1,466,754	$314,355	24.8
215608000	122000	$314,842	$857	2.2
215609000	122000	$325,877	$142,796	2.3
215620000	122000	$3,619,646	$1,707,722	27.7
215624000	122000	$1,664,211	$6,506	18.0
601843000	122000	$13,310	$13,310	0.0
602965000	122000	$242	$0	0.0
606996000	122000	$1,452	$1,452	0.0
610939000	122019	$38,115	$38,115	0.0
611388000	122000	$12,342	$12,342	0.0
986044069	122000	$0	$0	0.4
986047190	122027	$404,019	$404,019	3.7

Property Identification Number	Tax Code Area	Total Market Value	Total Taxable Value	Acres
986048976	122000	$0	$0	6.9
986052056	122000	$121,000	$0	0.3
986052540	122000	$1,059,234	$1,059,234	0.5
986052541	122000	$506,022	$506,022	0.8
986052542	122000	$261,844	$261,844	0.5
986052543	122000	$239,096	$239,096	0.4
986052544	122000	$607,178	$607,178	1.0
986052545	122000	$2,796,855	$2,796,855	3.9
986052546	122000	$0	$0	0.4
986052547	122000	$0	$0	0.4
986052936	122000	$1,490,599	$1,490,599	2.0
986052937	122000	$2,155,252	$2,155,252	0.9
986052938	122000	$280,418	$280,418	0.4
986052939	122000	$346,816	$346,816	0.5
986052940	122000	$236,132	$236,132	0.3
986052941	122000	$213,989	$213,989	0.3
986052942	122000	$6,365,356	$6,365,356	1.7
986053060	122000	$398,453	$398,453	0.5
986054859	122000	$1,582,600	$1,582,600	0.6
986054860	122000	$1,583,300	$1,583,300	0.6
986054861	122000	$1,583,300	$1,583,300	0.7
986054862	122000	$1,583,300	$1,583,300	0.6
986054863	122000	$0	$0	0.4
986056272	122000	$463,007	$463,007	0.6
986056273	122000	$1,083,192	$1,083,192	0.7
986056274	122000	$534,941	$534,941	0.5
986056275	122000	$341,886	$341,886	0.5
986056276	122000	$500,940	$500,940	0.7
986056277	122000	$638,820	$638,820	1.0
986056278	122000	$638,820	$638,820	1.0
986056279	122000	$702,708	$702,708	1.0
986059599	122000	$2,097,685	$2,097,685	2.9
986060219	122000	$557,387	$557,387	2.3
986061643	122000	$1,523,551	$1,523,551	20.1
986061644	122000	$1,721,023	$1,721,023	22.4

Property Identification Number	Tax Code Area	Total Market Value	Total Taxable Value	Acres
986062364	122000	$220,951	$220,951	0.8
986063164	122000	$1,762,668	$1,762,668	0.3
986063165	122000	$145,442	$145,442	0.2
986063166	122000	$740,036	$740,036	0.2
986063167	122000	$132,858	$132,858	0.2
986063168	122000	$316,246	$316,246	0.5
Total		**$156,666,601**	**$116,874,132**	

Source: Tiberius Solutions with data provided by the Clark County Assessor's Office, 2023 Values for 2024 Taxes

Appendix B: Summary of Public Outreach

Public outreach included two briefings with the general public, placing information on the Ridgefield Roundtable website, interviews and updates with representatives of local businesses, community organizations and taxing districts.

B.1 General Public

Public Briefings

As required by RCW 39.114.020(7)(a), the City held two public briefings for the community regarding the TIA project and the public improvements needed to serve the TIA. These public briefings were held on July 13, 2023, and October 26, 2023, and announced to the public at least two weeks prior to the date each briefing was held by publishing notice in The Columbian, a legal newspaper of general circulation in the City and the greater Clark County area, and by posting information on the City's website and on all of its social media sites. Each public briefing included a description of the TIA, the public improvements proposed to be financed with tax allocation revenues derived from the TIA, and a detailed estimate of tax revenues for the participating local governments and taxing districts, including the amounts allocated to the public improvements serving the TIA. The City also has provided additional briefings and copies of the Report for elected and administrative officials of the City itself, Clark County, Fort Ridgefield Library, the Port of Ridgefield and the Ridgefield School District. The following summarizes the input at the TIA Public Briefing 1:

- Four representatives of Clark Cowlitz Fire and Rescue testified that they were opposed to the TIA without some type of mitigation for the fire district.
- Two Ridgefield residents testified that they were concerned about the impact of the proposed TIA on the Clark Cowlitz Fire and Rescue.
- An officer in the Ridgefield Police Department testified that she was supportive of the TIA due to its ability to fund improvements in the infrastructure and the positive impact on the community through new development and the increased sales taxes that would support the city.

Ridgefield Roundtable Website

A list of Frequently Asked Questions (FAQs) was published on Ridgefield Roundtable (www.RidgefieldRoundtable.org/Tax-Increment-Area) as well as notices of the Public Briefings.

Additional Public Meetings

In addition to the meeting described earlier, the Ridgefield City Council held open public meetings on February 9, 2023 and May 11, 2023 to discuss the proposed TIA. These meetings were advertised in advance to the general public.

B.2 Local Businesses

The consulting team and City staff engaged in individual interviews with two key developers in the proposed TIA boundary. In addition, City staff provided a briefing to the Ridgefield Chamber of Commerce on July 26, 2023. The points below summarize that input.

- All interviewees were supportive of the public projects proposed in the TIA.
- There was no opposition to using the tax increment financing tool. There was overall approval that the tool would allow the improvements to be constructed earlier than if the tool was not used.
- The new private development will have a substantial positive impact on the Ridgefield business community by providing infrastructure upgrades that will allow property to develop and will bring more jobs and commerce to Ridgefield.

City staff provided information to the Columbia River Economic Development Council (CREDC) about the proposed TIA. The CREDC provided a letter of support of the TIA (included as part of Appendix D).

B.3 Taxing Districts/Other Governmental Agencies:

All impacted taxing districts were formally informed of the City of Ridgefield's consideration of a proposed TIA by email on May 25, 2023. The taxing districts were offered individual briefings. City staff had conversations with Clark County, Fort Vancouver Library, Clark Cowlitz Fire Rescue, the Port of Ridgefield, the Clark Regional Wastewater District and the Ridgefield School District. City staff and a member of the consulting team provided individual briefings to the Ridgefield School District (June 8), Clark County (June 29), Fort Vancouver Library (May 1), the Port of Ridgefield (June 14), the Clark Regional Wastewater District (August 25) and the Clark Cowlitz Fire Rescue at a public meeting on June 8.

The information provided was the same information as provided in the first public briefing: the reason behind creating a tax increment area, a description of the tax increment area, how tax increment financing works, the public improvements proposed to be financed with the tax allocation revenues and a detailed estimate of tax revenues for the participating local governments and taxing districts including the amounts allocated to the public improvements.

Letters of support of the TIA are included in Appendix D and were received from the Port of Ridgefield and the Clark Regional Wastewater District

Clark Cowlitz Fire Rescue expressed their concerns about the impact of the proposed TIA on their operating budget and asked for a joint Ridgefield City Council/Clark Cowlitz Fire Rescue board meeting, which was held on September 13, 2023. Staff from the City and Clark Cowlitz Fire Rescue had multiple conversations about the impact of the proposed TIA on fire service and the potential for mitigation measures, which resulted in a voluntary mitigation agreement described in Section 4.6 of the Project Analysis Report.

All impacted taxing districts were also sent notices of the two public briefings. In addition, there were meetings with the Washington State Treasurer's office, the Clark County Assessor's office, Clark County Treasurer's office and the Washington Department of Revenue to ensure coordination on the project and identification of issues for the project. As required by statute, certified copies of the adopted ordinance will be sent to the county treasurer, the county assessor, and the governing body of each taxing district within which the TIA is located within ten days of the ordinance adoption.

Public outreach included two briefings with the general public, placing information on the Ridgefield Roundtable website, interviews and updates with representatives of local businesses, community organizations and taxing districts.

Appendix C: Alternate Scenario[7]

The City evaluated a more conservative financial scenario, in terms of both the anticipated growth within the TIA, and the financing terms for indebtedness incurred. This alternative scenario retained the anticipated value from the short-term known development projects in the TIA, but reduced the anticipated value of long-term speculative new construction by 50%. Additionally, the scenario increased the assumed interest rate on future LTGO bonds by 0.5%. This alternative scenario is intended to inform the City of the potential impact on tax allocation revenues and the City's general fund resources, if conditions are less favorable than anticipated.

Exhibit 29 shows the assumed value from new construction in the alternate scenario.

[7] This section was completed in May 2023 with assessment data from tax year 2023. It does not reflect assessment data for tax year 2024, released in October 2023, nor does it reflect minor boundary revisions subsequent to May 2023.

Exhibit 29. Assessed Value from New Construction, Alternate Scenario, Proposed Ridgefield TIA

	2023$				Nominal $
Tax Year	From Known Development	From Speculative Development	Expiration of Tax Exemptions	Total	Total
2025	$ -	$ -	$ 246,638	$ 246,638	$ 269,334
2026	$ 5,146,041	$ 9,240,000	$ 246,638	$ 14,632,679	$ 15,991,371
2027	$ 36,912,079	$ 9,240,000	$ 2,116,249	$ 48,268,327	$ 55,190,855
2028	$ 137,846,418	$ 9,240,000	$ 2,445,674	$ 149,532,091	$ 178,451,043
2029	$ 42,902,512	$ 9,240,000	$ 246,638	$ 52,389,149	$ 65,300,242
2030	$ -	$ 9,240,000	$ 246,638	$ 9,486,638	$ 12,368,524
2031	$ -	$ 9,690,000	$ 246,638	$ 9,936,638	$ 13,537,494
2032	$ -	$ 9,690,000	$ 246,638	$ 9,936,638	$ 14,146,682
2033	$ -	$ 9,690,000	$ 246,638	$ 9,936,638	$ 14,783,282
2034	$ -	$ 9,690,000	$ 246,638	$ 9,936,638	$ 15,448,530
2035	$ -	$ 9,690,000	$ 246,638	$ 9,936,638	$ 16,143,714
2036	$ -	$ 10,160,000	$ 246,638	$ 10,406,638	$ 17,667,245
2037	$ -	$ 10,160,000	$ 246,638	$ 10,406,638	$ 18,462,271
2038	$ -	$ 10,160,000	$ 246,638	$ 10,406,638	$ 19,293,073
2039	$ -	$ 10,160,000	$ 246,638	$ 10,406,638	$ 20,161,262
2040	$ -	$ 10,160,000	$ 246,638	$ 10,406,638	$ 21,068,519
2041	$ -	$ 10,650,000	$ 246,638	$ 10,896,638	$ 23,052,157
2042	$ -	$ 10,650,000	$ 246,638	$ 10,896,638	$ 24,089,504
2043	$ -	$ 10,650,000	$ 246,638	$ 10,896,638	$ 25,173,531
2044	$ -	$ 10,650,000	$ 246,638	$ 10,896,638	$ 26,306,340
2045	$ -	$ 10,650,000	$ 246,638	$ 10,896,638	$ 27,490,125
2046	$ -	$ 10,650,000	$ 246,638	$ 10,896,638	$ 28,727,181
2047	$ -	$ 10,650,000	$ 246,638	$ 10,896,638	$ 30,019,905
2048	$ -	$ 10,650,000	$ 246,638	$ 10,896,638	$ 31,370,800
2049	$ -	$ 10,650,000	$ 246,638	$ 10,896,638	$ 32,782,486
Total	**$ 222,807,049**	**$ 241,300,000**	**$ 10,234,585**	**$ 474,341,634**	**$ 747,295,470**

Source: Tiberius Solutions with data and input from the Clark County Assessor and City of Ridgefield

Exhibit 30 shows the assumed forecast of future growth in assessed value in the TIA with the more conservative assumptions for future construction value. The total assessed value of the TIA in its final year (2049) is estimated to be $1.7 billion, compared to nearly $2.5 billion in the baseline scenario, a reduction of nearly one-third of the total forecast value.

Exhibit 30. Assessed Value Forecast, Alternate Scenario, Proposed Ridgefield TIA (Nominal $)

Tax Year	Prior Year	PLUS: Appreciation of Existing Property	PLUS: New Construction	Total
2023				$ 90,973,115
2024	$ 90,973,115	$ 4,093,790	$ -	$ 95,066,905
2025	$ 95,066,905	$ 4,278,011	$ 269,334	$ 99,614,250
2026	$ 99,614,250	$ 4,482,641	$ 15,991,371	$ 120,088,262
2027	$ 120,088,262	$ 5,403,972	$ 55,190,855	$ 180,683,089
2028	$ 180,683,089	$ 8,130,739	$ 178,451,043	$ 367,264,871
2029	$ 367,264,871	$ 16,526,919	$ 65,300,242	$ 449,092,032
2030	$ 449,092,032	$ 20,209,141	$ 12,368,524	$ 481,669,697
2031	$ 481,669,697	$ 21,675,136	$ 13,537,494	$ 516,882,327
2032	$ 516,882,327	$ 23,259,705	$ 14,146,682	$ 554,288,714
2033	$ 554,288,714	$ 24,942,992	$ 14,783,282	$ 594,014,988
2034	$ 594,014,988	$ 26,730,674	$ 15,448,530	$ 636,194,192
2035	$ 636,194,192	$ 28,628,739	$ 16,143,714	$ 680,966,645
2036	$ 680,966,645	$ 30,643,499	$ 17,667,245	$ 729,277,389
2037	$ 729,277,389	$ 32,817,483	$ 18,462,271	$ 780,557,143
2038	$ 780,557,143	$ 35,125,071	$ 19,293,073	$ 834,975,287
2039	$ 834,975,287	$ 37,573,888	$ 20,161,262	$ 892,710,437
2040	$ 892,710,437	$ 40,171,970	$ 21,068,519	$ 953,950,926
2041	$ 953,950,926	$ 42,927,792	$ 23,052,157	$ 1,019,930,875
2042	$ 1,019,930,875	$ 45,896,889	$ 24,089,504	$ 1,089,917,268
2043	$ 1,089,917,268	$ 49,046,277	$ 25,173,531	$ 1,164,137,076
2044	$ 1,164,137,076	$ 52,386,168	$ 26,306,340	$ 1,242,829,584
2045	$ 1,242,829,584	$ 55,927,331	$ 27,490,125	$ 1,326,247,040
2046	$ 1,326,247,040	$ 59,681,117	$ 28,727,181	$ 1,414,655,338
2047	$ 1,414,655,338	$ 63,659,490	$ 30,019,905	$ 1,508,334,733
2048	$ 1,508,334,733	$ 67,875,063	$ 31,370,800	$ 1,607,580,596
2049	$ 1,607,580,596	$ 72,341,127	$ 32,782,486	$ 1,712,704,209

Note: Dollar values in this summary exhibit may differ than other exhibits in the report due to rounding
Source: Tiberius Solutions

Exhibit 31 shows the forecast of tax allocation revenues in the alternate scenario, combining the forecasts of future assessed value in the proposed TIA and applicable tax rates. Annual tax allocation revenues are expected to be $15,670 in 2025, increasing to $2.1 million in its final year in 2049. Total tax allocation revenue over 25 years is expected to equal $32.8 million, which is 25% lower than the $44.0 million forecast in the baseline scenario.

Exhibit 31. Tax Allocation Revenues, Alternate Scenario, Proposed Ridgefield TIA (Nominal $)

Tax Year	Assessed Value: Total	Assessed Value: Base Value	Assessed Value: Increment	Levy Rate	Tax Allocation
2023	$ 90,973,115	$ 90,973,115		$ 3.683312	$ -
2024	$ 95,066,905	$ 95,066,905	$ -	$ 3.561808	$ -
2025	$ 99,614,250	$ 95,066,905	$ 4,547,345	$ 3.445910	$ 15,670
2026	$ 120,088,262	$ 95,066,905	$ 25,021,357	$ 3.331921	$ 83,369
2027	$ 180,683,089	$ 95,066,905	$ 85,616,184	$ 3.222564	$ 275,904
2028	$ 367,264,871	$ 95,066,905	$ 272,197,966	$ 3.116737	$ 848,369
2029	$ 449,092,032	$ 95,066,905	$ 354,025,127	$ 2.605687	$ 922,479
2030	$ 481,669,698	$ 95,066,905	$ 386,602,793	$ 2.520070	$ 974,266
2031	$ 516,882,329	$ 95,066,905	$ 421,815,424	$ 2.436728	$ 1,027,849
2032	$ 554,288,716	$ 95,066,905	$ 459,221,811	$ 2.356144	$ 1,081,993
2033	$ 594,014,990	$ 95,066,905	$ 498,948,085	$ 2.278223	$ 1,136,715
2034	$ 636,194,195	$ 95,066,905	$ 541,127,290	$ 2.202879	$ 1,192,038
2035	$ 680,966,648	$ 95,066,905	$ 585,899,743	$ 2.130025	$ 1,247,981
2036	$ 729,277,392	$ 95,066,905	$ 634,210,487	$ 2.059447	$ 1,306,123
2037	$ 780,557,146	$ 95,066,905	$ 685,490,241	$ 1.991209	$ 1,364,955
2038	$ 834,975,291	$ 95,066,905	$ 739,908,386	$ 1.925232	$ 1,424,496
2039	$ 892,710,441	$ 95,066,905	$ 797,643,536	$ 1.861441	$ 1,484,766
2040	$ 953,950,930	$ 95,066,905	$ 858,884,025	$ 1.799762	$ 1,545,787
2041	$ 1,019,930,879	$ 95,066,905	$ 924,863,974	$ 1.740127	$ 1,609,380
2042	$ 1,089,917,273	$ 95,066,905	$ 994,850,368	$ 1.682470	$ 1,673,805
2043	$ 1,164,137,081	$ 95,066,905	$ 1,069,070,176	$ 1.626722	$ 1,739,080
2044	$ 1,242,829,589	$ 95,066,905	$ 1,147,762,684	$ 1.572822	$ 1,805,226
2045	$ 1,326,247,046	$ 95,066,905	$ 1,231,180,141	$ 1.520706	$ 1,872,264
2046	$ 1,414,655,344	$ 95,066,905	$ 1,319,588,439	$ 1.470317	$ 1,940,214
2047	$ 1,508,334,740	$ 95,066,905	$ 1,413,267,835	$ 1.421598	$ 2,009,098
2048	$ 1,607,580,603	$ 95,066,905	$ 1,512,513,698	$ 1.374491	$ 2,078,937
2049	$ 1,712,704,216	$ 95,066,905	$ 1,617,637,311	$ 1.328946	$ 2,149,752
Total					**$ 32,810,517**

Source: Tiberius Solutions

Exhibit 32 shows the more conservative estimated terms of indebtedness for the alternate scenario. The total amount of project funds are estimated to be the same, but the true interest cost and aggregate par amount are higher than in the baseline scenario.

Exhibit 32. Estimated Terms of Indebtedness for Proposed Ridgefield TIA Public Improvements, Alternate Scenario

	Series 2024	Series 2028	Total
Closing Month	July 2024	July 2028	
Aggregate Par (Principal)	$ 24,830,000	$ 20,270,000	**$45,100,000**
Project Funds	$ 26,250,000	$ 21,825,000	**$48,075,000**
True Interest Cost	4.51%	4.11%	

Source: PFM Financial Advisors LLC

Exhibit 33 shows the estimated debt service payments in the alternate scenario. Total debt service payments are estimated to cost $82.7 million over the life of the TIA, compared to $79.7 million in the baseline scenario.

Exhibit 33. Estimated Debt Service Payments, LTGO Debt for Proposed Ridgefield TIA Public Projects (Nominal $), Alternate Scenario

	Series 2024			Series 2028			Total Debt Service
Year	Principal	Interest	Total	Principal	Interest	Total	
2024	$ -	$ 513,843	$ 513,843	$ -	$ -	$ -	**$ 513,843**
2025	$ -	$ 1,241,500	$ 1,241,500	$ -	$ -	$ -	**$ 1,241,500**
2026	$ -	$ 1,241,500	$ 1,241,500	$ -	$ -	$ -	**$ 1,241,500**
2027	$ -	$ 1,241,500	$ 1,241,500	$ -	$ -	$ -	**$ 1,241,500**
2028	$ -	$ 1,241,500	$ 1,241,500	$ -	$ 419,476	$ 419,476	**$ 1,660,976**
2029	$ -	$ 1,241,500	$ 1,241,500	$ 430,000	$ 1,002,750	$ 1,432,750	**$ 2,674,250**
2030	$ -	$ 1,241,500	$ 1,241,500	$ 540,000	$ 978,500	$ 1,518,500	**$ 2,760,000**
2031	$ 35,000	$ 1,240,625	$ 1,275,625	$ 625,000	$ 949,375	$ 1,574,375	**$ 2,850,000**
2032	$ 130,000	$ 1,236,500	$ 1,366,500	$ 655,000	$ 917,375	$ 1,572,375	**$ 2,938,875**
2033	$ 230,000	$ 1,227,500	$ 1,457,500	$ 690,000	$ 883,750	$ 1,573,750	**$ 3,031,250**
2034	$ 335,000	$ 1,213,375	$ 1,548,375	$ 725,000	$ 848,375	$ 1,573,375	**$ 3,121,750**
2035	$ 450,000	$ 1,193,750	$ 1,643,750	$ 765,000	$ 811,125	$ 1,576,125	**$ 3,219,875**
2036	$ 570,000	$ 1,168,250	$ 1,738,250	$ 800,000	$ 772,000	$ 1,572,000	**$ 3,310,250**
2037	$ 700,000	$ 1,136,500	$ 1,836,500	$ 845,000	$ 730,875	$ 1,575,875	**$ 3,412,375**
2038	$ 840,000	$ 1,098,000	$ 1,938,000	$ 885,000	$ 687,625	$ 1,572,625	**$ 3,510,625**
2039	$ 990,000	$ 1,052,250	$ 2,042,250	$ 930,000	$ 642,250	$ 1,572,250	**$ 3,614,500**
2040	$ 1,145,000	$ 998,875	$ 2,143,875	$ 980,000	$ 594,500	$ 1,574,500	**$ 3,718,375**
2041	$ 1,320,000	$ 937,250	$ 2,257,250	$ 1,030,000	$ 544,250	$ 1,574,250	**$ 3,831,500**
2042	$ 1,500,000	$ 866,750	$ 2,366,750	$ 1,080,000	$ 491,500	$ 1,571,500	**$ 3,938,250**
2043	$ 1,690,000	$ 787,000	$ 2,477,000	$ 1,135,000	$ 436,125	$ 1,571,125	**$ 4,048,125**
2044	$ 1,895,000	$ 697,375	$ 2,592,375	$ 1,195,000	$ 377,875	$ 1,572,875	**$ 4,165,250**
2045	$ 2,115,000	$ 597,125	$ 2,712,125	$ 1,255,000	$ 316,625	$ 1,571,625	**$ 4,283,750**
2046	$ 2,340,000	$ 485,750	$ 2,825,750	$ 1,320,000	$ 252,250	$ 1,572,250	**$ 4,398,000**
2047	$ 2,585,000	$ 362,625	$ 2,947,625	$ 1,390,000	$ 184,500	$ 1,574,500	**$ 4,522,125**
2048	$ 2,845,000	$ 226,875	$ 3,071,875	$ 1,460,000	$ 113,250	$ 1,573,250	**$ 4,645,125**
2049	$ 3,115,000	$ 77,875	$ 3,192,875	$ 1,535,000	$ 38,375	$ 1,573,375	**$ 4,766,250**
Total	**$ 24,830,000**	**$ 24,567,093**	**$49,397,093**	**$ 20,270,000**	**$ 12,992,726**	**$ 33,262,726**	**$ 82,659,819**

Source: PFM Financial Advisors LLC

Exhibit 34 shows the estimated annual debt service payments in the alternate scenario, including both tax allocation revenues and other general fund resources. Tax allocation revenues are expected to cover 40% of the total costs of debt service, requiring $49.8 million of other general fund resources, compared to the baseline scenario which would only require $35.7 million of general fund resources over the expected life of the TIA.

