



Department of Commerce
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Local Infrastructure Financing Tool 2010 Report

April 15, 2011
Report to the Legislature
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Appendices A through I are narrative descriptions of the nine awarded projects submitted by the award recipients in March 2010 as part of their annual report as defined by RCW 39.102.140. Questions about information in each report should be directed to the contact listed at the bottom of each Appendix page.

RCW 39.102.140 requires the recipient of a LIFT award to provide an annual report to both CERB and the Department of Revenue regarding the progress made on the project related to the LIFT award. The elements of the report are defined in statute.

The last appendix is a sample form sent to the award recipients to collect the data for this report and for the Department of Revenue (DOR). This data will be reported in report to the public and the Legislature.

LOCAL INFRASTRUCTURE FINANCING TOOL PROGRAM

Summary

In 2006 the Local Infrastructure Financing Tool (LIFT) program was created and made available to certain local governments for financing local public improvement projects intended to encourage economic development or redevelopment. As part of the LIFT program, a sponsoring jurisdiction (city, town, county, port district, or federally recognized Indian tribe) creates a “revenue development area” from which annual increases in revenues from local sales/use taxes and local property taxes are measured. Then increases in revenues and any additional funds from other local public sources are used to pay for public improvements in the revenue development area and match a limited amount of state contribution.

Some specifics

The revenue development area and award of a state contribution must be approved by the state’s Community Economic Revitalization Board (CERB).

Incremental local property taxes under this program are calculated on 75 percent of increases in assessed value as a result of new construction and improvements to property within the revenue development area.

Incremental local sales and use taxes are estimated by the sponsoring local government with assistance from the DOR when requested.

Participation in incremental revenue sharing for this program is voluntary and requires written agreement. For example, a city sponsoring a LIFT project may ask a library district to share its incremental property tax revenue and a county to share its incremental sales tax revenue with the city to support the project. The library district and county could sign a written agreement to participate, but this is not required.

The sponsoring local government must impose local sales and use tax credited against the state sales and use tax. This local tax is the mechanism by which the local government will receive the state contribution. The local tax does not increase the tax rate paid by consumers, but instead diverts state sales and use tax revenue to the local government.

The local government receives a limited amount of distributions from the local LIFT tax each fiscal year up to the lesser of the:

- (1) Amount of project award approved by the board,
- (2) Amount of local matching funds dedicated to the payment of the public improvements or bonds in the previous calendar year, or
- (3) Highest amount of incremental state sales/use and property tax revenues for any one calendar year as determined by the sponsoring local government and identified in an annual report submitted to the DOR and CERB.

The local funds and state contribution are used for payment of bonds issued for financing local public improvements within the revenue development area. The public improvements may be financed on a pay-as-you-go basis, but only for the first five years of the state contribution.

The state contribution ends after 25 years or when the bonds are paid off, whichever is earlier. The state can contribute a maximum of \$7.5 million statewide to the LIFT program per state fiscal year. The maximum state contribution per project is capped at \$1 million per state fiscal year.

Status and availability of program

Nine projects have been awarded state contributions under the LIFT program. The projects are located in Bellingham, Bothell, Everett, Federal Way, Mount Vernon, Puyallup, Vancouver, Yakima, and Spokane County.

All nine award recipients reported that they are in compliance with RCW 39.102.070 which defines the conditions of funding and allows the selected local government to take advantage of tax revenue generated by private investment in their area.

Commerce staff is responsible for management of the program and work collaboratively with DOR. The application process for the LIFT program is closed. Approval of additional projects and awards by CERB would require future legislative action.

For more information

See Chapter 39.102 RCW, and RCW 82.14.475.

Author: Miki Gearhart, Department of Revenue, December 2010

REVENUE REPORT

As required under LIFT reporting requirements, CERB has collected the local excise tax allocation revenue, local property tax revenue, other revenue from local public sources and taxes collected under RCW 82.14.475 and received by the sponsoring local government during the 2009 calendar year and were dedicated to pay for the public improvements financed in whole or in part with local infrastructure financing.

2009 Revenue Dedicated to RDA Public Improvements

RDA	Local Excise Tax Allocation Revenue	Local Property Tax Allocation Revenue	Other Revenue from Local Public Sources	Local LIFT Tax Revenue <i>Available year after tax is first imposed</i>	Totals
City of Bellingham	\$63,984	\$1,900	\$0	\$0	\$65,884
City of Bothell	\$0	\$0	\$0	\$0	\$0
City of Everett	\$0	\$0	\$0	\$0	\$0
City of Federal Way	\$0	\$0	\$0	\$0	\$0
City of Mount Vernon	\$0	\$0	\$0	\$0	\$0
City of Puyallup	\$315,198	\$119,417	\$4,297,893 ¹	\$0	\$4,732,508
Spokane County	\$53,246	\$0	\$595,001 ²	\$0	\$648,247
City of Vancouver	\$24,206	\$0	\$0	\$0	\$24,206
City of Yakima	\$0	\$0	\$0	\$0	\$0
Totals	\$456,634	\$121,317	\$4,892,894	\$0	\$5,470,845

¹ Sources: Stormwater fees: \$20,183.40, General Fund revenue: \$53,218, Bond proceeds from 2008 issue: \$3,090,024.14, Traffic Impact fees: \$487,035.

² Source: Local Property Tax from Spokane County Increment Area 2005-01.

Data were collected for estimated state and local tax revenue received by the state, sponsoring local governments and participating local governments:

Total Revenue Received from Award Year through 2009

RDA	Award Year	State Excise Tax Allocation Revenue	State Property Tax Allocation Revenue	Local Excise Tax Increments	Totals
City of Bellingham	2007	\$795,547	\$3,789	\$0	\$799,336
City of Bothell	2008	0	0	0	0
City of Everett	2008	0	0	0	0
City of Federal Way	2008	0	0	0	0
City of Mount Vernon	2009	0	0	0	0
City of Puyallup	2009	315,198	119,417	0	434,615
Spokane County	2008	402,924	0	Spokane County – 4,256 Liberty Lake – 48,900	456,169
City of Vancouver	2008	0	0	0	0
City of Yakima	2009	0	0	0	0
Totals		\$1,513,669	\$123,206	\$53,245	\$1,690,120

**Public Improvements Financed on Pay-As-You-Go Basis and
By Indebtedness Issued under RCW 39.102**

RDA	2008	2009
City of Bellingham	None	None
City of Bothell	None	Pay-As-You-Go: <ul style="list-style-type: none"> • \$124,095 – Main Street extension • \$234,442 – Main Street enhancements • \$1,849,683 – Wayne Curve design and acquisition • \$14,254,260 – Crossroads design and acquisition Total: \$14,254,260
City of Everett	Completed Phase I of site grading and preloading or surcharging of the development areas	Pay-As-You-Go: <ul style="list-style-type: none"> • \$1,300,000 - Began Phase II of site grading and surcharging, permitting, and design of wetlands and public amenities • \$7,500,000 - Began design and groundwork for 41st Street roundabout access road • \$800,000 - Began design of the leachate system improvements and sanitary/storm water utilities Total: \$9,600,000
City of Federal Way	None	None
City of Mount Vernon	None	None
City of Puyallup	None	Pay-As-You-Go: <ul style="list-style-type: none"> • \$318,700 – 9th Street SW corridor widening. • \$20,595 – 37th & S Meridian storm repair • \$4,476,501 – 39th Avenue SE extension • \$73,788 – 2nd Street SE • \$887,926 – 39th Avenue SW widening • \$53,218 – Street department chip seal projects Total: \$5,830,728
Spokane County	None	None
City of Vancouver	None	None
City of Yakima	None	None

All nine award recipients reported that they are in compliance with RCW 39.102.070.

Appendix A

City of Bellingham New Whatcom Revenue Development Area (RDA)

Project Description

In January 2005 the City of Bellingham partnered with the Port of Bellingham on the redevelopment of 137 acres of heavy industrial property formerly occupied by Georgia-Pacific Corporation. The property's location in the heart of Bellingham's historic waterfront district makes this an ideal site for redevelopment combining environmental cleanup and urban revitalization.

The city committed to construct the necessary public infrastructure on the site and to create a regulatory framework attractive to private investment. The port committed to undertake the environmental cleanup of its property and the Whatcom Waterway; build the necessary marine infrastructure; and provide land to the city for parks, public space, and right-of-ways. This is the largest redevelopment project in the history of Whatcom County and is the beginning of an exciting new era for Bellingham's waterfront. Over the next several decades, Bellingham's waterfront will undergo a transformation from an industrial waterfront site into a vibrant new neighborhood featuring breathtaking views, parks and trails, sustainable urban living, and a mix of essential new and traditional jobs.

Redeveloping Bellingham's central waterfront will provide numerous benefits for all of Whatcom County. These benefits include:

- Promoting mixed-use redevelopment that will help generate new family-wage jobs.
- Providing an area for both housing and business development to occur in a manner that helps preserve the county's limited supply of agricultural and natural resource lands.
- Reducing traffic congestion by allowing more people to live near where they work
- Facilitating remediation of environmental contamination within the site to a standard suitable for mixed-use redevelopment.
- Facilitating the creation of valuable near shore habitat.
- Allowing Western Washington University to expand programs and establish a more visible presence in Bellingham.
- Demonstrating Bellingham's commitment and ability to provide public access to the waterfront and to promote environmentally sustainable redevelopment.

Update to Waterfront Project Status

While it was anticipated that the Environmental Impact Statement (EIS) would be finalized by mid-2009, a determination was made that an Addendum to the Supplemental Draft Environmental Impact Statement was necessary. This decision was made after the city and port adopted a set of planning assumptions in April, accompanied by agreement on a proposed waterfront district road grid. The "proposed planning assumptions and framework plan" memorialized city and port agreement on the preliminary arterial street location and illustrated that the policy making bodies were working in concert to move forward.

Prior to the Addendum's completion and release for public comment, the city and port commissioned an extensive study of the waterfront site's existing 11 structures to determine feasibility for adaptive reuse. This study was completed and released to the public in December 2009. The entire adaptive reuse study was included as an appendix to the Addendum, which was released for public comment on February 8, 2010, for a 30-day public comment period.

The State Environmental Policy Act (SEPA) process was completed in July 2010 with the release of a Final EIS (FEIS) and Responsiveness Summary.

At the conclusion of the SEPA/FEIS process, a draft master plan and development regulation package can be created and presented to the city planning commission, which marks the beginning of the legislative review process. It is anticipated that this draft master plan "package" will be submitted to the planning commission and the legislative process will begin by the first quarter of 2011.

Work in 2010 continued in the areas of infrastructure planning and design, and environmental clean-up.