Exhibit 34. Tax Allocation Revenues and Debt Service Payments, Proposed Ridgefield TIA, Alternate Scenario

		Revenue Source		Tax Allocation Revenue Debt Service Coverage
Year	Payment	Tax Allocation Revenue	General Fund Resources	
2024	$ 513,843	$ -	$ 513,843	0.00
2025	$ 1,241,500	$ 15,670	$ 1,225,830	0.01
2026	$ 1,241,500	$ 83,369	$ 1,158,131	0.07
2027	$ 1,241,500	$ 275,904	$ 965,596	0.22
2028	$ 1,660,976	$ 848,369	$ 812,607	0.51
2029	$ 2,674,250	$ 922,479	$ 1,751,771	0.34
2030	$ 2,760,000	$ 974,266	$ 1,785,734	0.35
2031	$ 2,850,000	$ 1,027,849	$ 1,822,151	0.36
2032	$ 2,938,875	$ 1,081,993	$ 1,856,882	0.37
2033	$ 3,031,250	$ 1,136,715	$ 1,894,535	0.37
2034	$ 3,121,750	$ 1,192,038	$ 1,929,712	0.38
2035	$ 3,219,875	$ 1,247,981	$ 1,971,894	0.39
2036	$ 3,310,250	$ 1,306,123	$ 2,004,127	0.39
2037	$ 3,412,375	$ 1,364,955	$ 2,047,420	0.40
2038	$ 3,510,625	$ 1,424,496	$ 2,086,129	0.41
2039	$ 3,614,500	$ 1,484,766	$ 2,129,734	0.41
2040	$ 3,718,375	$ 1,545,787	$ 2,172,588	0.42
2041	$ 3,831,500	$ 1,609,380	$ 2,222,120	0.42
2042	$ 3,938,250	$ 1,673,805	$ 2,264,445	0.43
2043	$ 4,048,125	$ 1,739,080	$ 2,309,045	0.43
2044	$ 4,165,250	$ 1,805,226	$ 2,360,024	0.43
2045	$ 4,283,750	$ 1,872,264	$ 2,411,486	0.44
2046	$ 4,398,000	$ 1,940,214	$ 2,457,786	0.44
2047	$ 4,522,125	$ 2,009,098	$ 2,513,027	0.44
2048	$ 4,645,125	$ 2,078,937	$ 2,566,188	0.45
2049	$ 4,766,250	$ 2,149,752	$ 2,616,498	0.45
Total	**$ 82,659,819**	**$ 32,810,517**	**$ 49,849,303**	**0.40**

Source: PFM Financial Advisors LLC and Tiberius Solutions

Appendix D: Letters Received from Interested Parties

CREDC
ECONOMIC DEVELOPMENT
COLUMBIA RIVER ECONOMIC DEVELOPMENT COUNCIL
805 BROADWAY STREET SUITE 412, VANCOUVER, WA 98660 • 360.694.5006 • CREDC.ORG

September 12, 2023

Steve Stuart, City Manager
City of Ridgefield
PO Box 608
Ridgefield, WA 98642

Dear Mr. Stuart,

On behalf of the Columbia River Economic Development Council, I am writing to express our support for the City of Ridgefield's Tax Increment Financing proposal to fund needed transportation infrastructure for the Ridgefield community.

Tax Increment Financing is a welcome new resource available to fund the needed infrastructure in a ever growing Ridgefield. The proposed City TIA is centered around the intersection of I-5 and SR 501/Pioneer Street. The boundary includes an area stretching over 939.1 acres. The development of this area is vital to the City's goal to become a regional employment center for Clark County and Southwest Washington that provides above living-wage employment opportunities.

The cost of these projects is estimated to total $95.5 million and tax allocation revenues from the proposed TIA would provide key funding for these projects. The plan leverages growth into paying for its own impacts instead of adding the burden onto taxpayers. The infrastructure investments supported by the proposed TIA would support a significant level of development, with substantial employment from construction along with ongoing business activity. Impacts during the construction phase would be temporary, while the benefits from operations once construction is complete would be ongoing.

We're expecting private development activity in the area to exceed $700 million to spread over the next 25 years. Of that, over $222 million is currently under construction, planned, or in the permitting process, expected to be completed over the next five years. Additionally, construction spending on public infrastructure projects that would be funded in part or whole by the proposed TIA is expected to total $95.5 million.

Without critical infrastructure improvements, the area lacks sufficient capacity to accommodate its growth. The TIA will provide the necessary investment in infrastructure to allow the area to reach its potential as a center for employment and services.

A thriving Ridgefield contributes to a thriving Clark County and we're happy to support and partner these goals. Thank you for your dedication to increasing quality living in the City of Ridgefield. Please let me know of anything else you need.

Sincerely,

Jennifer Baker
President & CEO

CLARK REGIONAL WASTEWATER DISTRICT

Discovery Clean Water Alliance

September 12, 2023

Kirk Johnson
Finance Director
City of Ridgefield
230 Pioneer St.
Ridgefield, WA 98642

RE: City of Ridgefield Tax Increment Area (TIA)

Dear Mr. Johnson,

I am writing on behalf of the Clark Regional Wastewater District and the Discovery Clean Water Alliance to express our support for the proposed Tax Increment Area (TIA) in the City of Ridgefield. The TIA will provide the critical financial support needed to continue developing infrastructure improvements in the target area in and around the cities' access to the I-5 corridor – helping Clark County and Southwest Washington keep pace with business and population trajectories seen locally.

On behalf of Clark Regional Wastewater District and the Discovery Clean Water Alliance, we support the City of Ridgefield in your pursuit of a Tax Increment Area and send encouragement to the reviewers for their strongest consideration.

Sincerely,

David R. Logan
Finance Director/Treasurer, Clark Regional Wastewater District
Treasurer, Discovery Clean Water Alliance

FDM
DEVELOPMENT CONSTRUCTION INVESTMENTS

To: Kirk Johnson, Finance Director for the City of Ridgefield Washington.

From: F Dean Maldonado, Owner of FDM Development.

Subject: TIA Tax Incremental Assessment

Kirk,
as a developer with over 25 years of developing large ground up projects in expanding high growth areas, this email serves as my support of the proposed TIA.

1. The goal of the developers is to construct as many retail and commercial buildings as possible in order to help absorb the cost of development. This cannot be accomplished if there is not adequate utilities and roadways to the sites and these offsite improvements are required to be paid by the Developer upfront.

2. If these improvements are done incrementally by each developer, the ability to develop these areas will take 2 to 3 times as long and may not even happen due to the upfront costs for the developer for the first part of the development to build to offsite improvements.

3. When the offsite improvement projects are constructed in its entirety all at once, versus incremental construction over an extended period, it saves time and money, and promotes the growth of the commercial development area in a much shorter time frame.

4. When the offsite improvements are not an upfront requirement of the developer it allows him to spend his capital on constructing internal onsite roadways and utilities, buildings and procure leases and tenants creating a new tax base for the city at an accelerating pace instead of spending years of figuring out how to finance the project with the upfront offsite costs.

5. This allows for development to occur but does not relieve the Developer of the cost obligation it just defers it until the project creates new taxes for the city.

In summary, the TIA relieves the upfront offsite costs that prohibits development to move forward due to the project not being economically feasible. It, however, allows for the City of Ridgefield to recoup and prosper with the new tax base increase that occurs when the new commercial projects are completed.

Sincerely,

F Dean Maldonado

8/28/2023

PORT OF RIDGEFIELD WASHINGTON
P.O. BOX 55
RIDGEFIELD WA 98642

July 5, 2023

Steve Stuart, City Manager
City of Ridgefield
PO Box 608
Ridgefield, WA 98642

Dear Mr. Stuart:

On behalf of the Port of Ridgefield, I write to express our strong support for the City of Ridgefield's Tax Increment Financing proposal to fund needed transportation infrastructure for our community.

Tax Increment Financing is a welcome new tool in the very limited toolbox available to fund infrastructure needs in Ridgefield. The city's proposal is fair, responsible, and fiscally sound. The plan leverages growth into paying for its own impacts instead of burdening taxpayers with those additional costs.

Yes, the tax revenues received by our organization are shown to be impacted negatively by the hypothetical financial models required to be reported by statute. However, if the TIF proposal isn't adopted and these improvements aren't built, that development won't take place and those revenues would never be realized anyway.

What is real? The positive effects of over $80M in planned infrastructure construction, leveraged by over $40M in TIF funding, will result in hundreds of millions of dollars in new construction and many hundreds if not thousands of new jobs. Those are the real impacts from this level of public investment, and they far exceed the costs.

The Port is confident that the city's investment will be put to work quickly and responsibly. As your community partner, we greatly appreciate you putting this proposal forward and working to address critical transportation needs.

Sincerely,

Randy Mueller
Chief Executive Officer

Appendix E. Office of the State Treasurer Review

Tax Increment Financing Project Analysis Review

– City of Ridgefield –

August 24, 2023

Office of the Treasurer
State of Washington
Mike Pellicciotti

August 24, 2023

Kirk Johnson, Finance Director
City of Ridgefield
230 Pioneer Street, P.O. Box 608
Ridgefield, WA 98642

Dear Mr. Johnson:

This letter confirms the Office of the State Treasurer's ("OST") receipt and review of the City of Ridgefield's (the "City") tax increment financing ("TIF") project analysis provided on June 1, 2023 ("Project Analysis"). OST and Montague DeRose and Associates, the state's municipal advisor, have reviewed the provided material. Based on our review, which is detailed in the sections to follow, we believe the City's Project Analysis generally addresses the topics listed in section 020(2) of RCW 39.114 (the "TIF Statute").

Please note, this review is based on the information, projections, and assumptions provided by the City and its consultants in the Project Analysis. OST has not independently verified the data or its accuracy or performed any feasibility analyses or projections of its own.

Executive Summary

The City envisions the development of Ridgefield as a regional employment center to provide a wealth of living-wage employment opportunities for City residents. The proposed tax increment area (the "TIA"), centered around the intersection of I-5 and SR 501/Pioneer Street, is intended to help the City implement this vision. The 939 acres bounded by the TIA include much of the City's vacant and developable land suitable for commercial and employment land uses.

The City's Transportation Capital Facilities Plan identified a set of transportation infrastructure improvements in the TIA, with a total cost of $95.5 million, which are critical to removing barriers to development. According to the Project Analysis, of the $95.5 million total cost, $24.9 million (26%) will be funded from developer contributions, with $22.5 million (24%) being funded from a mix of grants, traffic impact fees, and other City funds. The balance of $48.1 million (50%) will be financed from the City's issuance of Limited Tax General Obligation Bonds (the "Bonds") in 2024 and 2028. This plan of finance will result in the City utilizing almost all of its non-voted debt capacity.

Should tax allocation revenues be insufficient to fully pay the debt service on the Bonds, the full faith and credit pledge would require the City to pay the remaining debt service due on the Bonds from the City's general revenues or reserves. The City's base case structure for the Bonds assumes borrowing costs ranging from 3.74% to 4.21% and escalating annual debt service payments of $1.2 million in 2025 to $4.6 million in 2049. Total principal and interest due on the Bonds is estimated to be $79.7 million. The City acknowledged that its projected tax increment revenues are expected to be insufficient to fully cover debt service payments in both the Baseline and the Alternate Development Scenarios, as shown in table 7.

In the Baseline Development Scenario, the City expects that $44.0 million or 55% of the total debt service will be paid with tax increment revenues, with the balance of $35.7 million or 45% being paid from the City's general property tax levy or other City funds. The cost to the City's general fund is projected to average $1.4 million per year from 2025 through 2049.

In the Alternate Development Scenario, which is based on more conservative TIA growth and debt financing assumptions, the City projects that $32.8 million or 40% of the $82.7 million in total debt service will be funded from tax increment revenues, with the balance of $49.9 million or 60% being paid by the City's general fund resources. The cost to the City's general fund is projected to average $2.0 million per year from 2025 through 2049.

Because of the high financial cost of the project to the City's general fund, it is essential that decision makers understand and accept the project's risks and long-term costs in comparison to its benefits.

Statutory Role and Purpose of Review

As enacted by the 2021 Washington State Legislature, section RCW 39.114.020(7)(b) requires that prior to the adoption of an ordinance authorizing the creation of a TIA, the local government proposing the TIA must provide a project analysis to OST for review. OST must complete the review within 90 days of receipt of the project analysis. Upon completing the review, OST must promptly provide to the local government any comments regarding suggested revisions or enhancements to the project analysis that OST deems appropriate. OST received the City's Project Analysis (dated June 1, 2023) on June 1, 2023.

Project Team

Jurisdiction: City of Ridgefield	**County:** Clark County
Project Title: Pioneer Junction TIA	**Development Areas:** Centered around the intersection of I-5 and SR 501/Pioneer Street. The TIA boundary includes properties as far north as N. 20th Street, east to N. 85th Avenue, south to S. 20th Way, and west to Royle Road.
City of Ridgefield: Kirk Johnson, Finance Director	**Consultants:** Tiberius Solutions LLC Nick Popenuk, Principal PFM Financial Advisors LLC Duncan Brown, Director Matt Schoenfeld, Sr. Managing Director Pacifica Law Group Stacey Crawshaw-Lewis

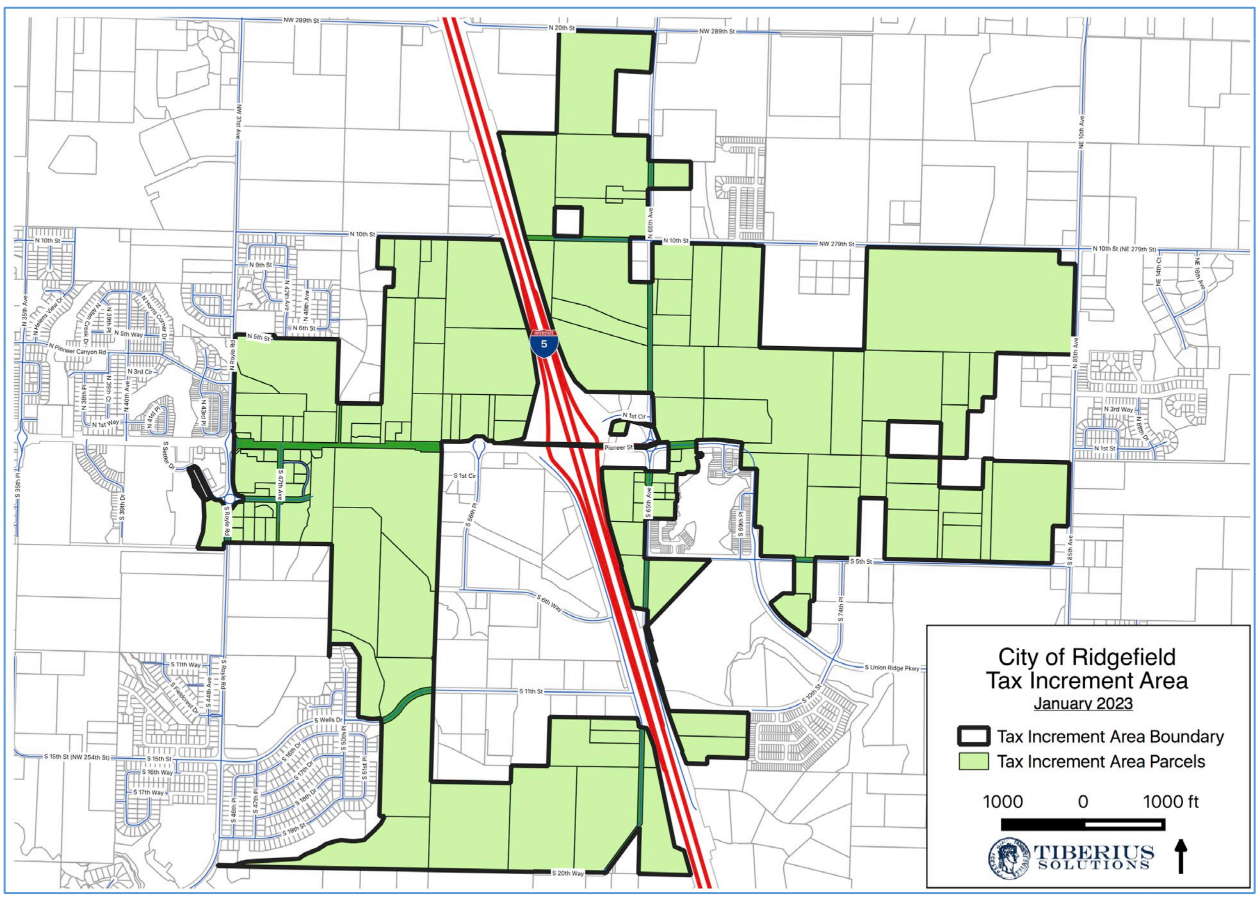
Proposed Tax Increment Area

The Pioneer Junction TIA will be centered around the intersection of I-5 and SR 501/Pioneer Street and encompass 939 acres. The TIA will include much of the City's vacant and developable land suitable for commercial and employment land uses. The City notes that development of this area will ensure the City has a better balance between its population and employment, and that City residents can access a wide range of commercial services without needing to travel elsewhere in the region. Figure 1 below shows the boundary map for the TIA.

In tax year 2023, the 130 parcels within the TIA had total assessed value of approximately $91.0 million relative to total market value of $131.1 million. Parcels in the TIA are zoned Community Commercial, Regional Commercial, or Employment, accounting for7%, 31%, and 62% of the total 939 acres, respectively. Of the $91.0 million total taxable assessed value, 30% is from the Community Commercial parcels, 44% from Regional Commercial parcels, and 26% from Employment parcels.

The taxing districts with property tax levies directly impacted by TIA include: (1) the City of Ridgefield, (2) Clark County Current Expense, (3) Clark County Conservation Futures, (4) Clark-Cowlitz Fire Rescue, (5) Clark-Cowlitz Fire Rescue EMS, (6) Fort Vancouver Library, and (7) Port of Ridgefield. The levy rate for each of these jurisdictions will be applied to the increased assessed valuation within the TIA and remitted to the City to pay debt service on the bonds.

Figure 1 – Map of the Pioneer Junction TIA



Source: City of Ridgefield and Tiberius Solutions

Project Description

Public Improvements within the TIA

The City's Transportation Capital Facilities Plan identifies ten transportation projects in the TIA (the "Public Improvements") which will remove barriers to development. These Public Improvements, costing $95.5 million in total, would result in substantial upgrades to the transportation infrastructure in the area. The City noted that without these critical infrastructure improvements the key transportation corridors in the area lack sufficient capacity to accommodate additional development and will hinder the City from achieving its employment and living wage goals.

According to the Project Analysis, of the $95.5 million nominal total, $24.9 million (26%) will be funded from developer contributions, with $22.5 million (24%) from a mix of grants, traffic impact fees, and other City funds. The balance of $48.1 million (50%) will be financed from the City's issuance of bonds in 2024 and 2028. Table 1 further describes the sources and uses for the Public Improvements.

Table 1 – Sources and Uses of Public Improvements in the TIA ($ millions)

Public Improvement	Nominal Cost	Developer Contributions	Grants, Traffic Impact Fees & Other City Funds	TIF Bonds
Widen Royle Road to a minor arterial (3 lanes)	$5.60	$0.00	$5.60	$0.00
Build N. 5th Street or Pioneer Canyon Drive as an industrial /commercial collector	4.90	4.90	0.00	0.00
Build N. 51st Avenue as an industrial /commercial collector	2.70	2.70	0.00	0.00
Build N. 56th Avenue as an industrial /commercial collector, Pioneer to N. 10th Street	2.10	2.10	0.00	0.00
Build S. 51st Avenue as a minor arterial	7.00	7.00	0.00	0.00
Widen Pioneer Street	35.00	0.00	8.75	26.25
Build a new east-west collector roadway south of Pioneer Street/SR 501	1.90	1.90	0.00	0.00
Build a Regional Stormwater Facility at the I-5 junction	0.90	0.00	0.90	0.00
North-South Connector East of I-5	6.30	6.30	0.00	0.00
Build the 10/11th Street Corridor and I-5 Overcrossing	29.10	0.00	7.27	21.83
Totals	**$95.50**	**$24.90**	**$22.52**	**$48.08**

Source: City of Ridgefield

Private Development within the TIA

Table 2, as prepared by the City, forecasts the baseline scenario of private development projected to occur in the TIA. The City is aware of 21 planned development projects within the TIA, totaling 1.6 million square feet with an anticipated assessed value of $222.8 million in 2023 dollars. Each of these known development projects has begun the process of land use approval from the City and many of these projects have already received full land use approval.

Long-term speculative development in the area requires more substantial infrastructure investments to be made. Specifically, the Pioneer Widening and S. 10th/11th Street corridor and I-5 overcrossings are estimated to cost a combined $64.1 million. Without these vital infrastructure improvements, the City is unlikely to be able to approve future development in the area due to an inadequate level of service for transportation facilities in the area. A market analysis identified speculative future development opportunities based on current market conditions, assuming less than half of the properties within the TIA would develop over this timeframe. The projected gain in TIA assessed value from speculative new construction over the 25-year duration of the TIA totals $482.6 million in 2023 dollars. The City's report emphasizes that this speculative future development is unlikely to occur without the Public Improvements the City intends to fund in part with TIA revenues.

Table 2 – Projected Increased Real Property in the TIA (in $ 2023)
Baseline Development Scenario

Year on Tax Roll	Known Development	Speculative Development	Total
2026	$ 5,146,041	$ 18,480,000	$ 23,626,041
2027	$ 36,912,079	$ 18,480,000	$ 55,392,079
2028	$ 137,846,418	$ 18,480,000	$ 156,326,418
2029	$ 42,902,512	$ 18,480,000	$ 61,382,512
2030	$ -	$ 18,480,000	$ 18,480,000
2031	$ -	$ 19,380,000	$ 19,380,000
2032	$ -	$ 19,380,000	$ 19,380,000
2033	$ -	$ 19,380,000	$ 19,380,000
2034	$ -	$ 19,380,000	$ 19,380,000
2035	$ -	$ 19,380,000	$ 19,380,000
2036	$ -	$ 20,320,000	$ 20,320,000
2037	$ -	$ 20,320,000	$ 20,320,000
2038	$ -	$ 20,320,000	$ 20,320,000
2039	$ -	$ 20,320,000	$ 20,320,000
2040	$ -	$ 20,320,000	$ 20,320,000
2041	$ -	$ 21,300,000	$ 21,300,000
2042	$ -	$ 21,300,000	$ 21,300,000
2043	$ -	$ 21,300,000	$ 21,300,000
2044	$ -	$ 21,300,000	$ 21,300,000
2045	$ -	$ 21,300,000	$ 21,300,000
2046	$ -	$ 21,300,000	$ 21,300,000
2047	$ -	$ 21,300,000	$ 21,300,000
2048	$ -	$ 21,300,000	$ 21,300,000
2049	$ -	$ 21,300,000	$ 21,300,000
	$ 222,807,049	**$ 482,600,000**	**$ 705,407,049**

Source: City of Ridgefield

In its analysis, the City prepared an Alternate Development Scenario which retained the anticipated value of the known development projects but reduced the anticipated value of the speculative development projects by 50%, from $482.6 million to $241.3 million (2023 dollars).