2009 Waterfront Project Milestones

- Revitalized city/port project relations and established shared communication priorities and protocols.
- Negotiated city/port consensus on core street grid alignment and agreement to integrate building height and view corridor details in the draft master plan/development regulations.
- Continued assessment of community readiness to move forward with master planning process, via regular waterfront advisory group meetings and other public input opportunities.
- Secured joint city council and port commission approval of waterfront planning assumptions and framework as the underlying basis for further master plan development.
- Implemented sixth amendment to the interlocal agreement, which provides legislative approval and fiscal support (utilizing existing resources) for master plan development.
- Participated in Western Washington University Waterfront Character Study, an ongoing programmatic and facilities planning effort in congruence with city/port waterfront master planning.
- Partnered with the port to initiate building adaptive reuse study and develop addendum to the Supplemental Draft Environmental Impact Statement (city share = \$50,000).
- Obtained Burlington Northern Santa Fe Railway (BNSF) support for federal stimulus funding and future mainline rail relocation.
- Facilitated internal and external work teams to identify and address technical issues related to transportation infrastructure, economic modeling, shorelines, parks, railroad relocation, and utilities master planning.
- Purchased the R.G. Haley site which is adjacent to other properties owned by the city, Port of Bellingham, and the state of Washington (managed by the Department of Natural Resources). Mayor Pike envisions the property as the gateway to a

mixed-use waterfront development containing up to 200,000 square feet of commercial property for sale or lease. The property includes 1,000 feet of waterfront that, when developed in combination with other adjacent publicly owned properties, will create nearly a half-mile of new public access to the water.

Revenue Development Area

Bellingham's Revenue Development Area (RDA) was established with the Community Economic Revitalization Board's approval in September 2006.

Bellingham's base year 2007 produced \$314,096 of RDA sales tax revenue and \$845,370 in new construction assessed valuation. The sales tax revenue for 2009 was \$378,080. In addition, the property tax allocation value in the RDA was \$926,528.

Engineering Project Update

WF1008 – Wharf Street Roundabout

Accomplishments

Provide data and information to consultants. Permits are still processing. Possible solution for storm pipe casing across the rail tracks found.

Next Milestone

Design is 90 percent complete. Continue design of stormwater solutions. Waiting for funding.

WF1006 – Marine Trade area

Accomplishments

Concepts and preliminary design complete. Waiting for determination of land use.

Next Milestone

Waiting for construction and design funding before continuing design.

WF1004 – Central Ave

Accomplishments

Completed design of the maintenance phase for this project. SEPA and shoreline permits obtained. Shorelines Hearings Board completed. Reached agreement with railroad at the Central Crossing. Ready to advertise for bid.

Next Milestone

Waiting for funding.

WF1002– Utility relocation

Accomplishments

Design continued. Discussing location of utilities to minimize impact to port and minimize impact with BNSF. Working on Laurel Street storm pipe. Analyzing options for drainage issues in the vicinity of Cornwall Avenue. Completed more drilling for geotechnical information. Design will be modified for a revised bridge. Bridge will now be three lanes instead of two lanes.

Next Milestone

Update all geotechnical and cultural resources information to match the new bridge footprint. Complete 30-100 percent design. Waiting for construction funding to be determined.

WF1001– Cornwall Bridge

Accomplishments

Contract signed for 30-100 percent plans, specification and engineering package. Bridge design has been modified to a three lane cross section to address the recent traffic modeling showing congestions for the access points.

Next Milestone

30-100 percent plans.

Waiting for construction funding.

For more information, contact:
Brian Henshaw, (360) 778-8036

APPENDIX B

City of Bothell Revenue Development Area

Project Description

Bothell Crossroads:

This project realigns SR 522 at its intersection with SR 527. This will create a streamlined “T” intersection rather than the current awkward intersection that includes Main Street. It addresses regional and local congestion. The project extends from approximately Hall Road to 102nd Avenue NE. It will include two through lanes in each direction, left turn lanes as necessary, median treatments, intersection improvements, traffic signals, lighting, utility improvements, and landscaping.

Status: The demolition of structures occurred in spring 2010. The design is approximately 90 percent complete. Construction began in summer 2010 and is scheduled to be completed by late summer 2012.

Enhancement of Main Street:

This project will enhance the streetscape of Main Street to prepare existing Main Street businesses to more successfully compete as new commercial development occurs on revitalized lands. The makeover will include the reconstruction of travel lanes, flexible parking, sidewalk improvements, utility improvements, lighting, urban design elements, and landscaping. It will enhance the pedestrian-friendly atmosphere of Main Street.

Status: The conceptual design of phase 1 (from SR 527 to 102nd Avenue NE) is complete. This included heavy public involvement via general public meetings as well as key stakeholder meetings which culminated in the development of a preferred streetscape concept. The project is approximately 30 percent complete.

Downtown Mobility Improvements:

This project will analyze two key Main Street intersections, Main Street/Kaysner Way and Main Street/102nd Avenue NE, and determine what intersection improvements should be made to address traffic congestion. This could include installation of pedestrian-scale traffic signals or even consideration of a roundabout.

Status: The results of a detailed traffic analyses and the input gathered from a public involvement program led to a staff recommendation to take no immediate action at the Main Street/Kaysner Way and Main Street/102nd Avenue NE intersections. It is anticipated that when completed in 2012, the Bothell Crossroads will address some of the congestion issues along Main Street in the short term. The same analyses indicate that by 2035 traffic volumes will grow such that the city may need to readdress traffic along Main Street. How best to address congestion on Main Street in 2035 would depend on the actually generated traffic volumes, transit usage, and the number of pedestrians present after the downtown area undergoes its revitalization.

Extension of Main Street:

This project will extend Main Street west from SR 527 to 98th Avenue NE. This new street will connect the west side of the downtown to the historic east side. The west side currently contains the King County Library and the soon-to-be redeveloped Northshore School District parcel. The extension will help the city complete its east-west street grid and tie the downtown together across SR 527, thereby enhancing the pedestrian-oriented atmosphere.

Status: The conceptual design and proposed right-of-way plan are complete. This included heavy public involvement via general public meetings as well as key stakeholder meetings which culminated in the development a preferred streetscape concept. Right-of-way acquisition is complete. Final design is anticipated to begin in 2011 with construction in 2012.

Wayne Curve:

This project improves SR 522 from just east of 96th Avenue NE to approximately Hall Road. The first phase will improve approximately 2,500 linear feet of the SR 522 centered on the 96th Avenue NE intersection. It will include transit queue lanes; intersection, lighting, landscaping, and utility improvements, sidewalks, and access management and will improve the city's western gateway.

Status: Phase 1 began construction in June 2010 and scheduled to be completed in 2011. The design of Phase 2 consisting of approximately 1,700 linear feet of improvements east of phase 1 is approximately 60 percent complete. Phase 2 will include access management, aesthetic, drainage, street lighting, and pedestrian improvements, and utility undergrounding.

SR 527 Multiway Boulevard:

This project creates a pedestrian-friendly boulevard that will also be capable of accommodating arterial traffic volumes. The project will serve as the spine of the revitalized downtown, connecting the east and west sides of the downtown district with a vital, walkable boulevard. The project will have two through lanes in each direction, left turn lanes where necessary, and traffic signals spaced to enhance east-west circulation. It will include planter medians with rain gardens and trees to separate this arterial environment from a pedestrian-oriented parking lane and a wide sidewalk on each side.

Status: The project is at 60 percent design. Final design and right-of-way acquisition is anticipated to be completed in 2011. Construction is anticipated to start in 2012.

For more information, contact:
Terrie Battuello, (425) 489-3387

APPENDIX C

City of Everett Riverfront Revenue Development Area

Project Description

The City of Everett's Riverfront Revenue Development Area (RRDA) covers approximately 233 total acres of mostly vacant property uniquely situated between Interstate 5 and the Snohomish River, from Pacific Avenue and Lowell/Snohomish River Road. The RRDA includes three large parcels, identified as Parcels A, B, and C, which together represent approximately 111 acres of prime developable property that are poised for development as a cohesive, unique blend of commercial, office, retail, and residential uses that will generate significant jobs and tax revenues for the region.

- Parcel A, a reclaimed municipal landfill, is planned for redevelopment into a "lifestyle entertainment center," akin to Seattle's University Village or Redmond's Town Center, and a commercial office complex.
- Parcel B, part of the former site of the Simpson Paper Mill, is planned for redevelopment as a new residential neighborhood.
- Parcel C represents an assemblage of approximately 11 developable acres, much of which is the former site of a log-handling yard, and is planned for a mixed-use commercial and residential development.

These planned land uses are all consistent with official planning related to the RRDA, and the developer of Parcels A, B, and C is undertaking an additional Planned Development Overlay process that will further customize the zoning for this property. Additionally, this mixed-use development is illustrative of the type of mixed land uses envisioned under the Growth Management Act, with additional density being accommodated by cities and urban residential footprints growing in and near downtown areas.

The total new taxable commercial activity generated from these developments over the next 30 years has been independently estimated to be about \$4.5 billion or an average of approximately \$149 million per year. The incremental increases in sales and property taxes resulting from these developments are estimated to total approximately \$400 million over the next 30 years or an average of some \$13.3 million per year. These developments will also generate some 1,530 new jobs involving several different industries.

There are few, if any, areas of the size and quality represented in the RRDA in close proximity to Interstate 5 in the central Puget Sound region. In fact, economic development officials describe the RRDA as the largest contiguous undeveloped tract of land adjacent to I-5 between Seattle and the Canadian border. What makes the site even more attractive to prospective developers is that it features a central location on one hand, and a pastoral, riverside environment on the other. Specifically, the RRDA is adjacent to Everett's downtown core and multi-modal transportation centers, including Everett Station, to the west, and adjacent to the Snohomish River shoreline to the east. The RRDA is ideally situated for "placemaking" that features sustainable development on all levels and direct linkages between the shoreline environment and the Everett Station multimodal facility.

The city has reached agreement with OliverMcMillan (OM), a large development firm out of San Diego, CA, with extensive experience in mixed-use development projects, for the development of the entire Riverfront District. OM's development plan proposes approximately 800,000 square feet of retail, office, and commercial developments, as well as up to 1,000 residential units. The total direct private sector investment in building and site development is anticipated to be \$490 million. Over 1,500 new jobs are projected to be added. Also, OM has committed to comply with the *Leadership in Energy & Environmental Design* Silver construction standards for all their developments, to assure the blending of these developments into the unique natural setting of the RRDA.

It is also noteworthy that the cleanup and "due diligence" work within the RRDA has provided the city with a clear indication of the developable nature of the site, and with a transparent understanding of how Parcels A, B, and C can be developed in an environmentally friendly manner. Specifically, the Department of Ecology (Ecology) has issued a "no further action" letter for the former Simpson Paper Mill property within Parcel B, and the federal government assisted with a brownfield redevelopment study that showed the types of development best-suited for Parcel A. The city also has worked under Ecology regulations and guidelines to clean up and cap the former landfill site within Parcel A. Overall, Everett has spent more than \$13 million over the past decade on site clean up and remediation efforts involving Parcels A and B. Additionally, the city has worked with citizens and stakeholders to ensure that significant wetland areas that adjoin the developable areas will be both significantly enhanced and maintained in perpetuity. The city has invested significant funds on top of the \$13 million to import fill to the site, remove trash and debris, and take many other practical and procedural steps to make the Riverfront properties development-ready. When OM's work is complete, the RRDA will represent one of the most comprehensive transformations of formerly dormant brownfield property ever successfully undertaken in Washington State.