Assessed Value of the TIA

The assessed valuation of the TIA parcels for the 2023 tax year is approximately $91.0 million, below both statutory limits of $200 million in assessed valuation and 20% of the City's total assessed valuation of $3.4 billion ($675.8 million). The TIA's 2023 assessed value represents 2.7% of the City's total assessed valuation.

The magnitude and timing of real property development in the TIA will drive growth in incremental assessed value and tax increment revenues. For the two development scenarios provided by the City, the incremental assessed value of the TIA is estimated by assigning market-based improvement prices reflecting the land use and size of the proposed development. The City assumed the TIA base value and the assessed values of newly developed properties both increase by 4.5% annually. This assumption uses long-term historical trends for personal income growth for Clark County as the basis for forecasting appreciation of existing assessed values and employs forecasts of population growth as the basis for projecting the increase in assessed value from new construction.

Tax Increment Revenue Projections

The TIA is expected to take effect on June 1, 2024, with 2025 as the first year the TIA would potentially receive tax increment revenues. The term of the TIA is assumed at 25 years (the maximum allowed) with 2049 as the final year in which the TIA would receive tax increment revenues. The City estimated the 2024 tax increment base assessed value at $95.1 million and prepared the Baseline Development Scenario with $2.4 billion of assessed value added to the TIA between 2024 and 2049. Under the Baseline Development Scenario, $44.0 million of tax increment revenues are projected to be collected over the 25-year term of the TIA. See Table 3 – Tax Allocation Revenues of the TIA (Baseline Development Scenario).

Table 3 – Tax Allocation Revenues of the TIA (Nominal $)
Baseline Development Scenario

Tax Year	Assessed Value Total	Base Value	Increment	Levy Rate	Tax Allocation Revenues
2023	$ 90,973,115	$ 90,973,115		$ 3.683312	$ -
2024	$ 95,066,905	$ 95,066,905	$ -	$ 3.561808	$ -
2025	$ 99,883,585	$ 95,066,905	$ 4,816,680	$ 3.446005	$ 16,598
2026	$ 130,741,483	$ 95,066,905	$ 35,674,578	$ 3.332017	$ 118,868
2027	$ 202,654,200	$ 95,066,905	$ 107,587,295	$ 3.222794	$ 346,732
2028	$ 401,550,909	$ 95,066,905	$ 306,484,004	$ 3.117091	$ 955,338
2029	$ 496,756,849	$ 95,066,905	$ 401,689,944	$ 2.606097	$ 1,046,843
2030	$ 543,847,954	$ 95,066,905	$ 448,781,049	$ 2.520573	$ 1,131,185
2031	$ 595,396,101	$ 95,066,905	$ 500,329,196	$ 2.437314	$ 1,219,460
2032	$ 650,482,290	$ 95,066,905	$ 555,415,385	$ 2.356812	$ 1,309,010
2033	$ 709,320,558	$ 95,066,905	$ 614,253,653	$ 2.278966	$ 1,399,863
2034	$ 772,137,043	$ 95,066,905	$ 677,070,138	$ 2.203690	$ 1,492,052
2035	$ 839,170,638	$ 95,066,905	$ 744,103,733	$ 2.130898	$ 1,585,609
2036	$ 912,267,808	$ 95,066,905	$ 817,200,903	$ 2.060375	$ 1,683,740
2037	$ 990,244,402	$ 95,066,905	$ 895,177,497	$ 1.992192	$ 1,783,365
2038	$ 1,073,391,547	$ 95,066,905	$ 978,324,642	$ 1.926264	$ 1,884,511
2039	$ 1,162,016,690	$ 95,066,905	$ 1,066,949,785	$ 1.862516	$ 1,987,211
2040	$ 1,256,444,479	$ 95,066,905	$ 1,161,377,574	$ 1.800877	$ 2,091,498
2041	$ 1,359,088,793	$ 95,066,905	$ 1,264,021,888	$ 1.741276	$ 2,201,011
2042	$ 1,468,426,797	$ 95,066,905	$ 1,373,359,892	$ 1.683653	$ 2,312,261
2043	$ 1,584,853,066	$ 95,066,905	$ 1,489,786,161	$ 1.627935	$ 2,425,276
2044	$ 1,708,784,135	$ 95,066,905	$ 1,613,717,230	$ 1.574061	$ 2,540,089
2045	$ 1,840,659,674	$ 95,066,905	$ 1,745,592,769	$ 1.521968	$ 2,656,736
2046	$ 1,980,943,723	$ 95,066,905	$ 1,885,876,818	$ 1.471597	$ 2,775,251
2047	$ 2,130,126,000	$ 95,066,905	$ 2,035,059,095	$ 1.422893	$ 2,895,672
2048	$ 2,288,723,271	$ 95,066,905	$ 2,193,656,366	$ 1.375800	$ 3,018,032
2049	$ 2,457,280,790	$ 95,066,905	$ 2,362,213,885	$ 1.330264	$ 3,142,369
Total					**$ 44,018,582**

Source: City of Ridgefield

Acknowledging that the Baseline Development Scenario is an aggressive development plan, the City prepared an Alternate Development Scenario with $1.6 billion of assessed value added to the TIA between 2024 and 2049. Under the Alternate Development Scenario, $32.8 million of tax increment revenues are projected to be collected over the TIA term. See Table 4 – Tax Allocation Revenues of the TIA (Alternate Development Scenario).

Table 4 – Tax Allocation Revenues of the TIA (Nominal $)
Alternate Development Scenario

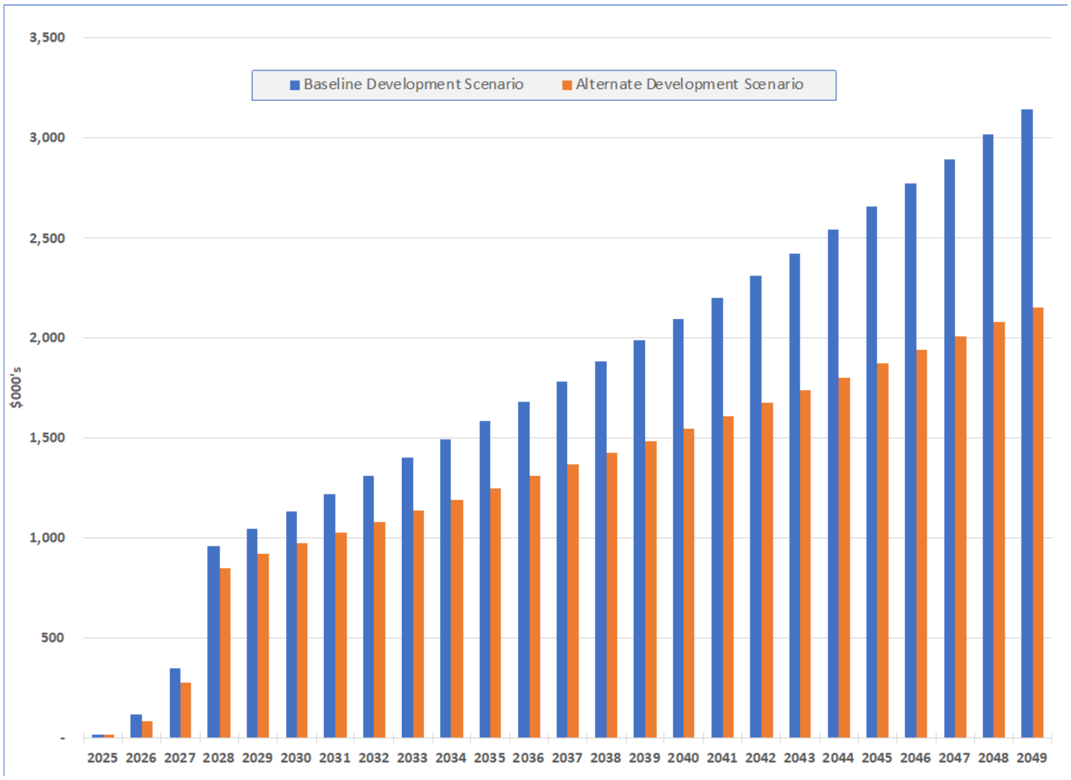
Tax Year	Assessed Value Total	Base Value	Increment	Levy Rate	Tax Allocation
2023	$ 90,973,115	$ 90,973,115		$ 3.683312	$ -
2024	$ 95,066,905	$ 95,066,905	$ -	$ 3.561808	$ -
2025	$ 99,614,250	$ 95,066,905	$ 4,547,345	$ 3.445910	$ 15,670
2026	$ 120,088,262	$ 95,066,905	$ 25,021,357	$ 3.331921	$ 83,369
2027	$ 180,683,089	$ 95,066,905	$ 85,616,184	$ 3.222564	$ 275,904
2028	$ 367,264,871	$ 95,066,905	$ 272,197,966	$ 3.116737	$ 848,369
2029	$ 449,092,032	$ 95,066,905	$ 354,025,127	$ 2.605687	$ 922,479
2030	$ 481,669,698	$ 95,066,905	$ 386,602,793	$ 2.520070	$ 974,266
2031	$ 516,882,329	$ 95,066,905	$ 421,815,424	$ 2.436728	$ 1,027,849
2032	$ 554,288,716	$ 95,066,905	$ 459,221,811	$ 2.356144	$ 1,081,993
2033	$ 594,014,990	$ 95,066,905	$ 498,948,085	$ 2.278223	$ 1,136,715
2034	$ 636,194,195	$ 95,066,905	$ 541,127,290	$ 2.202879	$ 1,192,038
2035	$ 680,966,648	$ 95,066,905	$ 585,899,743	$ 2.130025	$ 1,247,981
2036	$ 729,277,392	$ 95,066,905	$ 634,210,487	$ 2.059447	$ 1,306,123
2037	$ 780,557,146	$ 95,066,905	$ 685,490,241	$ 1.991209	$ 1,364,955
2038	$ 834,975,291	$ 95,066,905	$ 739,908,386	$ 1.925232	$ 1,424,496
2039	$ 892,710,441	$ 95,066,905	$ 797,643,536	$ 1.861441	$ 1,484,766
2040	$ 953,950,930	$ 95,066,905	$ 858,884,025	$ 1.799762	$ 1,545,787
2041	$ 1,019,930,879	$ 95,066,905	$ 924,863,974	$ 1.740127	$ 1,609,380
2042	$ 1,089,917,273	$ 95,066,905	$ 994,850,368	$ 1.682470	$ 1,673,805
2043	$ 1,164,137,081	$ 95,066,905	$ 1,069,070,176	$ 1.626722	$ 1,739,080
2044	$ 1,242,829,589	$ 95,066,905	$ 1,147,762,684	$ 1.572822	$ 1,805,226
2045	$ 1,326,247,046	$ 95,066,905	$ 1,231,180,141	$ 1.520706	$ 1,872,264
2046	$ 1,414,655,344	$ 95,066,905	$ 1,319,588,439	$ 1.470317	$ 1,940,214
2047	$ 1,508,334,740	$ 95,066,905	$ 1,413,267,835	$ 1.421598	$ 2,009,098
2048	$ 1,607,580,603	$ 95,066,905	$ 1,512,513,698	$ 1.374491	$ 2,078,937
2049	$ 1,712,704,216	$ 95,066,905	$ 1,617,637,311	$ 1.328946	$ 2,149,752
Total					**$ 32,810,517**

Source: City of Ridgefield

Under the TIF legislation, only certain regular tax levies are available to the TIA. The taxes applied with regular levies must conform with the constitutional 1% limit as well as the $5.90 aggregate limits. Both parts of the state school levy, local school district excess levies, voted bond levies, and levies of port districts for bond payments were excluded from the TIA levy rate. Based on the 2023 levy rates, an aggregate levy rate of $3.45 would be applied to the TIA in the 2025 first tax year of the Baseline Development Scenario. The TIA annual levy rate may change year to year based on factors including future incremental assessed value of the TIA, future assessed values of the taxing districts, and relevant levy limits. For the two development scenarios, the City's analysis calculated the levy rate for each of these jurisdictions and applied the levy rates to the incremental assessed valuation within the TIA.

The City created a multi-year cash flow model to estimate the tax increment revenues for the two development scenarios; Figure 2 below provides a visual comparison. Collection of tax increment revenues is projected for the 2025-2049 period, with total projected revenues for the Baseline Development and Alternate Development Scenarios at $44.0 million and $32.8 million, respectively. The total increment revenues of the Alternate Development Scenario are equivalent to 75% of the Baseline Development Scenario total.

Figure 2 – Projected Tax Increment Revenues
Baseline and Alternate Development Scenarios



Source: City of Ridgefield

Financing Plan for Public Improvements

The City anticipates issuing a combined $43.4 million of tax-exempt, Limited Tax General Obligation Bonds in July 2024 and in July 2028 to finance the $48.1 million of Public Improvements not funded with developer contributions, grants, traffic impact fees, and other City funds. While the City's cash flow projections anticipate using tax increment revenues generated by the TIA to pay a portion of the scheduled principal and interest on the Bonds, the Bonds will be secured by the full faith and credit of the City.

The City's base case structure for the Bonds assumes borrowing costs ranging from 3.74% to 4.21% and escalating annual debt service payments of $1.2 million in 2025 to $4.6 million in 2049. Total principal and interest on the Bonds is projected at $79.7 million. The City plans to have interest-only payments on the 2024 Bonds through 2031 to better align debt service payments with anticipated tax increment revenues and to minimize the amount of general fund resources the City would need to pay debt service in each year. The City has noted that by waiting to issue part of the Bonds in 2028, it will retain flexibility to adjust a portion of the amount and structure of debt to reflect actual development and collected tax increment revenues during the first few years of the TIA.

As stated in the Project Analysis, because of their general obligation pledge, the City will be required to pay the full debt service due the Bonds with available resources regardless of the amount of tax increment revenues generated within the TIA. The City acknowledged that tax increment revenues are projected to be insufficient to fully cover its debt service payments in both development scenarios.

In the Baseline Development Scenario, the City expects that $44.0 million or 55% of the total debt service will be paid with tax increment revenues, with the balance of $35.7 million, or 45% to come from City funds. The cost to the City's general fund is projected to average $1.4 million per year from 2025 through 2049.

In the Alternate Development Scenario, the City projects that $32.8 million or 40% of the $82.7 million in total debt service will be funded from tax increment revenues, with the balance of $49.9 million or 60% to be covered by City funds. (Debt service is greater in the Alternate Development Scenario due to a 0.50% increase in the assumed borrowing cost.) In this scenario, the cost to the City's general fund is projected to average $2.0 million per year from 2025 through 2049.

OST inquired with the City regarding its plans to budget for and pay the projected expenditure of $1.4 million to $2.0 million per year to cover expected shortfalls in tax increment revenues. The City provided the following details about its approach to mitigate the risks of the general fund being required to cover these expected shortfalls:

1) City Council is aware of the debt service requirements and has prioritized the projects to accomplish the goals stated in their comprehensive plan and the Project Analysis to make Ridgefield a jobs center in North Clark County. They feel the investment in the future of the City is important in the long term.
2) City staff and their federal lobbyist are working with federal legislators to prioritize the overpass project and provide federal funding to reduce the need for the full bond issuance that is assumed in the report.
3) Over the past nine years the City has been increasing its fund balance to build additional reserves for critical infrastructure projects that are proposed in the Project Analysis.
4) The City intends to use both Real Estate Excise Tax and additional general fund dollars from sales taxes generated in the tax increment area to assist in covering debt service if needed.
5) In the event that development does not occur as forecast, the City will delay the second bond issuance planned for the 2028-2029 timeframe.

Debt Capacity

Based on the City's total 2023 assessed value of $3,379,164,060, the City has $50,687,461 in total non-voted debt capacity (1.5% of 2023 AV). The City currently has $19,190,000 in outstanding non-voted debt, leaving sufficient net non-voted debt capacity of $31,497,461 before the proposed $23,870,000 in Bonds are issued in July 2024. The City projects the capacity for non-voted debt will increase to allow for the anticipated issuance of $19,560,000 in Bonds in July 2028, based on 5.9% assumed annual growth in assessed values and the paydown of roughly $4.5 million of outstanding non-voted debt. See Table 5 – Debt Capacity in 2023.

Table 5 – Debt Capacity in 2023

2022 Assessed Valuation for 2023 Collections	$3,379,164,060
Non-Voted Debt Capacity (1.5% of AV)	50,687,461
Less: Outstanding Non-Voted Debt	(19,190,000)
Remaining Non-Voted Debt Capacity	31,497,461
Less: Financing Proposed	(23,870,000)
Projected Remaining Non-Voted Capacity	**$7,627,461**
Projected Remaining Non-Voted Capacity %	**15.00%**

Source: City of Ridgefield

Projected Debt Service Coverage

Tables 6 and 7 below summarize the total tax increment revenues, revenue shortfalls, and debt service coverage for the two development scenarios.

- In the Baseline Development Scenario, the City would be required to fund 45% of scheduled debt service with City general fund dollars due to tax increment revenue shortfalls in each year from 2025 through 2049. The projections do not show the City being reimbursed for this $35.7 million outlay.
- In the Alternate Development Scenario, the City would be required to fund 60% of scheduled debt service with City general fund dollars due to tax increment revenue shortfalls in each year from 2025 through 2049. These projections do not show the City being reimbursed for this $49.9 million outlay.

Table 6 – Summary of Tax Increment Revenue Shortfalls and Average Debt Service Coverage

Development Scenario	First Year Tax Increment Revenues Exceed TIF Debt Service	Year That Tax Increment Revenues Fully Reimburse Debt Service Shortfalls	Total Projected Tax Increment Revenue ($MMs) [1]	Total Projected Debt Service ($MMs)	Projected Cumulative Shortfall ($MMs)	Total Surplus/ (Shortfall) ($MMs)	Average Debt Service Coverage Ratio
Baseline	None	None	$44.019	$79.735	($35.717)	($35.717)	0.49x
Alternate	None	None	$32.811	$82.660	($49.849)	($49.849)	0.36x

1. Projected over the term of repayment of the Bonds, 2025-2049.

Source: City of Ridgefield

Table 7 – Annual Tax Increment Revenue Shortfalls and Average Debt Service Coverage

	Baseline Development Scenario ($Ms)					Alternate Development Scenario ($Ms)				
Year	Tax Increment Revenues	Debt Service on Bonds	Surplus (Shortfall)	Cumlative Surplus (Shortfall)	Debt Service Coverage	Tax Increment Revenues	Debt Service on Bonds	Surplus (Shortfall)	Cumlative Surplus (Shortfall)	Debt Service Coverage
2024	0	494	(494)	(494)	0.00x	0	514	(514)	(514)	0.00x
2025	17	1,194	(1,177)	(1,671)	0.01x	16	1,242	(1,226)	(1,740)	0.01x
2026	119	1,194	(1,075)	(2,746)	0.10x	83	1,242	(1,158)	(2,898)	0.07x
2027	347	1,194	(847)	(3,592)	0.29x	276	1,242	(966)	(3,863)	0.22x
2028	955	1,598	(643)	(4,235)	0.60x	848	1,661	(813)	(4,676)	0.51x
2029	1,047	2,547	(1,500)	(5,735)	0.41x	922	2,674	(1,752)	(6,428)	0.34x
2030	1,131	2,630	(1,499)	(7,234)	0.43x	974	2,760	(1,786)	(8,214)	0.35x
2031	1,219	2,723	(1,503)	(8,737)	0.45x	1,028	2,850	(1,822)	(10,036)	0.36x
2032	1,309	2,809	(1,500)	(10,237)	0.47x	1,082	2,939	(1,857)	(11,893)	0.37x
2033	1,400	2,904	(1,504)	(11,741)	0.48x	1,137	3,031	(1,895)	(13,787)	0.37x
2034	1,492	2,993	(1,500)	(13,242)	0.50x	1,192	3,122	(1,930)	(15,717)	0.38x
2035	1,586	3,089	(1,503)	(14,745)	0.51x	1,248	3,220	(1,972)	(17,689)	0.39x
2036	1,684	3,182	(1,499)	(16,244)	0.53x	1,306	3,310	(2,004)	(19,693)	0.39x
2037	1,783	3,283	(1,500)	(17,743)	0.54x	1,365	3,412	(2,047)	(21,740)	0.40x
2038	1,885	3,390	(1,505)	(19,248)	0.56x	1,424	3,511	(2,086)	(23,826)	0.41x
2039	1,987	3,487	(1,500)	(20,748)	0.57x	1,485	3,615	(2,130)	(25,956)	0.41x
2040	2,091	3,595	(1,503)	(22,251)	0.58x	1,546	3,718	(2,173)	(28,129)	0.42x
2041	2,201	3,697	(1,496)	(23,746)	0.60x	1,609	3,832	(2,222)	(30,351)	0.42x
2042	2,312	3,808	(1,496)	(25,242)	0.61x	1,674	3,938	(2,264)	(32,615)	0.43x
2043	2,425	3,922	(1,497)	(26,739)	0.62x	1,739	4,048	(2,309)	(34,924)	0.43x
2044	2,540	4,034	(1,494)	(28,233)	0.63x	1,805	4,165	(2,360)	(37,284)	0.43x
2045	2,657	4,153	(1,496)	(29,730)	0.64x	1,872	4,284	(2,411)	(39,696)	0.44x
2046	2,775	4,272	(1,497)	(31,227)	0.65x	1,940	4,398	(2,458)	(42,154)	0.44x
2047	2,896	4,392	(1,496)	(32,723)	0.66x	2,009	4,522	(2,513)	(44,667)	0.44x
2048	3,018	4,516	(1,498)	(34,221)	0.67x	2,079	4,645	(2,566)	(47,233)	0.45x
2049	3,142	4,638	(1,496)	(35,717)	0.68x	2,150	4,766	(2,616)	(49,849)	0.45x
Total	44,019	79,735	(35,717)		0.49x	32,811	82,660	(49,849)		0.36x

Key Risks to the City

From our review of the project analysis, it appears that the anticipated Public Improvements and economic development will benefit the City. Nonetheless, the financing plan comes with certain risks and costs to the City, primarily related to the insufficiency of projected tax increment revenues to fully repay the Bonds the City expects to issue to finance the Public Improvements.

In short, moving forward with the project is projected to result in a significant long-term cost to the City. In the Baseline Development Scenario, TIF revenues are projected to only cover 49% of the projected debt service, leaving the city with $35.7 million of additional debt service to be paid from general fund revenues between 2025 and 2049. In the Alternate Development Scenario, which is more conservative, TIF revenues are projected to cover only 36% of the projected debt service, leaving the city with $49.9 million of additional debt service to be paid from general fund revenues between 2025 and 2049. Additional risk factors that could further impact tax increment revenues are described below:

> *Escalation of Public Improvement Costs:* With the Public Improvements projected to be completed between 2024 and 2028, inflation could have a significant impact on the cost of these projects, especially recognizing that the City assumed a 3.0% construction cost inflator in its analysis. This 3.0% assumption, compared to more conservative adjustments, does not provide the City with substantive flexibility to weather higher than expected cost escalation.
>
> *Economic Conditions*: Growth in the TIA's assessed value could be negatively impacted by a downturn in the economy. Given the diversity in product type, a variety of economic factors could negatively impact the timeline and ultimate demand for development, jeopardizing the rate and scale of the private development, potentially reducing tax increment revenues.
>
> *Permits*: Unforeseen delays in permits could negatively impact the construction of the expected properties within the TIA. Delays to either the Public Improvements or the private developments could negatively impact the timing and/or amount of tax increment revenues.
>
> *Construction Delays*: Any setback or delay in the private developers' timelines to complete construction projects could reduce tax increment revenues. Similarly, any delay by the City in completing the planned Public Improvements could delay private developers' abilities to close on contracts or initiate private developments, potentially reducing the amount of tax increment revenues.
>
> *Assessed Valuations*: As private developments are completed, tax increment revenues may be lower than projected if the assessed values of the projects are lower than expected or take more time to be reflected in tax rolls than is projected.
>
> *Debt Capacity*: If the TIF related LTGO bonds are issued, only $7.6 million, or 15%, of the City's non-voted debt capacity would remain. While still within the City's legal debt limit, the City's ability to issue additional LTGO debt if a capital need were to materialize would be restricted.
>
> *Interest Rate Risk*: The City is exposed to interest rate risk until the bonds are sold as anticipated in 2024 and 2028. The assumption of a 3.74% to 4.21% interest rate range for the LTGO bonds offers essentially no cushion to current market conditions. In the event interest rates rise to

levels greater than this assumption, debt service will exceed the amounts assumed in the Project Analysis.

Risk Summary: The general impact to the City from any of the risk factors outlined above could be lower than expected tax increment revenues and an even greater reliance on the City's revenues and reserves to pay the debt service on the bonds issued to fund the Public Improvements in the TIA. If tax increment revenues are lower than expected, it will force the City to apply more of its available funds towards the repayment of the bonds, reducing the City's ability to allocate those funds to other projects or operations.

Recommendations

The proposed project will result in the City utilizing almost all of its non-voted debt capacity. Additionally, projections show that the City will be required to make substantial debt service payments throughout the 25-year life of the TIA. Because of the high financial cost of the project to the City's general fund, it is essential that decision makers understand the long-term risks and costs of the project, as well as its benefits. To help ensure the financial success of the project and to minimize unanticipated costs, we recommend the City consider the following measures:

1. Prior to approving the TIA, we recommend that the City discuss and establish a policy regarding how much of its debt capacity should be allocated to the project, especially as its plan of finance will result in 85% of the City's non-voted debt capacity being utilized after the 2024 issuance, and the City will be fully reliant on an increase in its non-voted debt capacity to issue the bonds in 2028 as planned.

2. Prior to approving the TIA, we recommend that the City discuss and establish a policy regarding how much debt service it is willing to pay from City general revenues and reserves on an annual basis to offset years of tax increment revenue shortfalls.

3. Based on the City's willingness to cover future debt service costs related to the project, we recommend the City conservatively budget for and set funds aside to cover the projected tax increment revenue shortfalls.

4. Prior to approving the TIA, we recommend that the City coordinate closely with other taxing districts impacted by the project, and the County Assessor's Office, to ensure that all parties have an accurate understanding of how the TIA will impact them.

5. As the project moves forward, we recommend that the City coordinate closely with the County Assessor's Office to help ensure that the tax increment revenue projections match the County's assessment process and are as realistic as possible.

6. The City's interest rate assumptions include no cushion compared to current market conditions. We recommend that the City consider using more conservative interest rate assumptions for its planned 2024 and 2028 issuances.

7. We recommend the City revisit public improvement cost projections frequently and utilize a publicly recognized inflation index to inform inflation projections.

Thank you for the opportunity to review the City's project analysis. Based upon the information provided to date in connection with this project, this concludes our review. If there are material changes in the scope, timing, or cost of the project, please let us know. We wish the City all the best with the project.

Respectfully,

Mike Pellicciotti
Washington State Treasurer

Jason Richter
Deputy Treasurer

Appendix F: City Response to Office of the State Treasurer Review

DATE: October 4, 2023
TO: Steve Stuart, City of Ridgefield
FROM: Nick Popenuk
SUBJECT: RESPONSE TO TAX INCREMENT FINANCING PROJECT ANALYSIS REVIEW BY THE OFFICE OF THE STATE TREASURER

Executive Summary

- We do not believe that it is necessary for the City to adopt another official policy on the use of non-voted debt capacity for TIA projects, as the City already has a formal debt management policy adopted by City Council.
- We do not believe that it is necessary for the City to adopt another official policy on the use of general fund resources to pay a portion of the debt service for non-voted debt to fund TIA projects, as the City already has a formal debt management policy adopted by City Council.
- We concur that the City should appropriately budget for anticipated future debt service payments for TIA projects, consistent with the City's adopted financial management policies.
- The City has coordinated with impacted taxing districts during the development of the proposed TIA.
- The City and their consultant team have coordinated with the Clark County Assessor and Clark County Treasurer on the analysis.
- The baseline and alternative financing scenarios evaluated in the Project Analysis Report are appropriately conservative and realistic for planning purposes for future debt issuances related to the proposed TIA.
- The assumptions used in the Project Analysis Report are consistent with historical, nationwide construction cost data.

Detailed Responses

Revised Code of Washington (RCW) 39.114 requires a jurisdiction adopting a tax increment area (TIA) to prepare a project analysis report and submit that analysis to the Office of the State Treasurer (OST) for review. The jurisdiction must consider any comments that OST may provide. The City of Ridgefield (City) submitted its project analysis report to OST on June 1, 2023 and received comments back from OST on August 24, 2023. The OST review included seven recommendations to the City regarding the proposed TIA. This memorandum responds to each of those recommendations.

1. Allocation of Debt Capacity

Question from OST

Prior to approving the TIA, we recommend that the City discuss and establish a policy regarding how much of its debt capacity should be allocated to the project, especially as its plan of finance will result in 85% of the City's non-voted debt capacity being utilized after the 2024 issuance, and the City will be fully reliant on an increase in its non-voted debt capacity to issue the bonds in 2028 as planned.

Response

The City has a formal debt management policy adopted by Council. The policy guides all aspects of the City's debt issuance and post issuance compliance. The policy does not specifically refer to tax increment financing, but would apply to any limited general obligation bond indebtedness incurred in relationship to the proposed TIA. We do not believe that it is necessary for the City to adopt another official policy on the use of non-voted debt capacity for TIA projects. However, the City should carefully consider its available statutory debt capacity prior to incurring any general obligation indebtedness, ensuring there is likely to be sufficient capacity in future years for other high-priority capital projects.

The project analysis report prepared by Tiberius Solutions for the proposed Ridgefield TIA includes a forecast of statutory authority for general obligation indebtedness for the City from 2023 through 2028. The City's non-voted debt capacity is limited by statute to 1.5% of the City's total taxable assessed value. In 2023, the City's non-voted debt capacity is $50,687,461, of which, $19,190,000 is used for outstanding indebtedness. The finance plan for the proposed TIA estimates an additional $23,870,000 would be used in the next year to fund transportation projects in the area. As OST notes in their review, this would equal 85% of the non-voted debt capacity for the City.

Debt capacity increases over time with the growth in assessed value citywide. Our analysis, conservatively assumes assessed value citywide will increase at a compound annual rate of 5.9% over the next five years. Using these conservative assumptions, the City's non-voted debt capacity would increase to $67,575,351 by 2028. Additionally, a portion of the City's outstanding principal indebtedness would be repaid each year. This is forecast to result in $29,093,351 of unused capacity for non-voted debt by 2028, which could be allocated to other TIA projects, or projects elsewhere in the City (the Project Analysis Report assumes $19,560,000 of this capacity would be used for additional TIA projects in 2028).

The City's decision on whether or not to establish a TIA does not obligate the City to incur any debt. The City Council will have the opportunity to more carefully consider any new debt prior to its issuance, as new general obligation indebtedness requires approval of the City Council through a formal ordinance.

Furthermore, the TIA projects intended to be financed in 2024 through the issuance of limited general obligation indebtedness are high-priority projects for the City, included in the budget for fiscal year 2024, and are necessary to solve traffic congestion on Pioneer Street, and to facilitate private development to occur that will result in substantial economic and fiscal benefits for the City.

2. General Fund Expenditures for Debt Service

Question from OST

Prior to approving the TIA, we recommend that the City discuss and establish a policy regarding how much debt service it is willing to pay from City general revenues and reserves on an annual basis to offset years of tax increment revenue shortfalls.

Response

The City has a formal debt management policy adopted by Council. The policy guides all aspects of the City's debt issuance and post issuance compliance, including to identify and consider debt service obligations prior to issuance. The policy does not specifically refer to tax increment financing, but would apply to any limited general obligation bond indebtedness incurred in relationship to the proposed TIA. We do not believe that it is necessary for the City to adopt another official policy on the use of general fund resources to pay a portion of the debt service for non-voted debt to fund TIA projects. However, the City should carefully consider the potential cost to the City's general fund before incurring any general obligation debt.

The City's decision on whether or not to establish a TIA does not obligate the City to incur any debt. The City Council will have the opportunity to more carefully consider any new debt prior to its issuance, as new general obligation indebtedness requires approval of the City Council through a formal ordinance.

The project analysis report anticipates that total debt service payments for TIA projects over the 25-year life of the TIA would total $79,735,260, and that the TIA would generate $44,018,582 of revenues to contribute to those debt service payments, resulting in $35,716,678 of resources from the City's general fund that would be needed to cover the debt. This would result in an average of $1.4 million per year of general fund resources to cover debt service payments for TIA projects.

The actual cost to the City's general fund could be higher or lower, depending on the actual capital costs of projects funded with general obligation debt, the terms of that indebtedness (interest rate, and amortization period), and the amount of tax allocation revenues generated by the TIA.

Private development that occurs as a result of the public projects funded by the TIA are estimated to generate additional revenues for the City's general fund that could be used to offset general fund expenditures for debt service. New construction activity forecast in the area is anticipated to generate over $19 million in state and local sales tax revenue. At full build out, ongoing business activity in the area is anticipated to generate $3.4 million per year in state and local tax revenue, including $2.7 million per year in sales tax revenue.

3. Budget for Projected Tax Increment Shortfalls

Question from OST

Based on the City's willingness to cover future debt service costs related to the project, we recommend the City conservatively budget for and set funds aside to cover the projected tax increment revenue shortfalls.

Response

We concur that the City should appropriately budget for anticipated future debt service payments for TIA projects. The City has adopted financial management policies, including a reserve policy that requires setting aside a reserve equal to the full payment (principal and interest) for the following year's scheduled debt service. As an example, the 2024 budget includes debt service reserves equal to the 2025 scheduled debt service payments.

The City will begin the 2025 budget process in May 2024. The City currently has extra reserves in the Real Estate Excise Tax (REET) fund for both current debt service and potential new debt service for any 2024 issuance.

4. Coordination with Impacted Taxing Districts

Question from OST

Prior to approving the TIA, we recommend that the City coordinate closely with other taxing districts impacted by the project, and the County Assessor's Office, to ensure that all parties have an accurate understanding of how the TIA will impact them.

Response

The City has coordinated with impacted taxing districts during the development of the proposed TIA. The proposed TIA would impact seven property tax levies imposed by five taxing districts: Clark County, Clark-Cowlitz Fire Rescue, Fort Vancouver Library, the Port of Ridgefield, and the City of Ridgefield itself. The City has contacted leadership for each of these taxing districts, providing a copy of the draft Project Analysis Report. City staff met with each of the impacted taxing districts to discuss the proposed TIA, including project goals, timing, and impacts.

5. Allocation of Debt Capacity

Question from OST

As the project moves forward, we recommend that the City coordinate closely with the County Assessor's Office to help ensure that the tax increment revenue projects match the County's assessment process and are as realistic as possible.

Response

The City and their consultant team have coordinated with the Clark County Assessor and Clark County Treasurer on the analysis, to confirm the assumptions and methodology used in the analysis reflects the approach that will be used by the County to calculate and collect future tax allocation revenues. The City's consultant team has participated in numerous conversations with the Clark County Assessor regarding the calculation of tax allocation revenues, and County staff have reviewed the Excel workbooks used by the consultant team to confirm the accuracy of the calculations. Additionally, the consultant team has participated in meetings with the Clark County Assessor, the State Department of Revenue, and representatives of the manufacturer of the Assessor's software systems to ensure all parties are in agreement on the methodology for calculating tax allocation revenues.

6. Interest Rate Assumptions

Question from OST

The City's interest rate assumptions include no cushion compared to current market conditions. We recommend that the City consider using more conservative interest rate assumptions for its planned 2024 and 2028 issuances.

Response

The financing assumptions were prepared by PFM Financial Advisors LLC, the City's municipal financial advisor based on market conditions at the time the report was drafted. In addition to the baseline scenario, the Project Analysis Report included an alternative financing scenario with more conservative assumptions (including a 0.5% increase in the assumed interest rate on indebtedness).

The municipal bond market has experienced significant volatility in 2023. Since the Project Analysis Report was submitted, interest rates for tax-exempt bonds have increased more than 0.5%, validating OST's feedback. However, we note that the assumptions contained in the Project Analysis Report are non-binding and for planning purposes only.

Any bonds issued by the City must be approved by City Council through a bond ordinance. The ordinance would define the parameters for the sale of the bonds, including a not-to-exceed interest rate and principal amount. Staff will continue to work with PFM to monitor bond market conditions and adjust proposed TIA debt plans accordingly.

7. Estimating Inflationary Impact on Project Costs

Question from OST

We recommend the City revisit public improvement cost projections frequently and utilize a publicly recognized inflation index to inform inflation projections.

Response

The Project Analysis Report assumes the cost of capital projects will increase at a rate of 3.0 percent per year for the duration of the proposed TIA. These assumptions are consistent with long-term historical trends for construction cost inflation. The Engineering News Record (ENR) maintains various construction cost indices nationally and in smaller submarkets. From July 2010 to July 2023, the national ENR construction cost index grew at a compound annual growth rate of 3.26%. That inflation was buoyed by a particularly high period of inflation from July 2020 to July 2022, where inflation increased at an average annual rate of 7.3% per year. That high-period of inflation has already moderated, with inflation of 1.95% from July 2022 to July 2023. The assumptions used in the Project Analysis Report are consistent with this historical, nationwide construction cost data.

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 26, 2023

AGENDA ITEM NAME: Motion - Overlook Park Splash Pad Consolidated Contractor Change Order

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GOVERNING LEGISLATION

Revised Code of Washington Title 35
Title 35A Optional Municipal Code
Title 39 - Public Contracts and Indebtedness, and
City Financial Policy #04: Procurement of Goods & Services

PREVIOUS COUNCIL ACTION TAKEN:

Approved 2023 Parks Capital Program budget
Approval of previous change order (Project Change Order #2, April 27, 2023)

SUMMARY/BACKGROUND:

The Overlook Park project is building a new splash pad behind the stage at Overlook Park. When fully commissioned and operational, the splash pad will incorporate a combination of natural elements and ground level features for water play with the following considerations:

- Concrete pads and water plumbing and recirculating pump system for water spraying features
- Landscaped features
- Water filtration and purification system
- Direct discharge to sewer

Prior to bid in 2022, some features were removed due to budget limitations. As construction has progressed on the splash pad and surrounding park area, input from Council and community members has strongly supported fully completing the originally-intended project components to complete the park project. These include:

- A three-tiered, ADA accessible seating wall amphitheater with new accessible walkway from Overlook Park
- A protective handrail at the back of the Overlook Park stage area overlooking the seating area
- Walkway lighting bollards and overhead lighting, including three additional bollards to replace out-of-date existing lighting bollards and to match the new lighting at the Splash Pad.
- Landscaping, topsoil and grass seeding in the western area of the park
- Artificial grass in the seating area, instead of sod or grass, to conserve water by not having to irrigate, as well as provide low maintenance and more durable areas.

Keystone Contracting is the prime contractor, with Daybreak Construction providing much of the splash pad construction services.

A previous change order approval by Council (project Change Order #2) at the April 27, 2023 meeting provided for additional costs for a temporary electrical panel and meter (due to the long lead time to get the permanent panel) and for accelerated completion of the project. While the temporary panel has been installed, due to construction issues and delays in obtaining all necessary parts for the plumbing features of the Splash Pad, very little of the accelerated completion change order was used.

In its place, due to input from Council and the community, staff worked with the designer PBS and the contractor to develop a design plan for restoring the amphitheater style seating around the Splash Pad, and finishing the remaining area with grass and irrigation. The contractor was directed to install the seating being tracked by "force account", whereby costs are tracked as they accumulate and settled at the end of the work with a final change order price. The seating wall amphitheater total cost is approximately $170,000. The remainder of Change Order 2 (accelerated construction) has been fully used with approximately $73,300 remaining as needed to complete the construction for the seating wall amphitheater and grass landscaping with a "mow strip" separating the artificial turf from the grass landscaping. Additionally, a landscaped berm would be replaced by the mow strip and grass landscaping, result in a cost savings of $2,500 to $3,000 for the project, which is factored in here.

A summary of the additional costs (sales tax included) needed to complete the project are:

- Amphitheater seating walls, accessible walkway and grass landscaping (remaining to complete, tracked by force account): up to $73,300
- Lighting: $72,476.70 for new lights (change order #3)
- Change order #5, including
    - $9,453.20 to replace existing lights
    - Handrail along back of Overlook Park stage: $6,535.15
    - Topsoil (3-way) for grass landscaping (not part of original bid): $3,142.52
    - Total $19,130.87
- Artificial grass: $93,957.70 (Change order 6).
- TOTAL Change Order Price = $258,600.

Project change order #4 was a no-cost time extension for the contractor.

The City sought competitive bids for the artificial turf and received one bid that was $5,000 higher than the Change Order 6 price from Keystone/GRO. As the change order price was lower, and the subcontractor GRO has been confirmed to be qualified to do the work, the preference is to do this work via change order than with a new contractor with no prior experience on the site or the project.

These additional items would be completed by the end of 2023, and, with repairs and commissioning of the Splash Pad pump system, would allow the City to open a fully completed park by May 1, 2024, which is when the Public Health seasonal permit to operate the Splash Pad would be in effect.

If approved, this would increase the Keystone contract to $1,215,593.17.

The full budget for the Splash Pad project, with the requested Council action on the change order, is as follows:

- Design by Land Expressions with PBS (spent in 2022): $109,635
- Construction Management, design services during construction (PBS, contracted amount): $84,474.
- Archaeological/DAHP permitting (AINW): $64,970 (2023 costs to date, work is completed)
- Construction (Keystone with Daybreak): $1,215,593.17 (with approval of this change order).
- TOTAL design, permitting and construction costs: $1,474,672.17.

Additionally, estimated costs for City staff to monitor and manage construction items since June is $13,200.

BUDGET/FINANCIAL IMPACTS:

The additional amount to cover this change order request is available through currently-unused Parks Capital Budget for 2023. The prior change order cost was covered with savings from other parks capital projects. In the case of this change order, this cost would be covered by deferring at least one of two projects, Horns Corner and Boyse Park (phase 1 for each) to 2024.

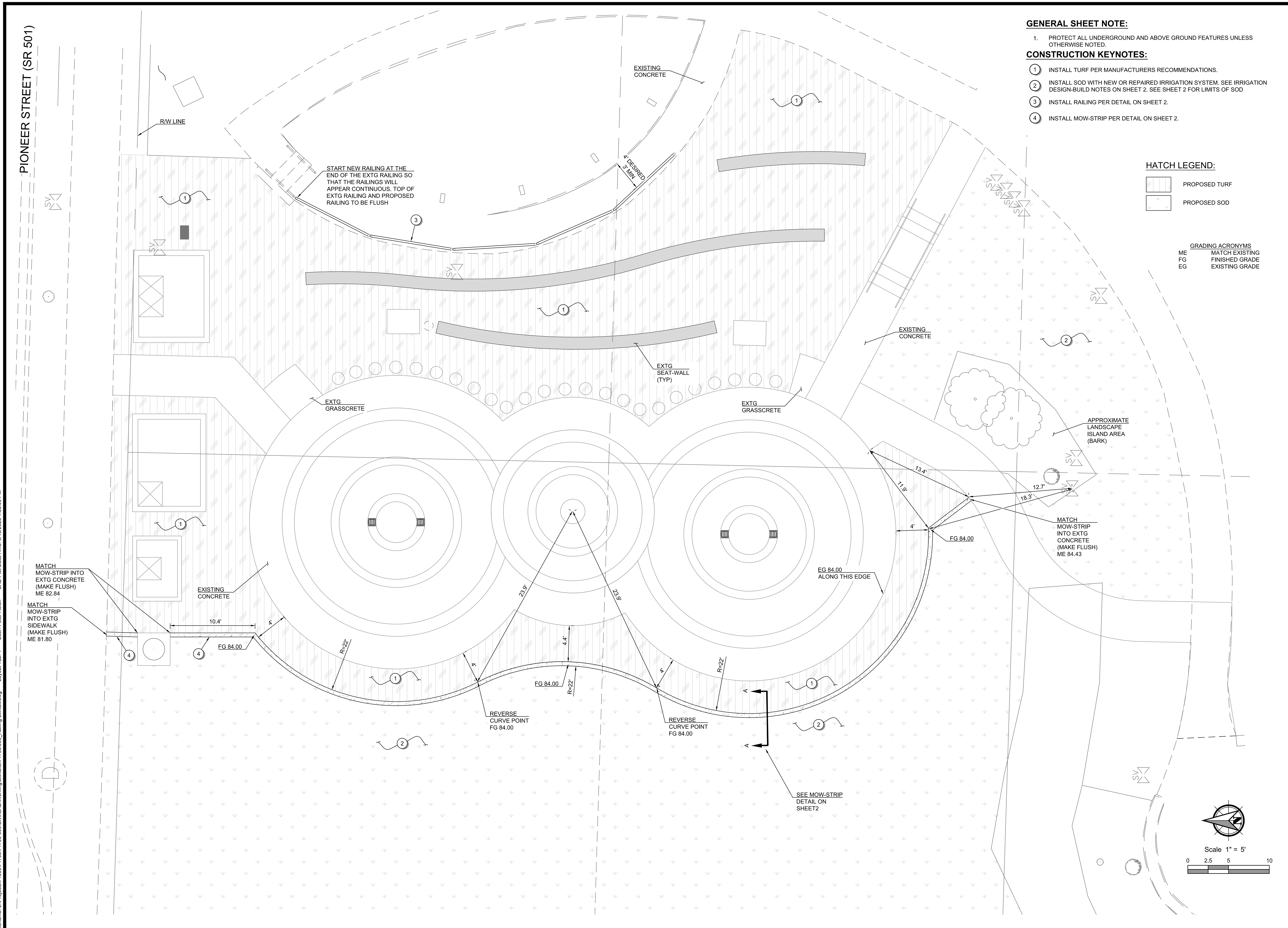
RECOMMENDED ACTION OR MOTION:

Council action is requested in this item. A suggested motion is "I move to approve this change order request to increase Keystone Contracting's contract budget for the Splash Pad by an amount not to exceed $258,600, for an overall contract amount not to exceed $1,215,593.17.

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. 71708_Overlook_Railing Exhibit_20230913
2. Illumination Concept
3. Change_Order_3 with Notes
4. Change_Order_4
5. Change Order 5_replacement lights_handrail_topsoil
6. Change Order 6_Turf



GENERAL SHEET NOTE:

1. PROTECT ALL UNDERGROUND AND ABOVE GROUND FEATURES UNLESS OTHERWISE NOTED.

CONSTRUCTION KEYNOTES:

1. INSTALL TURF PER MANUFACTURERS RECOMMENDATIONS.
2. INSTALL SOD WITH NEW OR REPAIRED IRRIGATION SYSTEM. SEE IRRIGATION DESIGN-BUILD NOTES ON SHEET 2. SEE SHEET 2 FOR LIMITS OF SOD
3. INSTALL RAILING PER DETAIL ON SHEET 2.
4. INSTALL MOW-STRIP PER DETAIL ON SHEET 2.