Project Status

Since the award of the LIFT authority for the RRDA, the city and its developer, OM, have been working diligently on the advancement of the pending infrastructural improvements and private developments within the district. The current national economic situation has significantly impacted the commercial credit and development markets which has slowed the project's timeline, but significant progress has been made in the following areas:

- The city and OM completed the final conditions of the development agreement to allow for OM's closing on the purchase of Parcels A, B, and C within the RRDA which occurred in May 2008.
- The FEIS was issued on June 11, 2008. The city planning commission held a public workshop on September 2, 2008, to discuss the concept and mix of uses proposed for the site. A public open house to review the proposed public amenity projects related to the Riverfront District Project was held on October 21, 2008. On November 24, 2008, the city issued an Addendum to the Riverfront Redevelopment EIS. On March 25, 2009, Everett City Council approved an ordinance rezoning Everett Riverfront District properties and approving a Planning Development Overlay Zone and Development Agreement for the OM development. On April 29, 2009, the city issued a Request for Comments on the Scope of the Addendum for the Riverfront Development Public Amenities Master Plan.

- OM's initial site preparation work commenced in May of 2008 and the city completed Phase 1 of the site grading and the preloading or surcharging of the development areas to accommodate future building and infrastructure construction. Phase 2 began in 2009. Phase 3 of site grading and surcharging of the development areas was completed in 2010.
- The city expended \$3.9 million on engineering, design, and construction for various projects related to the riverfront in 2009.
- The city's design teams are working on several projects concurrently. These projects include the 41st Street extension and roundabout (anticipate construction in the spring of 2011); the leachate system improvements and sanitary/storm water utilities (anticipate construction in the spring of 2011); and the trails, public amenities, and wetland enhancements (anticipate initial project in the summer of 2011).
- OM is now finalizing their site drawings and preliminary building elevations, and they are scheduled to commence building construction in the spring of 2011. Their initial commercial development is scheduled to open in the spring of 2012.

For more information, contact:
Rae Ann Weigher, (425) 257-7091

APPENDIX D

City of Federal Way City Center Revenue Development Area

Project Description

The City of Federal Way is pursuing aggressive redevelopment of its largely auto-oriented, suburban style central business district (“City Center”) in pursuit of a higher-density, mixed-use, multistory, pedestrian-friendly and transit-oriented major urban center between Seattle and King County that is envisioned by the city leaders and the state Growth Management Act.

An essential component to triggering the redevelopment of the Federal Way City Center is significant additional investment in public infrastructure in tandem with private development. Key investments in public open space will begin to provide the amenities that create the sense of place that will draw residents, shoppers, employers and visitors. Key investments in right-of-way improvements will add bike lanes, walking paths and additional roads to help create a pedestrian-friendly, efficient traffic circulation and land-use pattern. Key investments in public parking facilities are necessary to support the more intensive urban-style, mixed-use and multistory developments.

The Federal Way LIFT program will leverage up to a \$1 million per year in state funds over the 25-year program period, resulting in up to \$35 million in total funding for these infrastructure improvements.

This redevelopment scenario will be comprised of multiple projects. Three major projects were identified in the original application as cornerstones of this effort:

1. **Symphony:** a high-rise, mixed-use redevelopment project with up to 900 residential units, 60-75,000 square feet of retail and service uses, and 50-75,000 square feet of office uses (including a potential home for the Federal Way campus of Highline Community College). This project includes a public park approximately one-acre in size.

During 2009, this project slowed down due to the financial credit crunch and weakened housing market. Consequently, a new development entity pursued take-over of the project from the original applicants. However, as of January 2011, the contract between the development team and the city expired for failure to make a required earnest money deposit. As a result, the city is in the process of recommencing an Request for Qualifications (RFQ)/Request for Proposals (RFP) process for the site, again seeking a transformational, mixed-use project, including open space amenities and right-of-way (ROW) improvements for this site.

2. **Rainier Plaza:** a high-rise, mixed-use redevelopment project with up to 480,000 square feet for retail and service uses, 100,000 square feet of office space, a 150-room hotel with meeting facilities, and 1,750-2,000 residential units. (These numbers differ from those in the initial LIFT application as the project has evolved, due to market feasibility factors, since that time.) This project includes public parking, public open spaces and ROW improvements.

This project is currently on indefinite hold due to the weaker economic conditions and the developer's inability to secure financing. A refined version of this project may resurface over the next couple years.

3. **Redevelopment of the Commons Mall:** This project encompasses transformational redevelopment of the existing auto-oriented shopping mall, with introduction of new public street(s), public parking, public open spaces, etc. Several redevelopment scenarios are being explored in greater detail, including mixed-use, low-, mid- and potentially high-rise buildings. Build-out would include approximately 170,000 square feet of mostly ground-related retail space and approximately 430,000 square feet of upper-level tenant space that could be programmed for office, service commercial, and residential, as market forces dictate. If all such space were residential, that would yield up to 430 units; while half of this space in residential would yield approximately 215 units. The concept would necessitate approximately 850 structured parking spaces, at least half of which would be deemed "publicly accessible."

This project is in the concept stage, with site planning and massing studies under consideration by both the city and the mall owner. While progress on this concept was anticipated in 2009-2010, the economic conditions did not favor that. Recent discussions with the mall ownership since the beginning of 2011 indicate a renewed interest in repositioning the mall as the economy has now shown signs of gradual improvement. Discussions will likely ensue about potential partnerships that could entail potential use of LIFT funding for public infrastructure components.

4. **Civic Center (Performing Arts/Conference Center):** After many years of planning, at the end of 2010 the city purchased a four-acre site using state Public Works Trust Fund grant monies to house a performing arts and conference center. The city is now initiating a development process for that site that may include an RFP for a public/private partnership. It is possible that potential development partnerships could require the need for LIFT-generated public monies for the public infrastructure components of this project.