HATCH LEGEND:

PROPOSED TURF

PROPOSED SOD

GRADING ACRONYMS

ME	MATCH EXISTING
FG	FINISHED GRADE
EG	EXISTING GRADE

Filename: L:\Projects\71000\71708\71708-000\Civil\CAD\Working\Exhibits\71708.000_Railing Exhibit.dwg Layout Tab: 1 User: Peter Reich CAD Plot Date/Time: 9/13/2023 1:35:00 PM

Full Size Sheet Format Is 12x18; If Printed Size Is Not 12x18, Then This Sheet Format Has Been Modified & Indicated Drawing Scale Is Not Accurate.

PBS Engineering and Environmental Inc.
415 W 6th Street, Suite 601
Vancouver, WA 98660
360.695.3488
pbsusa.com

PBS

RAILING AND MOW-STRIP PLAN FOR:

OVERLOOK PARK SPLASH PAD

A SITE LOCATED IN THE CITY OF RIDGEFIELD,, WASHINGTON

811 Know what's below. Call before you dig.

DESIGNED: PVR

CHECKED: EAP

SEPTEMBER 2023

71708.000

SHEET ID

1

SHEET 1 OF 2

IRRIGATION DESIGN-BUILD NOTES:

1. CONTRACTOR SHALL PROVIDE IRRIGATION THROUGH DESIGN BUILD BY AN AUTOMATIC UNDERGROUND SYSTEM CAPABLE OF PROVIDING ADEQUATE WATER TO LAWN AREAS AS DEPICTED IN THE HATCHED AREA ON SHEET 1.
2. ALL WORK SHALL CONFORM TO STANDARD SPECIFICATION 8-03 AND CITY OF RIDGEFIELD STANDARDS.
3. ALL WORK INCLUDING COORDINATION AND INSTALLING THE NECESSARY WATER AVAILABILITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. GRASS AREAS SHALL BE SUPPLIED AT TRIPLE HEAD TO HEAD COVERAGE.
5. CONTRACTOR SHALL SUBMIT THE FOLLOWING DATA TO THE ENGINEER PRIOR TO START OF WORK:

5.1. CONTRACTOR SHALL SUBMIT ALL PRODUCTS TO BE INSTALLED IN THIS SYSTEM. PRODUCT DATA SHALL INCLUDE THE MANUFACTURER'S NAME, CATALOG NUMBER, TECHNICAL DATA, AND MANUFACTURER'S SPECIFICATIONS FOR INSTALLATION. ALL IRRIGATION COMPONENTS SHALL BE SUBMITTED FOR APPROVAL PRIOR TO START OF INSTALLATION. ALL IRRIGATION COMPONENTS SHALL BE HUNTER. SPRAY NOZZLES SHALL BE MP-ROTATOR UNLESS OTHERWISE APPROVED.THE EXISTING CONTROLLER SHALL BE UTILIZED, UNLESS OTHERWISE ADDITIONAL CAPACITY IS NEEDED FOR THE ADDITIONAL ZONES A NEW CONTROLLER WILL BE PROPOSED.

5.2. CONTRACTOR SHALL TEST THE EXISTING WATER PRESSURE AT POINT OF CONNECTIONS AND SUBMIT THE FINDINGS.

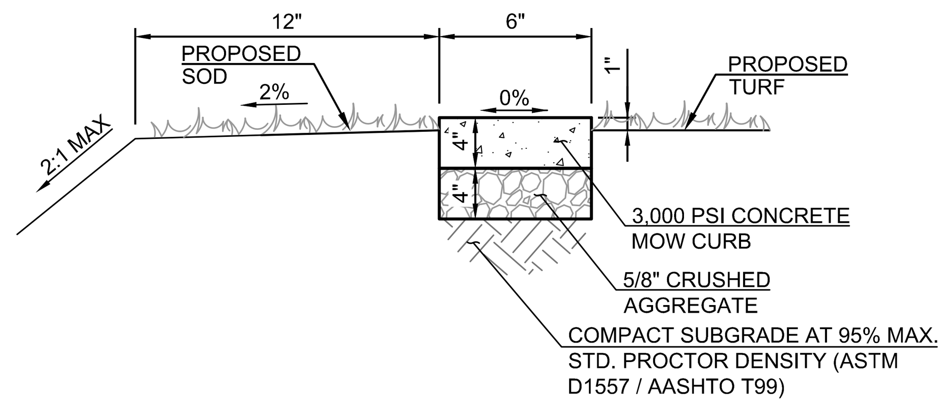
5.3. CONTRACTOR SHALL SUBMIT AN IRRIGATION PLAN THAT SHOWS ALL IRRIGATION SYSTEM PIPING INCLUDING LAYOUT, LOCATION, TYPE, SIZE, CAPACITIES, AND FLOW CHARACTERISTICS OF IRRIGATION SYSTEM COMPONENTS; INCLUDE WATER METERS, BACKFLOW PREVENTORS, CONTROLLER, VALVES, PIPING, SLEEVING, DRAIN VALVES, SPRINKLERS AND DEVICES, ACCESSORIES AND WIRING.

5.4. IF EXISTING IRRIGATION IS TO BE PROTECTED, RETAINED OR REPAIR, CONTRACTOR SHALL DOCUMENT AND ASSESS CONDITION OF EXISTING IRRIGATION COMPONENTS INCLUDING PRESSURE AND FLOW. PRE-EXISTING CONDITIONS OF THE SYSTEM REQUIRING REPAIR SHALL BE ADDRESSED AND CORRECTED. ANY DAMAGE DURING CONSTRUCTION WORK SHALL BE REPAIRED TO A FULLY OPERATIONAL SYSTEM AT THE COMPLETION OF ALL WORK.

5.5. ALL MAINLINE AND LATERAL PIPING SHALL BE SCH40 PVC. PIPING SHALL SHARE COMMON TRENCH WHEREVER POSSIBLE.

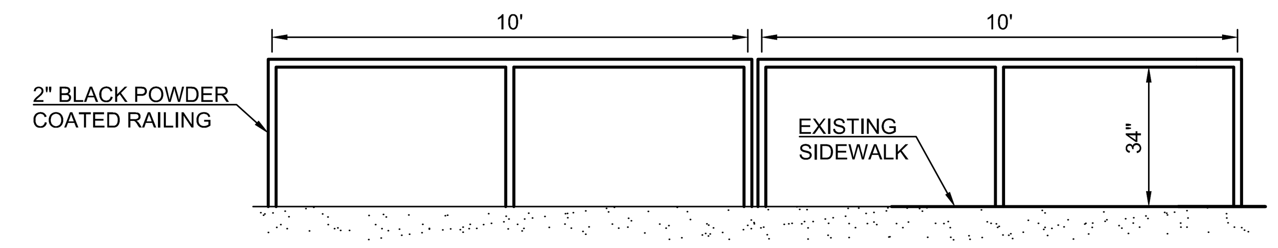
5.6. ALL PIPING AND CONTROL WIRING PROPOSED UNDER PAVEMENT SHALL BE INSTALLED IN 4" SCH80 PVC. TWO SLEEVES SHALL BE INSTALLED PER LOCATION.

5.7. LOCATE AND VERIFY ALL UTILITY LINES PRIOR TO EXCAVATION OR CONSTRUCTION. CONTRACTOR SHALL TAKE SOLE RESPONSIBILITY FOR ALL DAMAGES CAUSED AS A RESULT OF THEIR WORK.



MOW-STRIP DETAIL (SECTION A-A)

SCALE: NTS



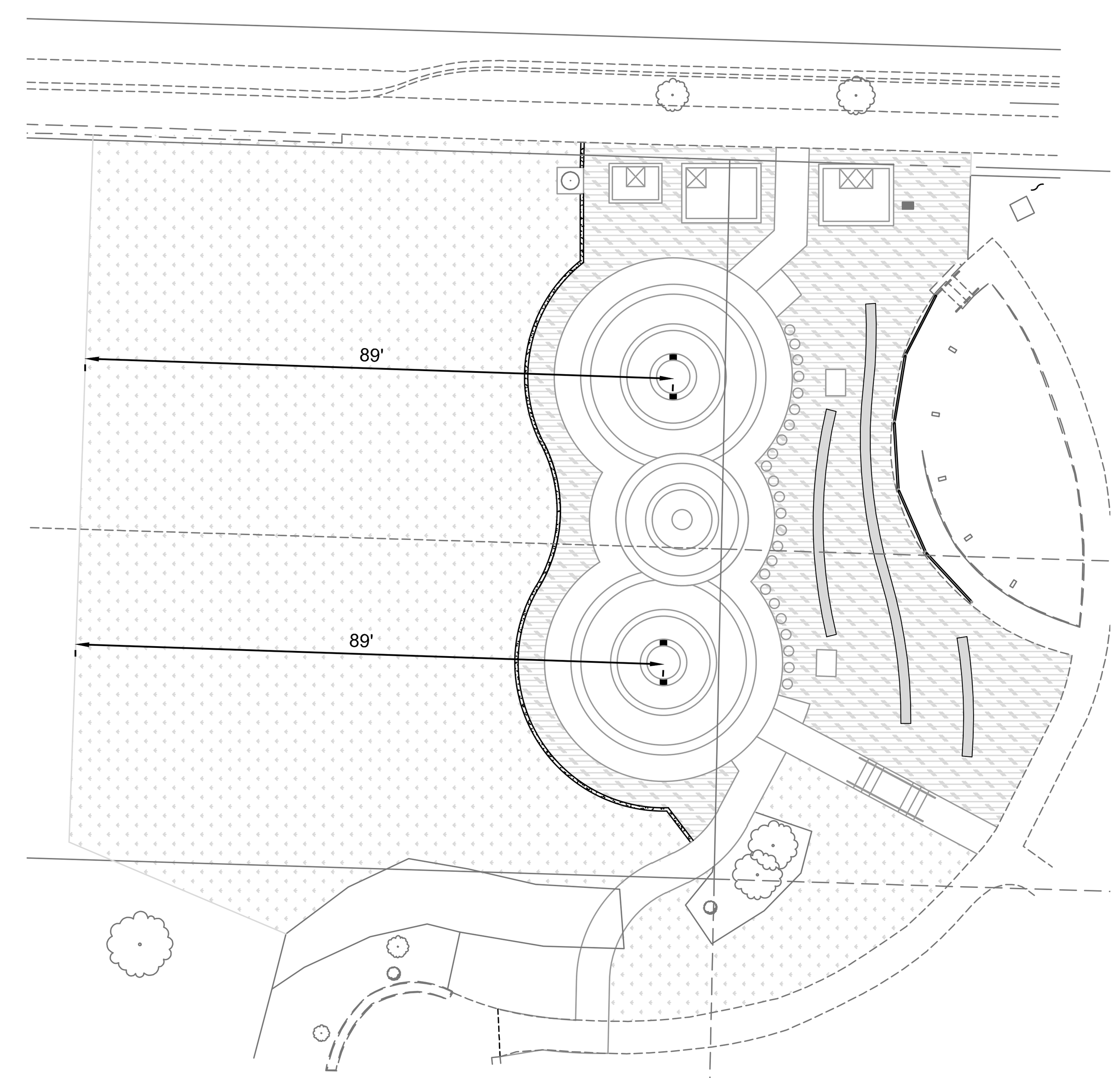
SECTION VIEW

NOTES:
1. WITHOUT UNDERMINING THE RAILING'S FOOTING, PLACE RAILING POSTS AS CLOSE TO THE OUTSIDE EDGE OF THE SIDEWALK AS POSSIBLE.
2. MAINTAIN 48" CLEARANCE ALONG PATH WHERE POSSIBLE. 36" CLEARANCE IS THE MINIMUM ALLOWED PER ADA STANDARDS.

RAILING DETAIL

SCALE: NTS

QUANTITY TAKE-OFF		
PROPOSED FEATURE	QUANITY	UNITS
TURF	3,005	SF
SOD	9,190	SF
RAILING	5	10-FT SECTIONS
MOW-STRIP	121	LF



APPROXIMATE EXTENTS OF SOD

SCALE: 1" = 20'

RAILING AND MOW-STRIP DETAILS AND NOTES FOR:

OVERLOOK PARK SPLASH PAD

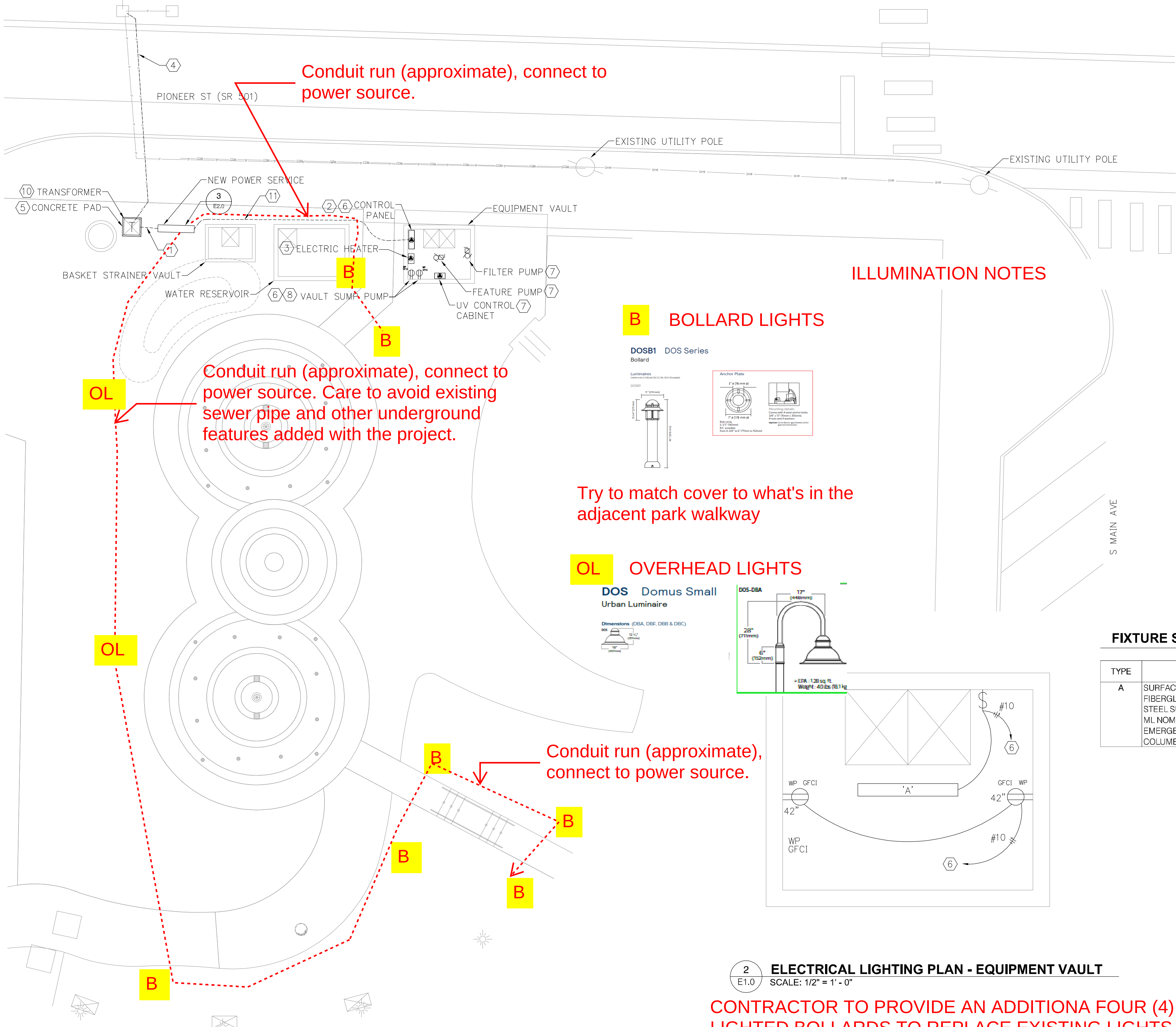
A SITE LOCATED IN THE CITY OF RIDGEFIELD,, WASHINGTON

PBS Engineering and Environmental Inc.
415 W 6th Street, Suite 601
Vancouver, WA 98660
360.695.3488
pbsusa.com

811 Know what's below. Call before you dig.

DESIGNED: PVR
CHECKED: EAP
SEPTEMBER 2023
71708.000
SHEET ID
2
SHEET 2 OF 2

ILLUMINATION CONCEPT, SCHEMATIC ONLY. REQUIRES ELECTRICIAN DESIGN/BUILD WORK.



2 E1.0 **ELECTRICAL LIGHTING PLAN - EQUIPMENT VAULT**
SCALE: 1/2" = 1' - 0"

1 E1.0 **ELECTRICAL SITE POWER PLAN**
SCALE: 1/8" = 1' - 0"

CONTRACTOR TO PROVIDE AN ADDITIONA FOUR (4) LIGHTED BOLLARDS TO REPLACE EXISTING LIGHTS ALONG WALKWAY, TO MATCH NEW LIGHTS AT THE SPLASH PAD.

NOTES THIS SHEET:

1. PROVIDE SECONDARY UNDERGROUND CONDUITS AND INSTALL AS SHOWN IN THE ONE LINE POWER RISER DIAGRAM.
2. CONTROL PANEL TO BE PROVIDED BY THE GENERAL CONTRACTOR AND TO BE INSTALLED IN COORDINATION WITH THE ELECTRICAL CONTRACTOR. COORDINATE WITH THE GENERAL CONTRACTOR PRIOR TO ROUGH–IN.
3. PROVIDE AND INSTALL 750 WATT ELECTRIC WALL HEATER WITH BUILT–IN THERMOSTAT, 120–VOLTS. KING MODEL NO. U1275.
4. PROVIDE AND INSTALL IN EXISTING 4–INCH CONDUIT, THREE (3) 1/0 AWG PRIMARY CONDUCTORS PER UTILITY COMPANY REQUIREMENTS AND SPECIFICATIONS. COORDINATE WITH THE UTILITY FOR THE OPENING OF THE EXISTING VAULT TO INSTALL THE NEW CONDUCTORS.
5. PROVIDE AND INSTALL TRANSFORMER CONCRETE PAD PER UTILITY COMPANY REQUIREMENTS AND SPECIFICATIONS. NEW TRANSFORMER WILL BE 75–kVA.
6. SEE PANEL SCHEDULE FOR BRANCH CIRCUIT CONNECTION INFORMATION.
7. EQUIPMENT TO BE CONNECTED TO THE CONTROL PANEL BY OTHERS.
8. SUMP PUMPS RECEPTACLES, PROVIDE SINGLE RECEPTACLES OR DUPLEX RECEPTACLES WITH TWO SEPARATE BRANCH CIRCUITS AS SHOWN IN THE PANEL SCHEDULE. COORDINATE EXACT LOCATION WITH GENERAL CONTRACTOR FOR FINAL EQUIPMENT LOCATION PRIOR TO ROUGH–IN.
9. GENERAL PURPOSE RECEPTACLES, CIRCUIT AS SHOWN IN THE PANEL SCHEDULE. COORDINATE EXACT LOCATION WITH GENERAL CONTRACTOR FOR FINAL EQUIPMENT LOCATION PRIOR TO ROUGH–IN.
10. PROVIDE AND INSTALL 75–kVA, 120/208 VOLT, 3–PHASE DRY TYPE TRANSFORMER PER POWER UTILITY REQUIREMENTS AND SPECIFICATIONS.
11. SEE ONE LINE POWER RISER DIAGRAM FOR UNDERGROUND FEEDER INFORMATION.

FIXTURE SCHEDULE:

TYPE	LIGHT FIXTURE DESCRIPTION	FIXTURE STYLE
A	SURFACE MOUNTED ENCLOSED AND GASKETED LINEAR FIXTURE. 42 WATT LED. 5,168 LUMENS. FIBERGLASS HOUSING. RIBBED FROSTED ACRYLIC LENS. POLYCACETAL LATCHES. STAINLESS STEEL SURFACE MOUNTING BRACKETS. 4 FOOT LENGTH. 4000K LED COLOR TEMPERATURE. ML NOMINAL LUMENS. FIXED OUTPUT DRIVER. 120/277 VOLTAGE. EMERGENCY BATTERY PACK INSTALLED, 1400 LUMENS. COLUMBIA: LXEM4-40ML-RFA-EU-ELL14 OR APPROVED.	

GENERAL NOTES:

ELECTRICAL CONTRACTOR TO PAY CLARK PUBLIC UTILITIES CHARGES. AFTER PAYMENT IS COMPLETED, UTILITY WILL ISSUE FINAL DESIGN DRAWING FOR COORDINATION. CONTACT RYAN ENGELBART AT 360–992–8860. SEE ENCLOSED PRELIMINARY DRAWING FOR REFERENCE.

SCALE OF FEET: 1" = 10'-0"

LAND EXPRESSIONS
5615 E. DAY MT. SPOKANE RD. MEAD, WA 99021
P. 509.466.6683 F. 509.466.7694
LAND-EXPRESSIONS.COM

07/19/2022

CUNDIFF ENGINEERING, INC. / CONSULTING ENGINEERS
PH 503.521.7260, FX 503.521.7257

OVERLOOK PARK SPLASH PAD
101 S MAIN AVE
RIDGEFIELD, WA
ELECTRICAL SITE POWER & LIGHTING PLAN

DATE: 06.27.2022
REVISED:
07.19.2022

PROJECT NO: 22-024
PROJECT MGR: PA
DRAWN BY: HLO

E1.0
CONSTRUCTION DOCUMENTS

KEYSTONE CONTRACTING, INC.
417 NW 209TH STREET
RIDGEFIELD, WA. 98642

360-878-0868

LETTER OF TRANSMITTAL

DATE 8/8/2024	JOB NO.
ATTENTION CHUCK GREEN	
RE: OVERLOOK PARK LIGHTING	

TO CITY OF RIDGEFIELD
230 PIONEER STREET
RIDGEFIELD, WA 98642

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via ____________ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☐ ____________

COPIES	DATE	NO.	DESCRIPTION
1	8/8		COST FOR ADDING LIGHTING TO
			OVERLOOK PARK SPLASH PAD

THESE ARE TRANSMITTED as checked below:

☒ For approval ☐ Approved as submitted ☐ Resubmit ______ copies for approval

☐ For your use ☐ Approved as noted ☐ Submit ______ copies for distribution

☐ As requested ☐ Returned for corrections ☐ Return ______ corrected prints

☐ For review and comment ☐ ____________

☐ FOR BIDS DUE ____________ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS ____________

COPY TO ____________

SIGNED: [signature]

KEYSTONE CONTRACTING, INC.

417 NW 209TH STREET, RIDGEFIELD, WA. 98642

Extra Work Order

Sheet____of____

Customer	Date	Job #	EWO #
CITY OF RIDGEFIELD	8/8/2023		

Project

OVERLOOK PARK PROVIDE LIGHTING COST

Employees on Project	Rate	Hours	Total
SUPERVISOR/OPERATOR	85	8	680
LABORS (2)	75	16	1200

Equipment	Rate	Hours	Total
EXCAVATOR			400
WORK TRUCK			225

Materials	Unit Cost	Qty	Total
ELECTRICAL SUB			
TAPANI			54,000

Description of Work

Comments

Cost Summary

Daily Total		56,505.00
Overhead	15%	8,475.75
Profit	3%	1,695.15
Total		$ 66,675.90

Owners Representative Signature	Date	Foreman's Signature	Date
DocuSigned by: Steve Stuart 82CE8E4BB80C42D	8/9/2023	[signature]	8/8/2023

TE

TAPANI ELECTRIC

COMMERCIAL / INDUSTRIAL / ELECTRICAL CONTRACTORS

July 31st, 2023

Regarding: Overlook Park Site Lighting

Bid Documents:

◊ This proposal is based on shop drawing sketch provided from City of Ridgefield and electrical sheets for Splash Pad.

Description of work:

1. We propose to furnish all labor and material for all electrical work involved with the addition of 7 bollard type "03" fixtures and 2 type "01" pole fixtures complete.
2. 2 type "01" concrete pole bases
3. 7 type "03" concrete pole bases
4. Conduit and wire between all fixtures and installed into splash pad panel.
5. 1 photo-cell to control the on/off function of the lights.
6. Update existing site plan to show added lights and circuit information.
7. Provide all electrical permits.

Clarifications:

a. This proposal is based on straight time work.
b. Warranty covers work for one year after project is closed out.

Exclusions:

a. Bond.
b. State or local taxes.
c. Sawcutting concrete or hard surfaces for conduit or pole base install.
d. Patching of concrete or hard surfaces for conduit and pole base install.
e. Landscape patching.
f. Engineering/cad drawings

TOTAL ELECTRICAL PRICE:	***$ 54,000.00***

- Due to shortages and materials with long lead times Tapani Electric will not be held responsible for items that cannot be procured in time to meet the schedule of the job. We will provide documentation that "said" items have been ordered and are waiting for delivery.

- Due to current market Tapani Electric will not be responsible for any price increases that might incur during the duration of this project. (all quotes are good for 30 days after time of bid.)

Contract Change Order Certification

City of Ridgefield
510 Pioneer St, Suite B
PO BOX 608
Ridgefield, WA 98642

CHANGE ORDER NO.: 4

PROJECT: P21004: Overlook Park Improvements

BUDGET NO.: 300-76-594-76-6065

CONTRACTOR: Keystone Contracting, Inc.

CONTRACT NO.: C2022-040

DESCRIPTION OF CHANGE ORDER WORK
Extend the existing contract to December 31, 2023 to complete remaining work and to address/resolve any final matters under the project.

The Contractor agrees that this change order represents full and final compensation to add the work described herein.

ORIGINAL CONTRACT AMOUNT:	$1,029,333.21
PREVIOUS APPROVED CHANGE ORDERS:	$0
CHANGE ORDER AMOUNT:	$0

REVISED CONTRACT AMOUNT: $1,029,333.21

The payments and/or additional time specified and agreed to in this Change Order shall include any claim by the Contractor for any extra compensation or extension of time with respect to the work described herein, including any time which may have resulted prior to executing this Change Order.

Except as herein modified, the terms of the basic Contract shall remain in full force and effect.

Receipt acknowledged and terms and Conditions agreed to by:

DocuSigned by:
John Van Vessem
10211A7914CC480...

(Contractors Authorized Official)	10/11/2023 (Date)	President (Title)

Approved For City of Ridgefield:

DocuSigned by:
Steve Stuart
82CF8E4BB80C42D...

(Citys Authorized Official)	10/12/2023 (Date)	City Manager (Title)

Contract Change Order Certification

City of Ridgefield
510 Pioneer St, Suite B
PO BOX 608
Ridgefield, WA 98642

CHANGE ORDER NO.: 5

PROJECT: P21004: Overlook Park Improvements

BUDGET NO.: 300-76-594-76-6065

CONTRACTOR: Keystone Contracting, Inc.

CONTRACT NO.: C2022-040

DESCRIPTION OF CHANGE ORDER WORK
This change order is to furnish and install 3-way topsoil mix. This change order also accounts for additional four lighted bollard fixtures and installation of a handrail to the back of the splash pad seatwall. The cost breakdown for the topsoil mix, along with the bollard fixture and handrail additions is as follows:

Labor (one laborer four hours)	= $320
Pick-up equipment (two hours)	= $50
Subcontractor	= $7,000
Daily total	= $7,370
Overhead (15%)	= $1,105.50
Profit (3%)	= $221.10
Tax (8.7%)	= $756.60
Total for the bollard fixtures	**= $9,453.20**

Labor	= $1,520
Pick-up equipment	= $225
Materials	= $3,350
Daily total	= $5,095
Overhead (15%)	= $764.25
Profit (3%)	= $152.85
Sales tax (8.7%)	= $523.06
Total for the handrail	**= $6,535.15**

Materials (50 CY @ $49/CY)	= $2,450
Overhead (15%)	= $367.50
Profit (3%)	=$73.50
Tax (8.7%)	= $251.52
Total for the topsoil mix	**= $3,142.52**

The total combined cost of the bollard fixtures, handrail installation and topsoil mix is $19,130.87.

The Contractor agrees that this change order represents full and final compensation to add the work described herein.

ORIGINAL CONTRACT AMOUNT:	$1,029,333.21
PREVIOUS APPROVED CHANGE ORDERS:	$0
CHANGE ORDER AMOUNT:	$19,130.87

REVISED CONTRACT AMOUNT: $1,048,464.08

The payments and/or additional time specified and agreed to in this Change Order shall include any claim by the Contractor for any extra compensation or extension of time with respect to the work described herein, including any time which may have resulted prior to executing this Change Order.

Except as herein modified, the terms of the basic Contract shall remain in full force and effect.

Contract Change Order Certification

Receipt acknowledged and terms and Conditions agreed to by:

________________________	____________	President
(Contractors Authorized Official)	(Date)	(Title)

Approved For City of Ridgefield:

________________________	____________	City Manager
(Citys Authorized Official)	(Date)	(Title)

Contract Change Order Certification

City of Ridgefield
510 Pioneer St, Suite B
PO BOX 608
Ridgefield, WA 98642

CHANGE ORDER NO.: 6

PROJECT: P21004: Overlook Park Improvements

BUDGET NO.: 300-76-594-76-6065

CONTRACTOR: Keystone Contracting, Inc.

CONTRACT NO.: C2022-040

DESCRIPTION OF CHANGE ORDER WORK
This change order is to furnish and install synthetic turf lawn surrounding the splash pad. The cost breakdown for this work is as follows:

Labor (three laborers multiple hours)	= $2,965
Pick-up equipment	= $250
Materials (subcontractor)	= $69,962.23
Daily total	= $73,177.23
Overhead (15%)	= $10,976.58
Profit (3%)	= $2,195.32
Tax (8.7%)	= $7,512.37
Total for the synthetic turf lawn	**= $93,861.50**

The Contractor agrees that this change order represents full and final compensation to add the work described herein.

ORIGINAL CONTRACT AMOUNT:	$1,048,464.08
PREVIOUS APPROVED CHANGE ORDERS:	$0
CHANGE ORDER AMOUNT:	$93,861.50

REVISED CONTRACT AMOUNT: $1,142,325.58

The payments and/or additional time specified and agreed to in this Change Order shall include any claim by the Contractor for any extra compensation or extension of time with respect to the work described herein, including any time which may have resulted prior to executing this Change Order.

Except as herein modified, the terms of the basic Contract shall remain in full force and effect.

Receipt acknowledged and terms and Conditions agreed to by:

______________________	____________	President
(Contractors Authorized Official)	(Date)	(Title)

Approved For City of Ridgefield:

______________________	____________	City Manager
(Citys Authorized Official)	(Date)	(Title)

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 26, 2023

AGENDA ITEM NAME: Motion - Contract Award for Gee Creek Loop Community Development Block Grant Project Design

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GOVERNING LEGISLATION

Revised Code of Washington Title 35 – Cities and Towns
Title 35A Optional Municipal Code
Title 39 - Public Contracts and Indebtedness, and
City Financial Policy #04: Procurement of Goods & Services.
T

PREVIOUS COUNCIL ACTION TAKEN:

Award of contract for preliminary Downtown Stormwater Project Design.
Acceptance of Community Development Block Grant in 2022 for this project.

SUMMARY/BACKGROUND:

The Gee Creek Loop is a project to improve stormwater facilities for the neighborhood around Gee Creek Loop, and to provide an ADA-accessible, enhanced crosswalk crossing SR 501/Pioneer Street to allow neighborhood residents non-vehicular access to Abrams Park. Site visits conducted by the City in early 2023 indicated the current stormwater conveyance system, which runs down the center of the street in Gee Creek Loop, was eroding the pavement and the outfall and water quality treatment near Gee Creek were substandard.

The project has received a $440,000 Community Development Block Grant (CDBG) to support the improvements. A preliminary design for the original project was completed in 2021 in advance of the CDBG application. As City staff began scoping out the CDBG project, a determination was made that the original design did not account for permits, easements for stormwater facilities to be placed on currently-private property, and bringing stormwater facilities up to standards that would comply with the upcoming Municipal Phase II Discharge Permit (NPDES) which takes effect in July 2024.

Additional site visits with City staff and members of Council highlighted the substandard stormwater conveyance system down the center of the street in Gee Creek Loop, which was eroding the pavement. City staff determined that the stormwater conveyance system needed replaced, and pavement around the Loop needed repairs. These additional components were included in a package of Stormwater Improvements presented to the Public Works Board for additional pre-construction and construction financing, which was awarded in September 2023.

The City issued a Request for Qualifications for submittals from highly qualified firms to provide all pre-construction design services for the Gee Creek Loop Stormwater Improvements. The work would complete the necessary stormwater facilities design and along S Gee Creek Loop and the outfall near Gee Creek. Also included is a new and enhanced pedestrian crossing of Pioneer Street (State HWY 501). Also included will be required environmental clearances and permits as well as approvals from the Department of Archaeological and Historic Preservation (DAHP), acquisition of easements and the additional storm drainage and pavement repair design noted above.

The City received two responses and, after completing interviews, selected Wallis Engineering as the highest ranked team with which to negotiate a scope and fee.

The work items include:

- Finalizing the preliminary plans developed in 2021
- Design analysis of additional items and preferred design approach
- Additional stormwater and pavement repair design items
- Assistance with community information
- Enhanced pedestrian crossing across Pioneer Street (Hwy 501) including ADA-accessible approaches on either side and an accessible path to the Abrams Park entrance
- Project management and coordination including with Washington State Department of Transportation and utilities
- Right-of-way/easement plans and acquisitions
- Environmental and permitting documents
- Final construction plans, specifications and estimate.

Because of the additional financing provided by the Public Works Board, the tasks originally labeled "Contingency" in the attached scope and budget document will be included in this award. The City may amend the contract in the future to provide bid and construction support, which is not included in the not-to-exceed amount for this award.

BUDGET/FINANCIAL IMPACTS:

The consultant contract amount of $195,523.50 plus $10,000 contingency is included in the full project costs included in the Public Works Board financing application which included CDBG funding.

RECOMMENDED ACTION OR MOTION:

Council action is requested on this item. A suggested motion is "**I move to award the contract for design, permitting and right-of-way services for the Gee Creek Loop project to Wallis Engineering in an amount not to exceed $195,523.50 along with a $10,000 contingency.**"

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. 1565A Gee Ck Loop Scope and Fee R2

GENERAL SCOPE OF PROJECT

This project consists of providing design services for the Gee Creek Loop Improvement Project. The project will provide a safe pedestrian crossing of Pioneer Street (SR 501), connecting the east side of Gee Creek Loop to the north side of Pioneer Street and the future pedestrian path between Reiman Road and Abrams Park. The Clark County Community Development Block Grant (CDBG) program will fund the pedestrian crossing improvements. The project will also include improvements to the stormwater conveyance system and the rehabilitation of an existing swale. This current scope of work will incorporate design from completed final design documents in 2021 for the Gee Creek Stormwater Improvements project from Wallis Engineering.

EXISTING CONDITIONS

Gee Creek Loop is a local street providing access to residents of the Gee Creek Loop development. There is a continuous sidewalk along the roadway on either side of the road. There are no crosswalks or pedestrian signage at the intersection of Pioneer Street and Gee Creek Loop. The existing sidewalk has approximately 1-inch curb reveal. The road is currently graded as a valley gutter in the center of the road. The valley gutter conveys stormwater to the lowest point in Gee Creek Loop and then collects in two catch basins. The stormwater is then conveyed to an existing swale, which discharges into Gee Creek.

PROPOSED IMPROVEMENTS

The project proposes to provide a safe pedestrian crossing of Pioneer Street with the inclusion of ADA upgrades, pedestrian signage, a luminaire, and RRFBs for the crossing. The project's aim also includes replacing the existing hillside drainage collection structure with a structure that operates more efficiently and provides better maintenance access. An alternative analysis will be completed to select the City’s preference for potential stormwater conveyance and pavement rehabilitation within Gee Creek Loop.

Contingency tasks have been included and will only be completed following written approval from the City project manager.

PROJECT TEAM

Wallis Engineering will serve as the prime consultant for this project, leading a team of subconsultants to complete all the services identified in the specific scope of work. The project team is listed below, with the responsibilities which they will complete.

Consultant	*Responsibilities*
Wallis Engineering (Wallis)	Civil Engineering
EPIC Land Solutions (EPIC)	ROW Consultant
Archaeological Services (ASCC)	Archaeologist
Ecological Land Services (ELS)	Environmental Permitting
Epic Land Solutions (Epic)	Right-of-way Services
KC Development (KCD)	Surveying
Lancaster Mobley (LM)	Traffic Engineer

CONTRACT DURATION

The contract term shall be from the date the contract is fully executed until June 30, 2024.

SPECIFIC SCOPE OF WORK

TASK 1 PROJECT MANAGEMENT AND ADMINISTRATION

Objective: Provide project management, coordination, and direction of the design team to complete the project. Establish quality control management and designate responsibility of technical work deliverables and products.

1.1 Project Management and Coordination

Wallis will provide comprehensive project management, starting with completion of a scope of work and fee estimate. Our project manager will ensure the scope, schedule and budget are met. We will maintain a schedule which will include individual task milestones and duration, providing monthly updates to the City on project status, and revising the schedule as needed. We will coordinate and provide direction to City staff and design team in order to successfully complete the project.

1.2 Private Utility Coordination

Wallis will provide utility coordination for all proposed impacts to existing public and franchise utilities along the project corridor. This effort will include the following:

- Identify all existing utility providers within the project corridor, request service maps, and obtain utility locates during topographic surveys.
- Identify potential conflicts between existing utilities and proposed improvements, provide notifications to and coordinate with the affected utility company representatives during the preliminary, 60%, 90%, and final design phases.
- Coordinate necessary relocations with affected utility owners.
- Maintain a record of correspondence with utility companies.
- Incorporate proposed private utility linework into the plans for reference.
- Identify any additional public or private utility easements required.

1.3 WSDOT Documentation and Coordination (Contingency)

Wallis will provide support for WSDOT coordination and document preparation for the City to complete items needed for WSDOT Local Program deliverables for this project.

Task 1 Assumptions:

- Project is CDBG funded in addition to a Public Works Trust Bond
- Design phase of the project is assumed to be from October 2023 to February 2024.
- Bidding is anticipated for March 2024.
- Construction phase services are not included in this scope of work.
- City staff will complete all necessary WSDOT coordination, concurrence, and permitting.
- WSDOT coordination in Task 1.3 is an allotment for support requested by the City in preparation of WSDOT permitting approval documents. We assume two (2) meetings will be had with the City to discuss WSDOT coordination.

Task 1 Deliverables:

- Scope of Work and Not to Exceed Fee Estimate
- Monthly status updates submitted with invoices
- Monthly updated schedule, as needed
- Design Review Meetings Agenda and Minutes
- Utility Coordination Log
- WSDOT Documentation as requested

TASK 2 DATA COLLECTION AND EVALUATION

Objective: To develop an understanding of the project and obtain the required information to accurately design the improvements.

2.1 Site Investigation and Review of Existing Data

Wallis Engineering will conduct a site investigation of the project area to review existing conditions, take design and pre-construction photographs, and review available as-built information within and adjacent to the project limits. Wallis will also review available background information relating to this project. The anticipated information includes:

- Previously prepared plan and opinion of cost;
- Grant application;
- Asbuilt/ Record drawing information, as available;
- Existing conditions photographing survey;
- Other pertinent information, as available.

2.2 Topographic Survey and Base Map

KC Development will establish existing right-of-way within the project limits and prepare a final existing conditions right-of-way plan, including a review of existing easements and property lines. KC Development will also prepare a topographic survey in AutoCAD version 2021 format for use in project design. The survey will identify right-of-way lines, easement lines, existing utilities marked on the ground in response to a utility locate request submitted to the Washington Utility Notification Center, and all monuments, curb lines, Swales and , impervious features, signs, utilities, and trees within the survey limits.

2.3 Temporary and Permanent Easement Descriptions

KC Development will prepare up to four (4) temporary construction easements and up to four (4) permanent stormwater easement graphics with legal descriptions based on boundaries provided by Wallis Engineering. Easements will include a graphical representation of the easement area and a legal description of the easements.

Task 2 Assumptions:

- The City will provide all available as-built information within the project limits and for recently completed projects adjacent to the site.
- The City will complete a traffic study and traffic safety analysis for the project area along Pioneer Street (SR-501).

- The City will review sight distances at the pedestrian crossing locations (both crosswalk approaches) to determine if the proposed crossing locations will be safe for pedestrian use, with respect to drivers being able to see crossing pedestrians and vice versa.
- No traffic counts will be completed by the design team. The design team will not complete a traffic safety analysis.
- The City will compile the information gathered in the traffic safety analysis into a Traffic Safety Memorandum meeting the requirements of WSDOT.
- No geotechnical and/or subsurface investigations will be performed.
- No Pre-Construction Record of Surveys will be required. It is assumed that all disturbed monuments will be replaced within 90 days of disturbance and documented with Post-Construction Record of Surveys by the Contractor.

Task 2 Deliverables:

- Topographic Survey and Base map in AutoCAD format.
- KC Development will prepare up to four (4) temporary construction easements and up to four (4) permanent stormwater easement graphics with legal descriptions.

TASK 3 PRELIMINARY DESIGN

Objective: Complete the Alternative Analysis memorandum and preliminary design of improvements to provide a basis of final design.

3.1 Alternative Analysis

An alternative analysis will be performed before the 60% design phase for stormwater conveyance from the hillside collection structure at the northwest end to the low point of Gee Creek Loop. In addition to pavement reconstruction methods along Gee Creek Loop. An Alternative Analysis memorandum will be submitted that includes a comparison of design criteria that will be chosen based on discussions with the City. The memo will discuss the benefits and potential deficiencies of three (3) alternatives. Possible evaluation criteria include but are not limited to permitting, Right of Way, constructability, quality and quantity requirements for stormwater, design life, and construction costs. The City will then choose one of the three (3) options for Final Design.

After the City review of the Alternative Analysis Memorandum, we will conduct a design review meeting with City staff to solicit feedback.

3.2. RRFB and Lighting Design

Lancaster Mobley (LM) will prepare the design of the RRFB/crossings once the City has determined the crossing location of Pioneer.

LM will also design plans for the streetlight and illumination analysis. The lighting plans will be submitted by LM to reviewing agencies for final input and revisions during the 90% and final design.

3.3 Stormwater Drainage and Erosion Control

Analysis will be completed to determine the runoff quantities associated with the existing and proposed improvements to assess water quality and conveyance needs based on the final design chosen from the Alternatives Analysis. A Preliminary Stormwater Management memorandum containing drainage calculations if the elected design requires it, will be provided to the City for review and approval. Wallis Engineering will review and analyze the stormwater requirements, determine runoff quantities, and develop a conceptual plan for providing stormwater quality and conveyance capacity in accordance with the City's stormwater management guidelines (Stormwater Management Manual for Western Washington, 2005 edition). The Stormwater Management memorandum will be finalized following 90% design.

The proposed storm drainage improvements will be shown in plan and profile on the construction plans.

An erosion control plan will be developed for the project and coordinated with the City.

3.4 60% Design

Wallis will prepare 60% plans and an accompanying opinion of cost. The plan set will include the following:

- Cover, General Notes and Legend, Typical Sections
- Preliminary layout for the crossing of Pioneer Street at Gee Creek Loop
- Pedestrian crossing layout, including RRFB layout
- Preliminary signing plans
- Erosion control plans
- Temporary and Permanent Right of Way Plans

After the City reviews both the 60% design and the Preliminary Stormwater Memorandum, Wallis will conduct a design review meeting with City staff to solicit feedback.

Task 3 Assumptions:

- No infiltration testing is required. If infiltration testing is required, an amendment to the contract will need to be actioned.
- No planting plans will be created. If a planting plan is required, an amendment to the contract will need to be actioned.
- Water quality treatment for the project will reconstruct the existing swale.
- Water quantity/quality control will be performed at a minimum according to the Stormwater Management Manual for Western Washington, 2005 edition.
- Only Minimum Requirements 1-5 are assumed to be triggered by the Stormwater Management Manual for Western Washington, 2005 edition. If other Minimum Requirements are triggered, an amendment to the contract will need to be actioned.

Task 3 Deliverables:

- Alternatives Analysis Memo
- LM will provide RRFB and Lighting Design for the pedestrian crossing of Pioneer St. and Gee Creek Loop.
- Preliminary Stormwater Management Memorandum
- 60% Design Plans
- 60% Opinion of Cost

TASK 4 PERMITTING AND ENVIRONMENTAL DOCUMENTATION

Objective: Prepare project documentation and complete all coordination required to meet all project requirements.

Environmental permitting and documentation are included as a contingency that will be actioned if the City chooses a design from the alternatives analysis that will trigger permit requirements.

4.1 Environmental Classification Summary (Contingency)

We will prepare NEPA documentation as part of the Local Agency ECS for the project as follows:

- Coordinate and attend a NEPA kickoff meeting
- Research available information for the project area
- Prepare an Environmental Justice Technical Memorandum
- Prepare draft and final Documented Categorical Exclusion (DCE) documentation
- Coordinate adoption of the DCE for NEPA

4.2 Area of Potential Effect

Wallis Engineering will work with ASCC and ELS to prepare a map showing the Area of Potential Impact (APE). This will be the starting point for the environmental assessment and archaeological investigation.

4.3 Cultural and Historical Resource Assessments

ASCC will provide environmental, archaeological, ethnographic, and historic research in the project area in order to provide context for the survey and resulting report. This work will build upon ASCC's initial literature review, which will determine whether cultural resources have been previously identified in the project vicinity.

ASCC will verify the project APE, prepare and submit a work plan to consulting agencies and provide general consultation with project proponents, relevant agencies and affected Tribes.

ASCC will conduct a cultural resource survey of the project APE, consisting of a systematic pedestrian survey and a subsurface investigation consisting of shovel probing as follows:

- Walking parallel, adjacent transects spaced no more than 10 meters apart. This survey will be used to assess landforms in terms of archaeological potential.
  Higher probability areas will be subject to targeted subsurface investigation. The subsurface investigation will entail the excavation of up to five (5) shovel test probes (STPs), if this is possible given the paved setting. STPs consist of cylindrical holes excavated by shovel, measuring roughly 40 cm in diameter and excavated to a depth of at least 50 cm below ground surface, where possible. The STPs will be placed at the discretion of the Field Director in order to meet applicable standards for archeological fieldwork. No artifacts will be collected.
- ASCC will also complete GIS mapping and written and photo documentation of any precontact artifacts, historic artifacts, surface features, above-ground cultural resources, and faunal remains observed during the survey. If artifacts are encountered, they will complete a field analysis of these artifacts.

Following investigation, ASCC will prepare a draft and final report of the investigations and complete all necessary DAHP archaeological or historic property inventory forms. The report will satisfy Section 106 of NHPA.