Between currently proposed, emerging and potential redevelopment projects within the City Center RDA, the city anticipates the following break-down of new development:

Land Use	Amount	Net Jobs
Residential:	1,500 dwelling units	--
Retail:	1,500,000 SF	3,347
Commercial/Office:	700,000 SF	1,765
Hotel:	1,200 rooms	730
Civic/Cultural/Educational:	200,000 SF	243
TOTAL:	--	6,086

For more information, contact:
Patrick Doherty, (253) 835-2612

APPENDIX E

Downtown Mount Vernon Revenue Development Area

Project Description

The City of Mount Vernon has a distinct and historic downtown which is ideally poised for redevelopment. The Downtown Mount Vernon Revenue Development Area (RDA), as adopted by Ordinance 3410, is located west of Interstate 5 and is bordered to the east by the Skagit River. The city is undertaking a flood control project to permanently protect the downtown area from the base 100-year flood as defined by the Federal Emergency Management Administration (FEMA). After downtown is no longer at risk for flooding and development constraints associated with building in a flood plain are removed, the downtown can move forward to create a vibrant, attractive and safe riverfront district which will be prime for redevelopment.

Certain privately owned properties have been purchased by the city in order to construct the permanent flood wall and promenade. After the flood control system is in place, the city will have substantial land bordering the scenic Skagit River which will become prime real estate for mixed-use commercial and high-density residential development. The current use of the majority of this land that abuts the river is a surface parking structure that provides 355 essential parking spaces to downtown employees and visitors. The flood control project will displace this needed downtown parking which will be replaced with a combination of solutions that include a new parking facility in another downtown location.

Although the flood control project is not eligible for LIFT financing, other significant and related projects in the downtown are eligible for financing under the LIFT program as outlined in the following section.

The city of Mount Vernon has commenced a comprehensive redevelopment plan for its historic downtown area. The goal of this planning effort is to guide the investment of public and private resources in the downtown area over the next 20 years. The city intends to create a vibrant, attractive, and safe waterfront and downtown, with enhanced public access to the shoreline and river, new and improved public amenities, and mixed-use redevelopment. These improvements will generate new jobs and provide an area for both housing and business development to occur in a manner that helps preserve the character of downtown Mount Vernon. A key component of this plan is to provide the city's downtown area with 100-year flood protection. The threat of flooding poses a major barrier to investment in the downtown area.

The following list of project elements, exclusive of the flood protection element, has been identified as part of the downtown and waterfront area improvements.

- **Waterfront Promenade, Urban Trail and other Park Facilities:** A 25-foot pedestrian promenade will be constructed along the river adjacent to the downtown, with expansive views of the river on one side and shops and pedestrian attractions on the other. At the north and south ends it will connect to a multi-purpose trail continuing north and south along the east side of the river. Other park amenities include a new public plaza along the riverfront, permanent public restrooms, and facilities to accommodate the farmers market.

- **Structured Parking:** Construction of a 450 to 600 stall parking facility. The structured parking facility will replace the displaced parking along the riverfront for our downtown business community, and will provide parking for future downtown redevelopment and county parking needs. The parking facility will be strategically located near the core of downtown, within walking distance of Skagit Station (the county’s regional multi-modal station), and near county facilities.
- **Street Improvements:** Street improvements in the master plan include a realignment of Division Street, South First Street and Freeway Drive, streetscape improvements north and south on First Street, an improved pedestrian connection between Skagit Station and downtown along Gates Street, clear and attractive pedestrian connections between the downtown riverfront and the downtown core, and an improved pedestrian walkway on the Division Street Bridge.

Private Sector Project Description

Mount Vernon has already invested in a downtown transit center (Skagit Station) that provides bus and passenger rail service within the region. The major public amenity downtown is the Skagit River, and the river has provided more obstacles to downtown development with its flood threat than attractions. With the city moving ahead on the flood control project, conditions will be ripe for facility infrastructure improvements and amenities to attract additional residential and commercial development. The flood control project creates a significant opportunity for the city to revitalize and redevelop its downtown.

Master developers have already indicated strong interest in moving forward with private development of mixed use construction in the downtown and waterfront area. The city fully anticipates that the new private development in conjunction with the removal of the flood threat will also result in redevelopment projects in the Downtown RDA.

A market analysis prepared as part of the Downtown Mount Vernon Master Plan by a third party consultant, Property Counselors, identifies the potential for an improved downtown to capture the following levels of future development activity over the next 20 years.

	<u>First 10 years</u>	<u>Next 10 years</u>
Retail by # of square feet	125,000	155,000
Office by #square feet	55,000	65,000
Housing by # of units	200	250
Lodging by # of rooms	100	100

Downtown private investment over 30 years is projected to be in excess of \$408,000,000. New jobs created over 30 years are estimated to be 2,548, along with 112 average annual construction jobs. Additionally, residences for 1,120 people will be provided.

Progress to Date/Project Schedule

Project schedule for critical elements of the Downtown and Waterfront Area Project is as follows:

- The city moved forward with Phase 1 construction of the flood structure and the promenade. Construction was completed in 2010. Phase 1 construction runs from the west side bridge on Division Street north to Lion's Park, the northern most point of the city's project.
- Phase 2 (final phase) of the flood control project and promenade could begin and be completed in 2011, dependent upon securing remaining financing.
- Final engineering of the flood control project and promenade was completed February 2010.
- Conditional Letter of Map Revision was submitted February 2009. Final response from FEMA was provided in August 2010. The purpose of a Conditional Letter is to receive confirmation from FEMA that our flood control project as designed would remove the downtown from the 100-year flood plain.
- Design of the parking facility was not started in 2010.
- Final Master Plan for the Downtown and Waterfront Area Project was adopted in June 2008.
- The National Environmental Policy Act process for the flood control project was completed July 2008.
- Downtown Parking Garage Feasibility Study was finalized July 2008.
- Final Environmental Impact Statement on the flood control project was completed July 2007.