4.4 Critical Areas Permitting (Contingency)

ELS will complete a critical area field review to facilitate preliminary design and conduct environmental research, documentation, permitting, and coordination as necessary to support the project. For this subtask, ELS will:

- Conduct one (1) site visit to flag the protected critical areas within and adjacent to the project limits.

- Conduct office work and field work to prepare a report, findings and appropriate figure set.
- Prepare a State Environmental Policy Application (SEPA).
- Prepare a mitigation plan for any buffer and/or wetland impacts.
- Complete a JARPA for Hydraulic Project Approval permits and/or Corps nationwide permit as required.
- Provide project coordination and communication to the project team.

Task 4 Assumptions:

- As directed by the City, Wallis will pursue a critical areas exception per section 18.280.030.B.16 of City of Ridgefield Municipal Code. If this exemption is not tenable, contingency tasks for environmental review will be triggered once City approval is granted.

Task 4 Deliverables:

- (Contingency) Environmental Justice Technical Memorandum
- (Contingency) Draft and Final Documented Categorical Exclusion (DCE)
- (Contingency) Area of Potential Impact (APE) Map
- (Contingency) JARPA and/or Corps nationwide permit as required
- Draft and Final Cultural Resource Survey

TASK 5 RIGHT-OF-WAY ACQUISITION (CONTINGENCY)

Objective: Acquire right-of-way as required for construction of improvements for up to two properties adjacent to the public right-of-way following the WSDOT Right of Way Manual Procedures.

5.1 Title Research

EPIC will order the preliminary title reports to support permanent utility easement acquisition on four (4) tax parcels. EPIC will complete detailed title research on these parcels.

<u>The affected properties include:</u>

- 3 S Gee Creek Loop
- 4 S Gee Creek Loop
- 5 S Gee Creek Loop
- 6 S Gee Creek Loop

5.2 Valuation and Coordination

If acquisition is needed, we are assuming that up to four (4) valuations will be prepared as Administrative Offer Summaries (AOS). If an appraisal is needed (value is over $25k), additional scope and fee for such will be required. Epic will use an in-house appraiser, if feasible, or sub-contract if necessary. The AOS will be prepared by qualified staff and presented to the City for Determination of Just Compensation and to set the initial offer amount. Epic will adhere to the WSDOT Right of Way protocols for the AOS Policy.

5.3 Acquisition and Negotiations

Epic will interface with Wallis the City, and its partners to manage the scope of the real estate services necessary for this project. Epic will prepare and maintain a detailed project schedule and provide periodic progress reports to Wallis and the City. Epic will order and review title reports for the affected parcels identifying all potential encumbrances to project team members. Epic will assist in clearing the necessary encumbrances prior to closing, if feasible.

Epic will assist the City in developing all right-of-way documents and offer letters in accordance with the City's right-of-way procedures for acquisition of affected properties. Epic will draft all right-of-way documents and offer letters using either WSDOT templates or City supplied documents. Epic will provide these to Wallis and City staff for pre-acquisition review before any offers are made to property owners.

Epic agents will act in good faith always and will never coerce owners in an attempt to settle the parcel. All negotiations will start with an in-person presentation of all offers when feasible. Epic will identify property owner issues, concerns and differences early on and document that information in the individual parcel negotiation diary. Epic will work with Wallis and City staff throughout the negotiation process with the property owner until settlement is reached.

Task 5 Assumptions:

- Assumes up to four (4) parcels with up to four (4) unique property owner impacts and no full acquisitions.
- EPIC understands the project has no federal funding in any phase of the project.
- Permission to use private property for temporary construction purposes will be obtained through same process as right-of-way Acquisition.
- Assumes up to twelve (12) client meetings, status report preparation, and related tasks. Assumes no delays, unforeseen or complex issues, or meeting overages.
- ROW services for up to four (4) parcels with four (4) unique property owners impacted and no full acquisitions. Additional parcel impacts will require additional scope and fee.
- Assumes up to four (4) Administrative Offer Summaries (AOS) or appraised valuation summaries If value is higher than $25k, an appraisal can be provided with additional scope and fee.
- Epic will use WSDOT right-of-way document templates or templates provided by the City.
- No eminent domain support is needed.
- Up to four (4) Temporary Construction Easements and/or partial acquisitions will be obtained, with no full acquisitions, relocations, or complex acquisitions.
- EPIC will start the acquisition process once 60% ROW plans are received.
- Project has no delays and scope can be completed within six (6) months from NTP.
- Epic will conduct a detailed analysis of the title. Tasks related to title clearance may result in additional scope/fees.
- Assumes up to four (4) trips at three hundred 300 miles round trip (300) miles each, reimbursable at the current federal mileage rate. Additional miles and trips will require additional scope and fee.
- Assumes up to six (6) packages sent via USPS, Stamps.com or UPS at up to twenty dollars ($15.00) each.
- Signed conveyance documents will be delivered to the City to process payment and recording. Epic can provide escrow, payment and recording oversight at additional cost.
- Assumes completed acquisition files (electronic) will be provided to the City for retention.

Task 5 Deliverables:

- Four (4) Title Encumbrance Reports
- Four (4) Administrative Offer Summaries
- Four (4) Appraisals and Appraisal Reviews (as required)

- Four (4) Right of Way Files

TASK 6 FINAL DESIGN AND BIDDING

Objective: Provide final design and bidding assistance in the completion of the project for the City.

6.1 90% Plans, Specifications, and Opinion of Cost

The design team will make revisions noted during the 60% design review, and complete and submit electronic 90% plans, specifications, and opinion of cost to the City and to the Clark County CDBG board for review and comment. The proposed specifications will be based on a contract bid item format and the “2023 Washington State Department of Transportation Standard Specifications for Road, Bridge, and Municipal Construction” including applicable APWA GSPs, WSDOT GSPs and project specific GSPs.

We will also finalize the Preliminary Stormwater Memorandum.

We will conduct a 90% design review meeting with City staff to solicit feedback on the deliverables.

6.2 Final Plans, Specifications, and Opinion of Cost

Wallis will finalize all construction drawings and project specifications, and prepare a final opinion of cost. The full size construction plans will be 22" x 34" with a City of Ridgefield title block. The title block will incorporate the Wallis Engineering logo as well as the logos of the design team subconsultants. Plans included in the Contract Documents will be printed at half scale (11" x 17").

6.3 Bidding Phase Services

Wallis Engineering will provide bidding services to the City, including responding to bidder’s questions, preparing up to two (2) addenda (as needed), and recommendation of award. A summary sheet of all bidder questions and responses will be provided to the City following the opening of bids, or as requested.

Wallis will also assist the City with the bid opening, evaluate bids, and provide a Recommendation of Award.

Task 6 Assumptions:

- This scope of work does not include services necessary to fully reconstruct Gee Creek Loop to a crown section with curb, gutter, and sidewalk. A supplement to this scope will be required if this alternative design is chosen.
- No geotechnical engineering services will be necessary.
- The City will manage the bid site and Wallis will provide technical support specifically related to the proposed improvement contract.
- The City will coordinate with WSDOT Local Programs and submit all necessary documents needed for work within WSDOT ROW.
- No tree assessments, tree permitting or arborist services are required.
- Wallis Engineering will not attend the bid opening.
- City will distribute the contract documents, maintain a planholder’s list, and distribute addenda as needed.
- The City will provide all front-end bidding documents.
- Stormwater design will meet the City’s Engineering Standards for Public Works Standards.
- Design of stormwater BMPs will be based on the 2005 Stormwater Management Manual for Western Washington.
- No irrigation is required for water quality facility.

Task 6 Deliverables:

- 90% Construction Plans, Specifications, and Opinion of Cost submitted to the City
- Final Stormwater Memorandum
- Final plans be submitted to the City
- One electronic set of Final Construction Plans, Specifications, and Opinion of Cost will be provided
- Up to two (2) Addenda will be prepared
- Recommendation Award

TASK 7 CONSTRUCTION ADMINISTRATION AND INSPECTION (NOT INCLUDED AT THIS TIME)

wallis engineering

		AE	PE2	SE4	SE2	T4	T2	A5	Wallis Labor	Expenses	Subconsultants ASCC	KCD	ELS	LM	Epic	Total Cost
		$181.40	$152.30	$132.40	$123.10	$140.80	$112.60	$123.10								
Task 1	**Project Management and Administration**															
1.1	Project Management and Coordination	4	20					4	$ 4,264.00	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,264.00
1.2	Private Utility Coordination		8	16			15		$ 5,025.80	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,025.80
1.3	WSDOT Documentation and Coordination (Contingency)		20	15			5		$ 5,595.00		$ -	$ -	$ -	$ -	$ -	$ 5,595.00
	TASK 1 SUBTOTAL	**4**	**48**	**31**	**0**	**0**	**20**	**4**	**$ 14,884.80**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 14,884.80**
Task 2	**DATA COLLECTION AND EVALUATION**															
2.1	Site Investigation and Review of Existing Data		6	8	6				$ 2,711.60	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,711.60
2.2	Topographic Survey and Base Map		2	4		5			$ 1,538.20	$ -	$ -	$ 6,875.00	$ -	$ -	$ -	$ 8,413.20
2.3	Temporary and Permanent Easement Descriptions		4	4		2			$ 1,420.40	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,420.40
	TASK 2 SUBTOTAL	**0**	**12**	**16**	**6**	**7**	**0**	**0**	**$ 5,670.20**	**$ -**	**$ -**	**$ 6,875.00**	**$ -**	**$ -**	**$ -**	**$ 12,545.20**
Task 3	**PRELIMINARY DESIGN**															
3.1	Alternative Analysis	3	30	35		8		6	$ 11,612.20	$ -	$ -	$ -	$ -	$ -	$ -	$ 11,612.20
3.2	RRFB and Lighting Design		4	8		8			$ 2,794.80	$ -	$ -	$ -	$ -	$ 16,412.00	$ -	$ 19,206.80
3.3	Stormwater Drainage and Erosion Control	3	8	30		8		5	$ 7,476.50		$ -	$ -	$ -	$ -	$ -	$ 7,476.50
3.4	60% Design	5	20	45		20		5	$ 13,342.50	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,342.50
	TASK 3 SUBTOTAL	**11**	**62**	**118**	**0**	**44**	**0**	**16**	**$ 35,226.00**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 16,412.00**	**$ -**	**$ 51,638.00**
Task 4	**PERMITTING AND ENVIRONMENTAL DOCUMENTATION**															
4.1	Environmental Classification Summary (Contingency)		2	4					$ 834.20	$ -	$ -	$ -	$ -	$ -	$ -	$ 834.20
4.2	Area of Potential Effect		2	2					$ 569.40	$ -	$ -	$ -	$ -	$ -	$ -	$ 569.40
4.3	Cultural and Historical Resource Assessments		2						$ 304.60	$ -	$ 6,810.00	$ -	$ -	$ -	$ -	$ 7,114.60
4.4	Critical Areas (Contingency)		2	4					$ 834.20	$ -	$ -	$ -	$ 29,150.00	$ -	$ -	$ 29,984.20
	TASK 4 SUBTOTAL	**0**	**8**	**10**	**0**	**0**	**0**	**0**	**$ 2,542.40**	**$ -**	**$ 6,810.00**	**$ -**	**$ 29,150.00**	**$ -**	**$ -**	**$ 38,502.40**
Task 5	**RIGHT-OF-WAY ACQUISITION (Contingency)**															
5.1	Title Research		2	2				3	$ 938.70	$ -	$ -	$ -	$ -		$ 3,520.00	$ 4,458.70
5.2	Valuation and Coordination	2	2	2					$ 932.20	$ -	$ -	$ -	$ -		$ 8,224.00	$ 9,156.20
5.3	Acquisition and Negotiations	2	4	4					$ 1,501.60	$ -	$ -	$ -	$ -		$ 21,071.00	$ 22,572.60
	TASK 5 SUBTOTAL	**4**	**8**	**8**	**0**	**0**	**0**	**3**	**$ 3,372.50**	**$ -**	**$ -**	**$ -**	**$ -**		**$ 32,815.00**	**$ 36,187.50**
Task 6	**FINAL DESIGN AND BIDDING**															
6.1	90% Plans, Specifications, and Opinion of Cost	8	40	80		25		16	$ 23,624.80	$ -	$ -	$ -	$ -	$ -	$ -	$ 23,624.80
6.2	Final Plans, Specifications, and Opinion of Cost	8	25	40		20		16	$ 15,340.30	$ -	$ -	$ -	$ -	$ -	$ -	$ 15,340.30
6.3	Bidding Phase Services		10	5				5	$ 2,800.50		$ -	$ -	$ -	$ -	$ -	$ 2,800.50
	TASK 6 SUBTOTAL	**16**	**75**	**125**	**0**	**45**	**0**	**37**	**$41,765.60**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 41,765.60**
	Project Subtotal	**35**	**213**	**308**	**6**	**96**	**20**	**60**	**$ 103,461.50**	**$ -**	**$ 6,810.00**	**$ 6,875.00**	**$ 29,150.00**	**$ 16,412.00**	**$ 32,815.00**	**$ 195,523.50**

FEE SUMMARY	
Wallis Labor	$ 103,461.50
Wallis Expenses	$ -
(M) = Mileage at current IRS Rate, (P) = Printing	
Subconsultants	
ASCC	$ 6,810.00
KCD	$ 6,875.00
ELS	$ 29,150.00
LM	$ 16,412.00
Epic	$ 32,815.00
NOTE: Fee includes 10% markup	
TOTAL BUDGET	**$ 195,523.50**

P:\15\1565A Gee Creek Loop Imp\100 Agmt\102 Working Docs\Prime\1565A Gee Creek Loop- Fee Estimate R2
Printed: 9/29/2023

RATE SCHEDULE

Rate Schedule good through June 30, 2024

Title	Range	
Associate Engineer	$181.40	$181.40
Senior Engineer	$242.90	$242.90
Engineering Manager I - VI	$210.60	$239.80
Project Engineer I - IX	$138.70	$196.00
Staff Engineer I - IV	$114.70	$132.40
Engineering Intern I - III	$112.60	$156.40
Designer	$147.00	$168.90
Construction Manager	$158.50	$158.50
Inspector I-III	$112.60	$156.40
Technician I-IV	$85.50	$140.80
Administrative I – VI	$55.30	$131.40

These hourly rates include in-house office expenses, photocopying, and other incidental items. Mileage will be reimbursed at the current standard IRS rate. Outside expenses will be billed at cost plus 10%.

CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION

MEETING DATE: October 26, 2023

AGENDA ITEM NAME: Motion - Selection of Project to Submit for Federal Fiscal Year 2024 Community Development Block Grant Funding

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GOVERNING LEGISLATION

N/A

PREVIOUS COUNCIL ACTION TAKEN:

Consideration and Selection of Year 2023 CDBG Grant Application (Hall and Elm project)

SUMMARY/BACKGROUND:

Since 1985, Clark County has received over one million dollars annually in Community Development Block Grant (CDBG) funds. Congress created the CDBG Program with the enactment of the Housing and Community Development Act of 1974, as amended. The Department of Housing and Urban Development allocates these funds in a single or "block" grant to eligible cities and counties with the objective of improving communities.

Several projects within the City, primarily in the downtown area, have been completed using funding from the CDBG. Most recently these have included stormwater improvements to S 3rd Avenue and S 8th Avenue, and the recently completed 8th Avenue and Simons project. The City is currently beginning the design process for the Gee Creek Loop CDBG project. The Hall and Elm project, awarded funds in 2023, will be initiated later in 2024 (design) and 2025 (construction).

To qualify for funding a project must primarily benefit persons of low to moderate income. Since the City does not contain any Census Blocks with low to moderate income, income surveys must be completed for all persons benefiting from a project.

Persons benefiting from the project are determined by the department of Housing and Urban Development through a local liaison from the Clark County Community Services office. Previously, after project selection, City staff has worked with the County liaison to determine the benefit area and develop income surveys.

After this determination, volunteers, often including Council members, go door to door within the benefit area and collect information on income as well as desired City services. Income information is confidential, and households are identified only by numbers that do not include addresses. After surveys are complete, the project is eligible for CDBG application if more than 50 percent of the residents are below the moderate-income threshold.

Two projects have been identified by City staff for discussion: Lake River Stormwater Outfall project (which was considered in 2023 and has received Public Works Board financing) and a new project for consideration, Sargent Street from South Main to South 3rd Avenue. Council discussion of other potential projects is also requested. Staff requests Council input and selection of a project for CDBG 2024 grant application.

BUDGET/FINANCIAL IMPACTS:

If the City is awarded grant funding a match will be required. Depending on the project chosen, this match may take the form of design funding, pavement repair funds from the Transportation Benefit District, or water system improvements.

RECOMMENDED ACTION OR MOTION:

Council action on a 2024 CDBG project preference is requested. A suggested motion is "I move to direct staff to proceed seeking a 2024 Community Development Block Grant for the [project identified during the discussion].

STAFF CONTACT: Chuck Green, Public Works Director

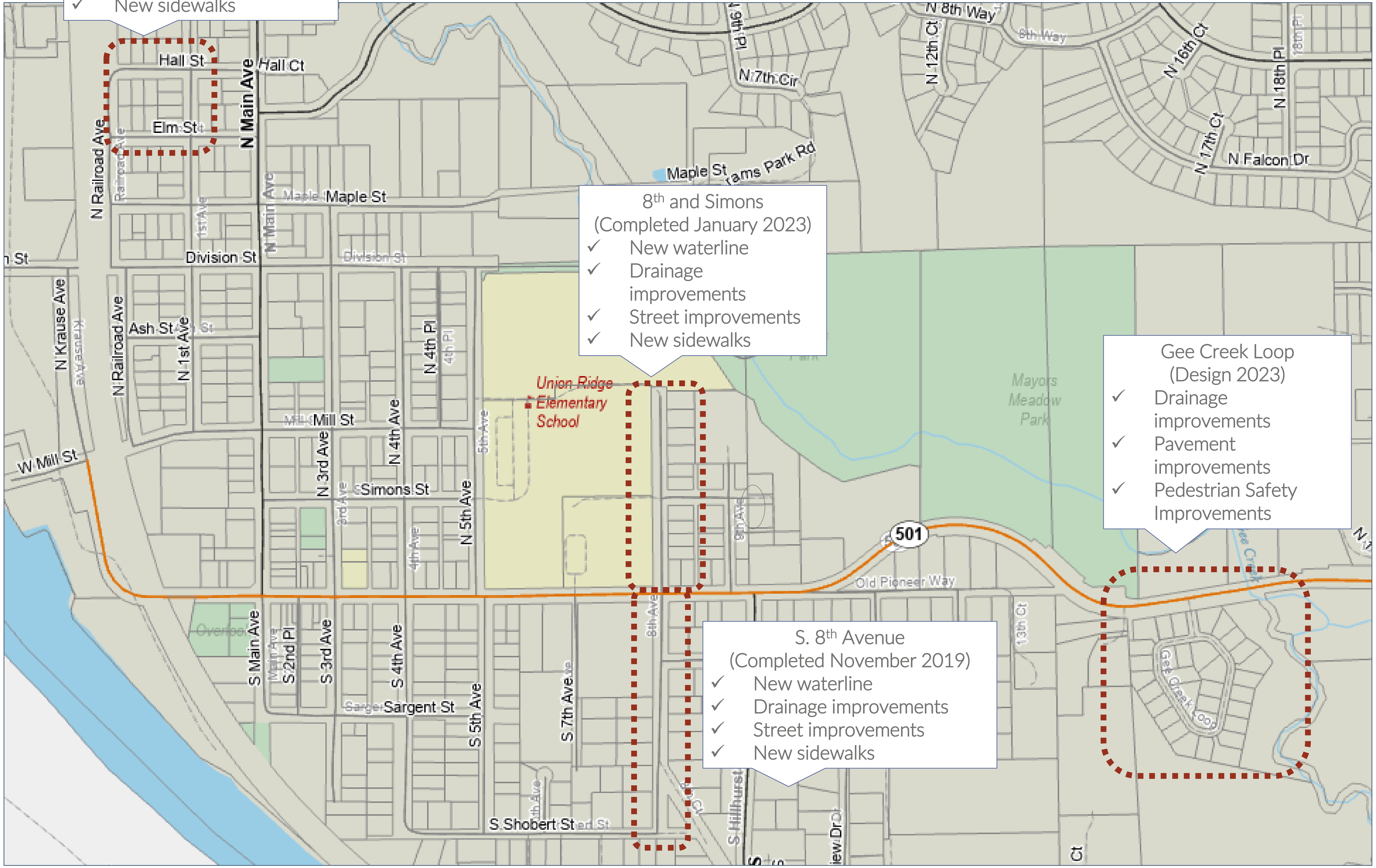
ATTACHMENTS:

1. 2024 CDBG Project Presentation

Community Development Block Grant 2024 Project Selection

Recent CDBG Projects

Hall and Elm (2023 Selection)
- ✓ New waterline
- ✓ Drainage improvements
- ✓ Street improvements
- ✓ New sidewalks



8th and Simons (Completed January 2023)
- ✓ New waterline
- ✓ Drainage improvements
- ✓ Street improvements
- ✓ New sidewalks

Gee Creek Loop (Design 2023)
- ✓ Drainage improvements
- ✓ Pavement improvements
- ✓ Pedestrian Safety Improvements

S. 8th Avenue (Completed November 2019)
- ✓ New waterline
- ✓ Drainage improvements
- ✓ Street improvements
- ✓ New sidewalks

2

CDBG Improvements: Eligible Projects

FUNDING CATEGORY MATRIX

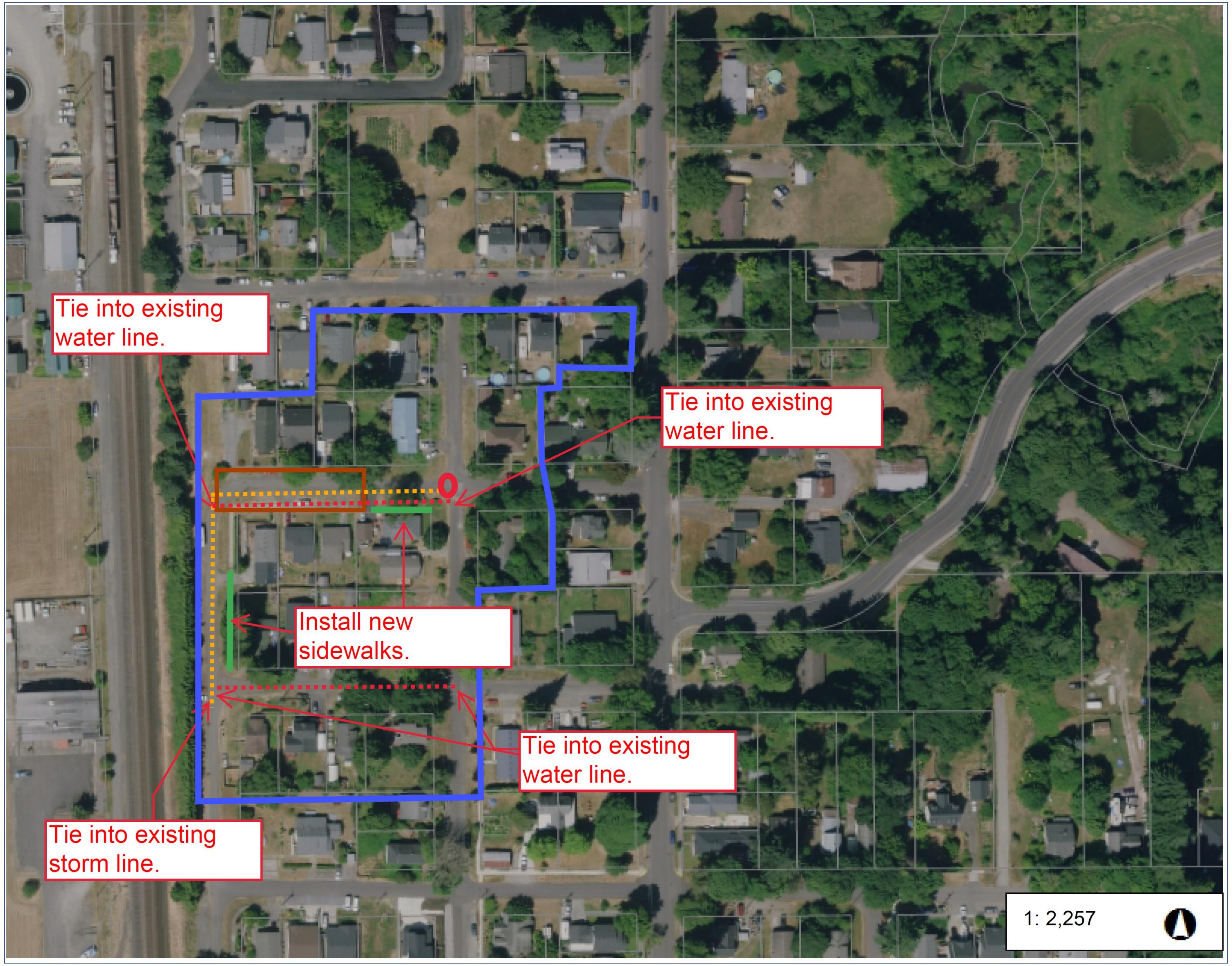
Eligible Activity	CDBG Infrastructure	CDBG Social Service	HOME
Acquisition of Real Property	✓	✓	✓
Community Centers/Social Service Facilities		✓	
Parks, Recreational Facilities	✓		
Street and Sidewalk Improvements	✓	✓	
Water and Sewer Improvements	✓	✓	
Clean Up Contaminated Sites	✓		
Single-Unit Residential Rehabilitation		✓	✓
Multi-Unit Residential Rehabilitation		✓	✓
Code Enforcement		✓	
Historic Preservation		✓	
Economic Development Assistance	✓	✓	
Housing New Construction			✓
Housing Services in Connection with HOME Funded Activities		✓	
Homeownership Assistance		✓	✓
Tenant-Based Rental Assistance			✓
Community Housing Development Organization Operations			✓

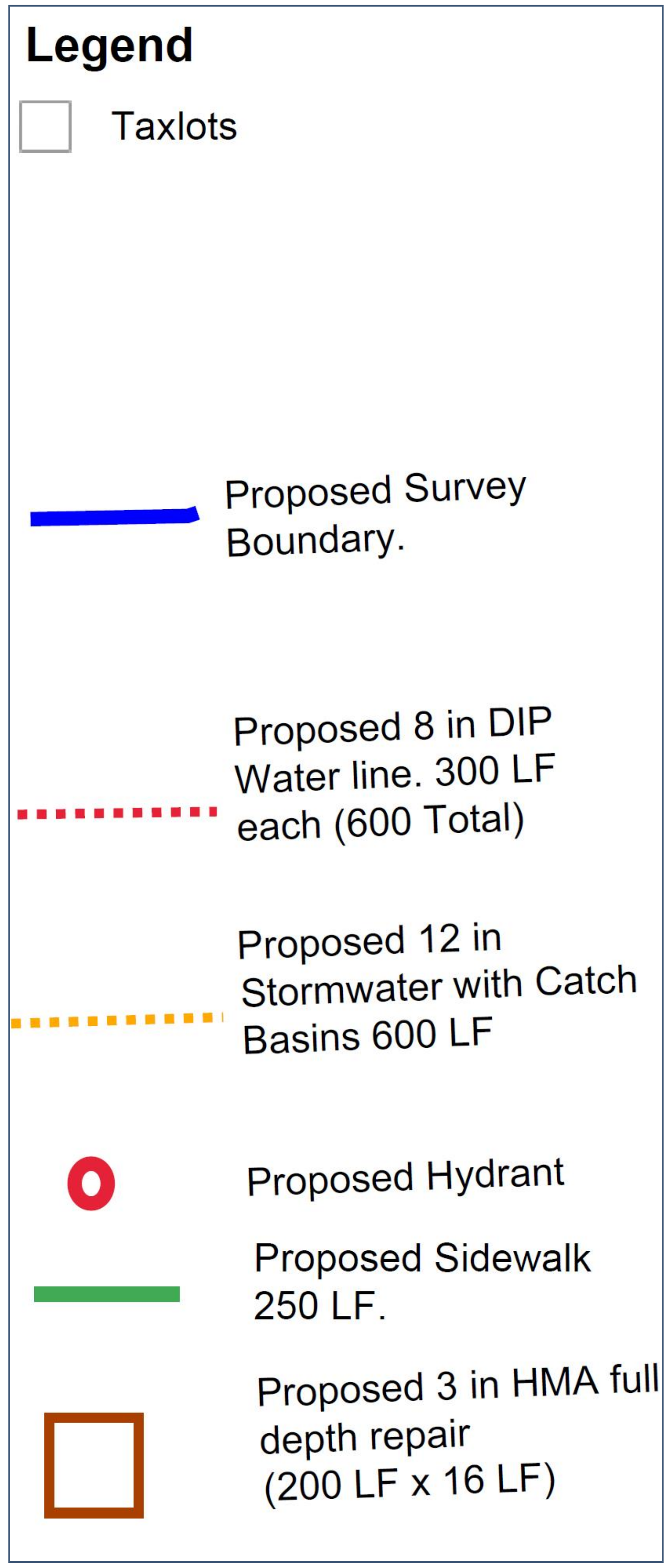
CDBG Improvements: Scoring Criteria

PUBLIC FACILITIES AND NEIGHBORHOOD IMPROVEMENTS

Section	Question	Points	Scoring Considerations
Infrastructure Projects	D2. Public process: Please describe the public outreach and engagement that was conducted for this project.	10	**Highest Scoring:** TWO public meetings or other outreach: one to gather ideas/brainstorm; one to get input on proposed CDBG application project. **Mid-Range:** One public meeting for ideas or input on current project. **No points:** No public meeting or outreach conducted.
	D3. Match: What is the percentage and source of match that your agency is putting toward this project?	10	One point awarded for each 5% of match. Maximum 10 points awarded for 50% match.
Social Service Construction Projects	E2. Coordination: How is this proposal coordinated with other community activities? Describe the role of other entities and/or individuals who have provided input for this project.	5	**Highest Scoring:** Clearly details coordination with partners or community. **Low Scoring:** Provides little detail about coordination or operates independently.
	E3. O&M: How will the facility be maintained over its useful life? Specify ownership and legal responsibility. Describe O&M including staffing and financing. Upload a proforma including repayment schedule for 1/2 of CDBG award.	5	**Highest Scoring:** Provides clear plan and budget for future operations and maintenance needs. **Low Scoring:** Does not appear to have funding or plan for sustainable long-term service.
	E4. Equity: Describe your agency's commitment to equity and how you plan to put that commitment into practice if awarded this funding.	10	**Highest Scoring:** Provides clear and compelling commitment to equity, provides service personalization and/or policy examples. **Mid-Range:** Describes some understanding of equity, few details or examples. **Low Scoring:** Provides little to no understanding or program examples of equitable services.
Timeline	F1. Describe the tasks and timeframe of the project. Discuss project readiness to proceed and possible delays (waiting for other funding, weather, right-of-way, etc.).	10	**Highest Scoring:** Project will be able to be completed within one year of contract execution. **Mid-Range:** Project anticipates possible delays and/or does not have all other funding in place. **Low Scoring:** Project anticipates using funding more than one year from award announcement.

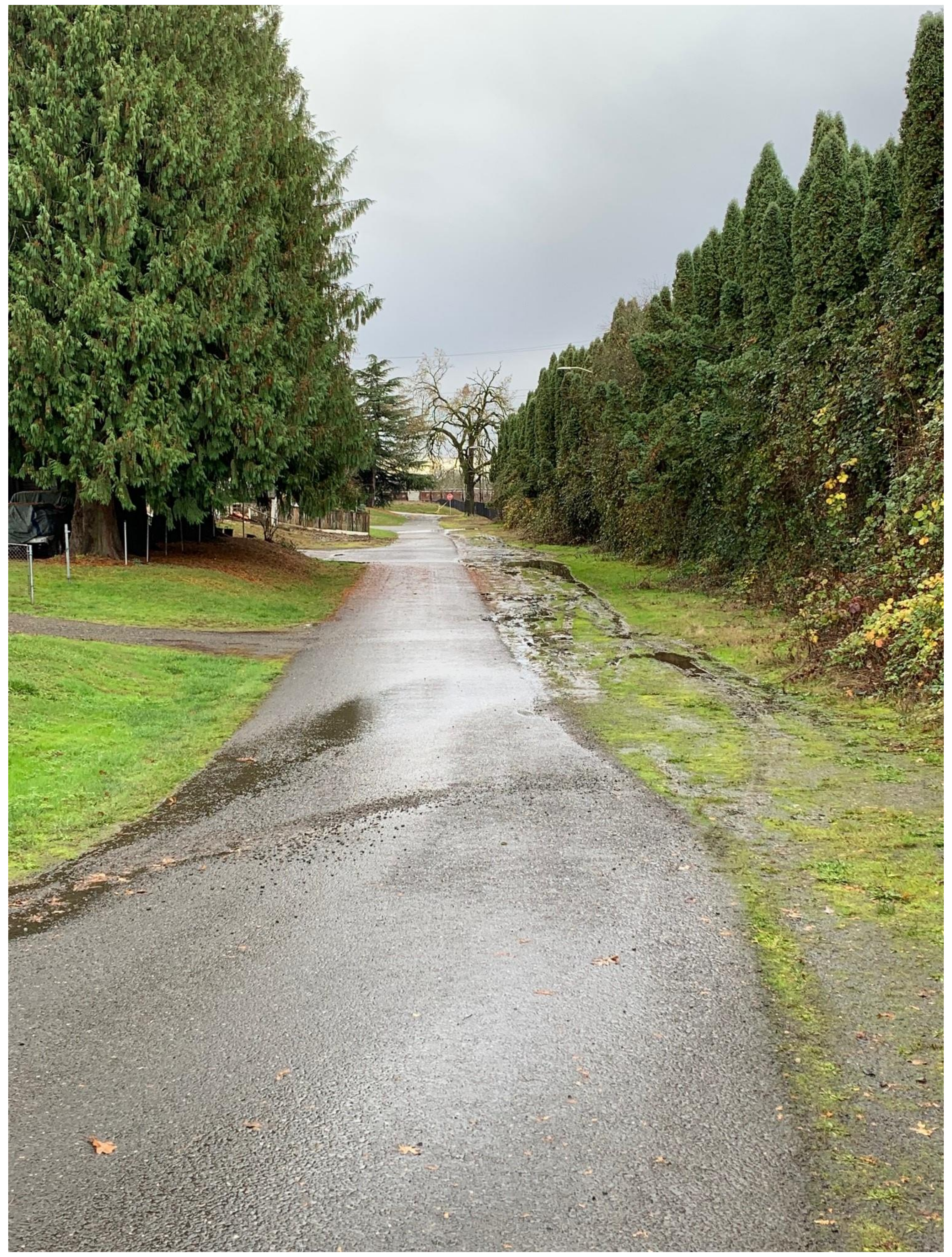
Hall and Elm 2023 Selected Project



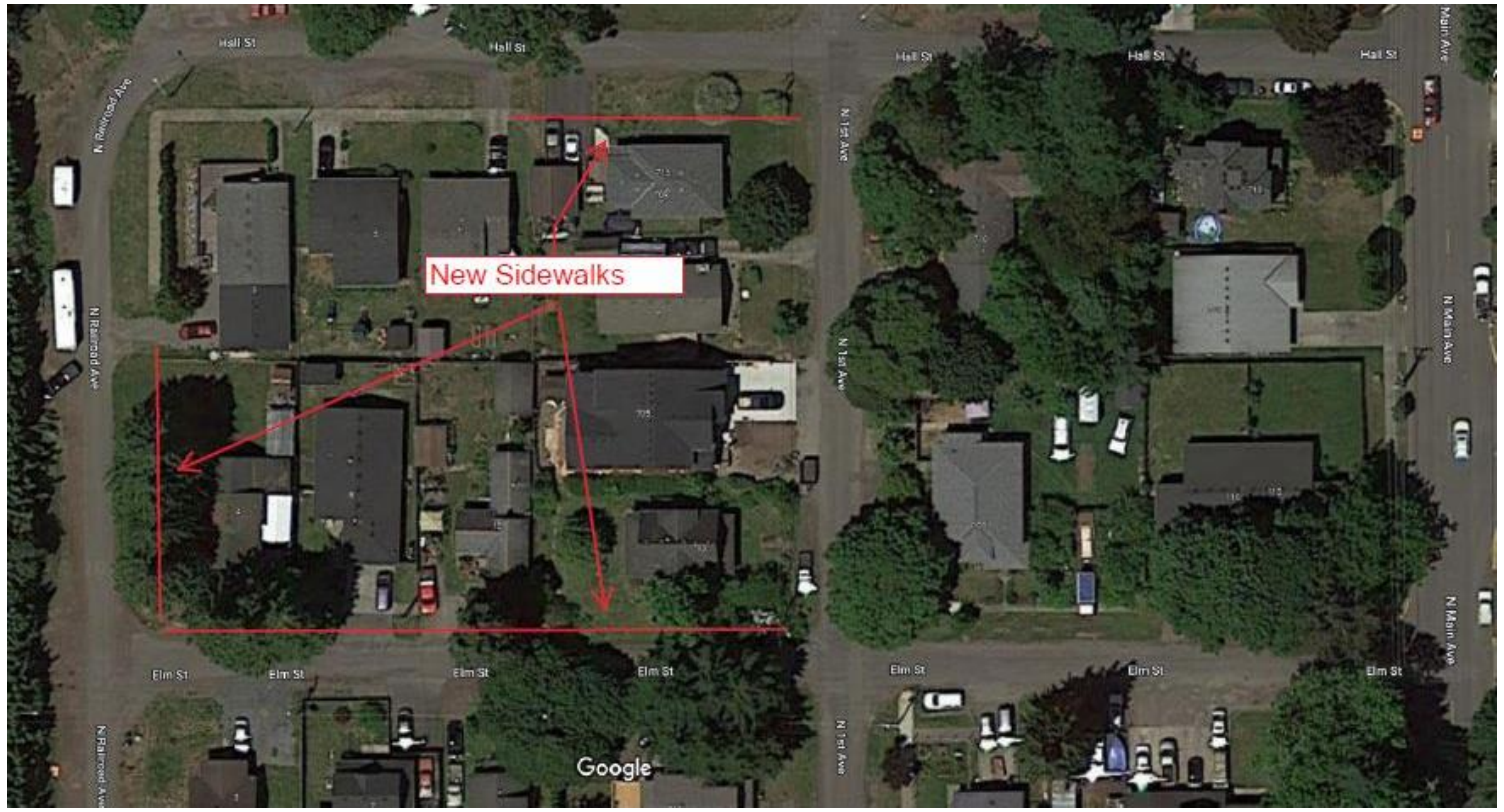


Project Elements

Improving Roadway and New Waterline



Drainage Improvements



Adding Sidewalks

Some Projects to Consider

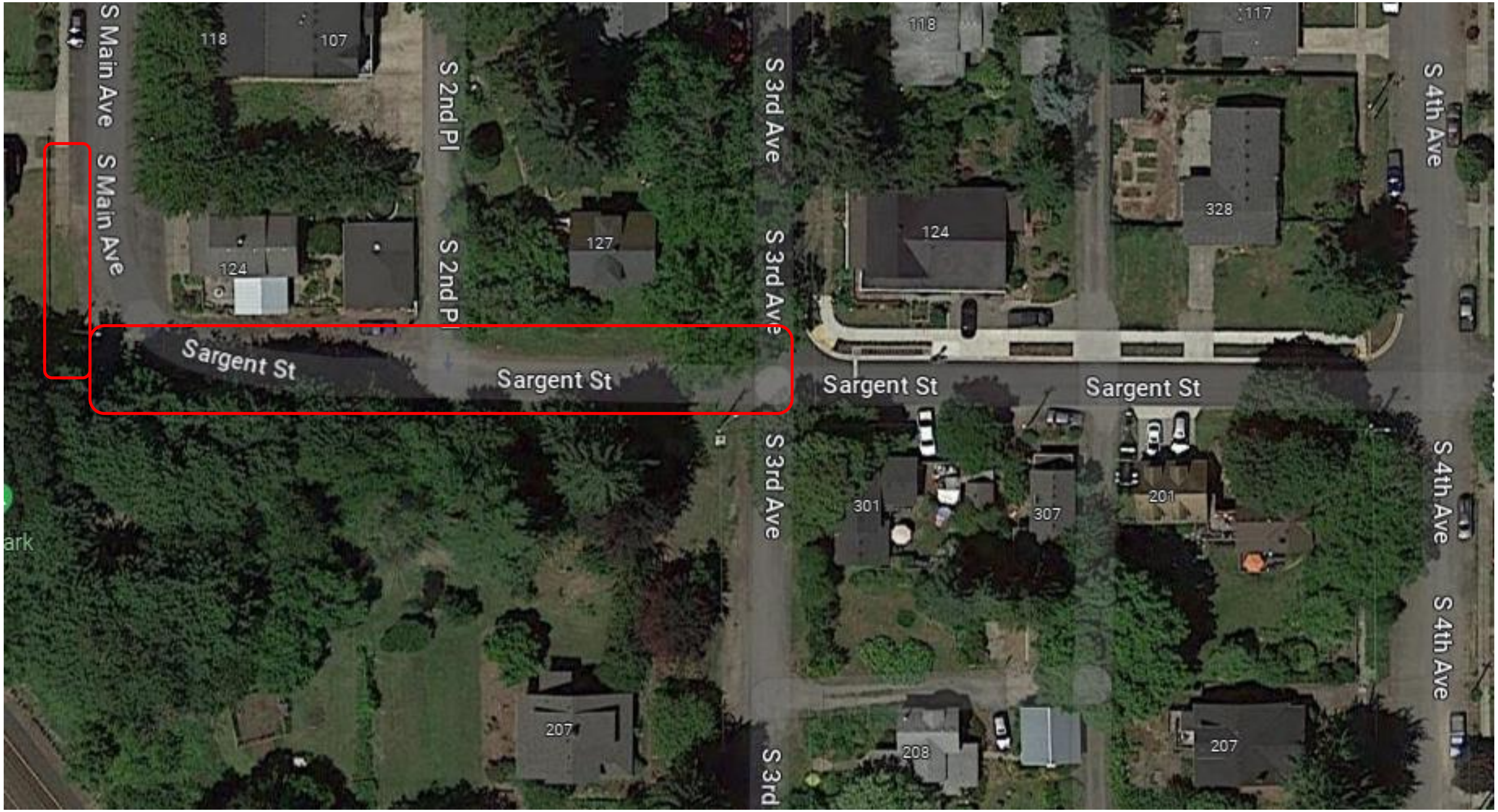
Lake River Outfall – Previously Considered in 2023

Project Elements

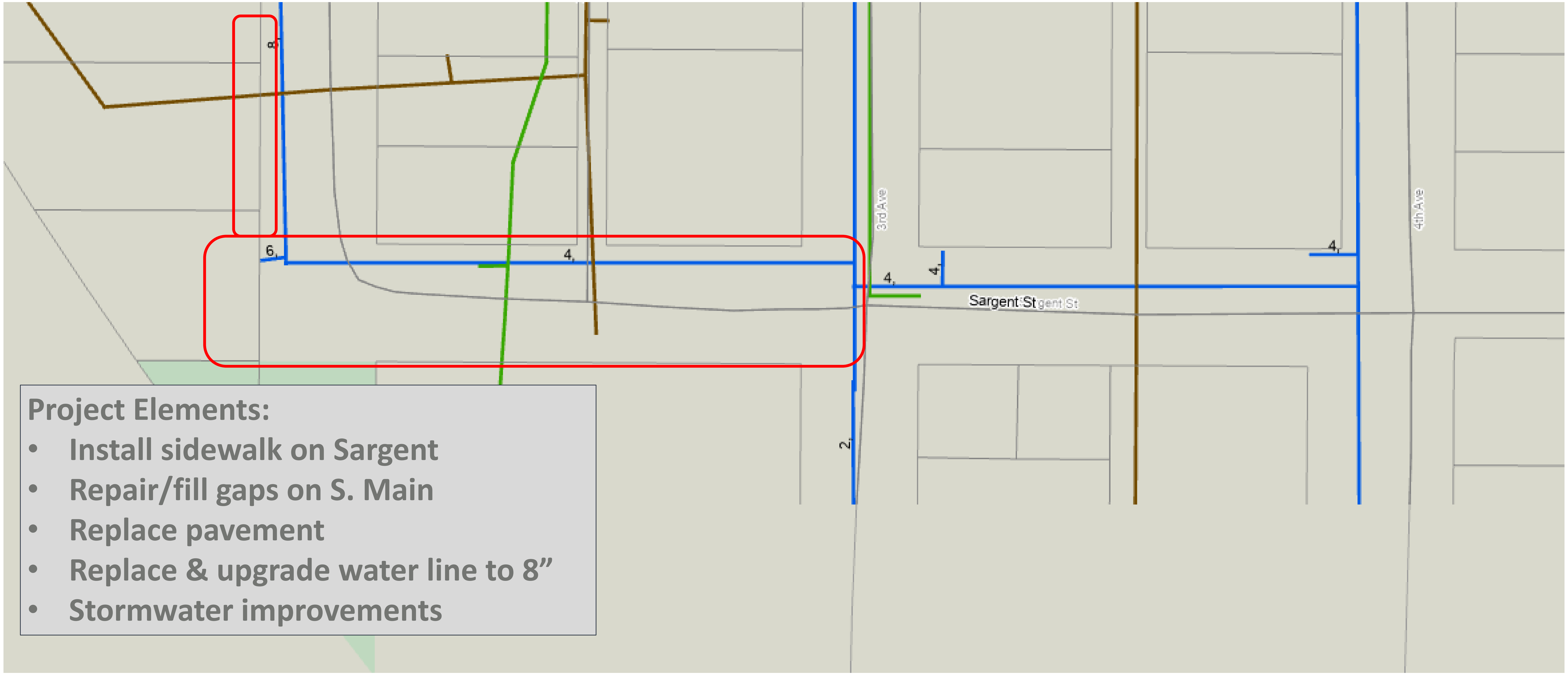
Pedestrian Trail

Drainage Improvements

New Project to Consider: Sargent Street, S. Main Avenue to S. 3rd Avenue



New Project to Consider: Sargent Street, S. Main Avenue to S. 3rd Avenue



Project Elements:
- Install sidewalk on Sargent
- Repair/fill gaps on S. Main
- Replace pavement
- Replace & upgrade water line to 8”
- Stormwater improvements

New Project to Consider: Sargent Street, S. Main Avenue to S. 3rd Avenue

QUESTIONS?

Chuck Green, Public Works Director

Direct: (360) 857-5022

Chuck Green:

chuck.green@ridgefieldwa.us

487 S. 56th Place | PO Box 608

Ridgefield, WA 98642

www.ridgefieldwa.us