Key milestones for the anticipated private sector development are as follows:

- A development firm completed a study of the downtown area in February 2010 outlining development opportunities, available lands, and potential sites for initial private development. Specific projects include a hotel and conference destination and an entertainment district.
- The Main Street waterfront site will be developed upon completion of the flood control project and promenade construction.
- Privately owned downtown sites are expected to be developed or redeveloped rapidly upon removal of the flood threat and related development barriers.

For more information, contact:
Alicia Huschka, (360) 336-6241

APPENDIX F

Puyallup Revenue Development Area

Project Description

Puyallup's goal is to redevelop several city-owned parcels in the downtown area into mixed-use transit oriented development projects that include parking. In addition the city will provide for pedestrian, parks, trail, stormwater, and telecommunications improvements in the South Hill area. The city estimates that these, along with other non-LIFT financed improvements, will generate approximately 8,600 jobs throughout the Revenue Development Area (RDA) during the life of this program.

The City of Puyallup's RDA will facilitate the following critical investments:

1. Structured downtown public parking on city-owned parcels through public-private development agreements for mixed-use redevelopment, providing for new, transit-oriented, downtown office, residential, retail, restaurants and other business uses on today's downtown surface parking lots.

Progress - First two tenants have been signed for the first floor of the City Hall building in early 2010.

Design for the second parking garage is nearly complete. Some pre-design work on the 2nd Street Improvements related to this project has been done.

Additional downtown parking capacity will be provided through the development of the Puyallup Fair's Red Lot by Sound Transit in partnership with the city and Puyallup Fair. This parking will come with shuttle service to and from the Sound Transit station serving transit commuters and freeing up parking for downtown businesses.

2. Access to competitive, high speed data telecommunications services needed to support higher wage technical and professional employment growth.

Progress - In coordination with private carriers and potential local users, city staff has identified five potential routes (runs) of high-speed telecommunications fiber. Detailed field research, including GIS documentation, has been undertaken by the city to confirm specific route dimensions and costs. City staff has actively worked with local users to determine the feasibility of installing segments.

3. Safe pedestrian and bicycle trails to connect neighborhoods, parks, schools and large land parcels that lack necessary urban infrastructure.

Progress - New sidewalks are being provided as a part of roadway improvements projects for both 39th Avenue SE and 39th Avenue SW. A pending grant application will provide new sidewalk enhancements along 37th-39th Avenues SE.

4. Enhanced stormwater and drainage facilities to protect water quality, promote environmentally responsible economic development, and create better recreation and land use opportunities.

Progress - Significant right-of-way purchases have been made for the 39th Street Avenue SW roadway project. Storm drainage improvements will be made in conjunction with the completion of this important street project.

5. Student and employer access to higher education resources at Puyallup's Pierce College.

Progress - Pierce College continued expanding their facilities and services through 2009. Occupancy for the new 59,130 square foot College Allied Arts & Health building, providing additional student capacity, occurred in late summer 2010.

6. Pierce Transit connector service (Bus Rapid Transit).

Progress – \$1.5 million federal aid received for the initial feasibility

A critical underpinning of this project is frequent Pierce transit “connector” service along the Meridian Corridor to reduce congestion, provide easy access from the large employers on South Hill, and importantly, to link commercial, retail and educational services on the hill to the hospital, fairgrounds and business locations in the historic downtown, ending at the Sounder Commuter Train station. The key goals supported by these infrastructure investments, combined with transit service will create:

- New employment growth, estimated at 8,654 ongoing jobs, plus an additional 9,893 jobs projected for the building industry on a one-time basis.
- New housing and office uses in downtown and South Hill, providing 2.67 million square feet of offices and retail space with 1,512 units of housing.
- Local and state revenue benefits totaling \$611 million.
- A more efficient re-use of downtown city properties and existing infrastructure.
- Effective re-use of commercial surface parking to usable, compact, transit-oriented developments that could contribute to attracting higher employment.
- Employment and population growth that is accommodated in a manner which reduces auto dependency with frequent, convenient transit “connector” service. The employment growth will have the added benefit of supplying new job opportunities at a critical time for military personnel expected to return home from deployment over the next few years and needing to transition into the private sector.

Since we have just completed our base year, LIFT financing has not yet been received and the projects depending on that financing source have not yet been completed. However, the City of Puyallup is already experiencing significant development activity in the RDA.

Examples of current RDA development include:

Good Samaritan Hospital expansion – generating 392 construction jobs.

Benaroya South Hill Business Campus development – generating 194 construction jobs.

Pierce College expansion - generating 152 construction jobs.

South Hill Mall remodel / expansion - generating 165 construction jobs.

Additional RDA development occurring in 2010 include:

Eerdman's Medical Office Building (80,000 square feet)

Dahan Medical Office Building (35,100 square feet)

Lowe's retail store (152,300 square feet)

Fairfield Hotel (120 rooms; 72,150 square feet)

Hampton Inn Motel (122 rooms; 54,000 square feet)

New downtown Mazatlan restaurant opened in early 2010 with 28 new permanent jobs.

For more information, contact:

Gary McLean, (253) 770-3324

APPENDIX G

Spokane County River District Revenue Development Area

Project Description

The Spokane County River District Revenue Development Area (RDA) at Liberty Lake is identified as a legislatively selected demonstration project under RCW 39.102. CERB approved the River District RDA application on September 13, 2007. The RDA has a 2008 Base Year. As identified in its CERB application, Spokane County anticipated establishing the LIFT sales and use tax, authorized under Chapter 82.14.030 RCW, on July 1, 2010, the earliest date allowed by statute. July 1, 2010, was also the earliest date Spokane County could consider for the initial bond sale. On August 18, 2009, Spokane County established the LIFT sales and use tax levy rate of 0.178 percent.

This 2010 report therefore reflects no property or excise tax allocation revenues generated or dedicated to pay for any public improvements as a result of installing infrastructure with the LIFT program. Also, no businesses have therefore located within the River District RDA, nor has any private investment occurred as a result of the LIFT program and the anticipated public improvements.

The River District RDA coincides with the boundary of Spokane County Increment Area 2005-01, a property Tax Increment Finance (TIF) area authorized under chapter 39.89 RCW and established by Spokane County on December 22, 2005. Increment Area 2005-01 has a 2005 (Assessment Year) Base Year and a 2006 (Assessment Year) Increment Year.

Since establishment of the TIF Increment Area 2005-01 and the approval of the RDA, approximately \$536,000 of public infrastructure has been constructed. These improvements are shown in the following Table 1.

TABLE 1	
River District Public Infrastructure	
Project Description	Project Cost
Bitterroot Street	
Street, Lighting & Landscaping	\$ 239,689
Storm Drainage	11,660
Sewer	45,173
Water	89,063
Sewage Lift Station	150,000
Total To Date	\$ 535,585
Source: Greenstone 2/28/2009	

These public improvements have encouraged private investment that has contributed to increased taxable valuation within the River District TIF Increment Area and RDA. Table 2 lists the annual River District RDA taxable valuation and tax distribution since formation of the TIF Increment Area 2005-01.

			Tax Distribution in Dollars								
Assessment Year	Tax Year	Taxable Valuation	Spokane County Library District	Spokane County General	Conservation Futures	Spokane Valley Fire Dist. 01	City of Liberty Lake	Spokane County Roads	State	River District TIF	Total
2005	2006	61,056,253	Base Year								
2006	2007	87,736,370	21,596	88,878	4,278	83,507	42,926	62,235	192,474	89,297	585,194
2007	2008	128,574,460	4,757	92,594	5,664	117,466	107,229	13,472	248,848	216,308	806,341
2008	2009	153,918	4,924	97,154	3,626	122,074	111,040	13,984	295,870	289,395	938,071
2009	2010	167,301,845	4,900	102,157,51	3,777	131,606	120,578	13,946	336,586	339,735	1,054,288

Note: For Tax Year 2010, values shown are preliminary and are subject to change due to valuation appeals and other adjustments.

Source: Spokane County Treasurer

The River District contained 15 existing businesses at the time of the RDA formation and CERB application approval. Four additional businesses have opened since that time: The Valley HUB, Bargain Hunt, Allsports Grill and a Mercedes-Benz dealership. The Valley HUB is a youth sports outreach program opening in an existing vacant facility. Bargain Hunt is a cabinet retailer, also opened in an existing vacant facility. Allsports Grill opened in an existing vacant facility and Mercedes-Benz constructed a new facility. River District businesses existing at the time of RDA approval is shown in Table 3.

No.	Business Name	Business Type	Employees (As of 12/31/2007)	Employees (As of 12/31/2006)
1	All Sport	Vehicle Retailer	27	22
2	Ameresell	Realtor	13	13
3	Appraisal Spokane	Real Property Appraiser		
4	Bargain Hunt	Retailer	6	0
5	Best Western Peppertree	Hotel	14	15
6	Divine Corp. (Shell)	Fuel Station/Conv. Store	4	4
7	Freedom RV	Vehicle Retailer	16	14
8	Gee Automotive Group	Vehicle Retailer	85	80
9	Hummer			
10	Pontiac/GMC			
10	Porsche			
11	Hay J's	Food Service	20	15
12	HUB	Youth Mission/Sports	2	0
13	Master Craft	Vehicle (Boat) Retailer	6	0
14	Spokane Kia	Vehicle Retailer	35	38
15	Storage Solutions	Storage	4	3
16	Harvard Road Site			
16	Mission Ave. Site			
Total			232	204

Source: City of Liberty Lake

The River District total taxable sales and distributed sales and use taxes are shown in Table 4.

Tax Year	Total Taxable Sales	Total State & Local (8.7%)	Total State (6.5%)	Total Local (2.2%)	Spokane County	City of Liberty Lake
2008	\$ 44,877,392.75	\$ 3,904,333.17	\$2,917,030.53	\$ 987,302.64	\$ 1,179.29	\$ 376,463.97
2009	\$ 51,204,857.99	\$ 4,454,822.65	\$3,328,315.77	\$1,126,506.88	\$5,434.46	\$ 425,454.42

Source: Spokane County

The information presented in Tables 1 – 4 documents base data that will be used by Spokane County and the City of Liberty Lake to monitor progress and performance of both the River District TIF and LIFT programs.

Completed and Current Activities

2008 and 2009 were very active years for the River District. Three Binding Site Plans (BSPs) were submitted for approval. These BSPs allow for the ultimate development of over 200 acres of retail, commercial and mixed-use projects. The infrastructure associated with Bitterroot Commerce Center (Table 1) above, was completed. This construction now allows for 16 acres of commercial property to be ready and available for site construction. Additionally, the infrastructure associated with the Bitterroot BSP allowed the construction completion of 219 Bitterroot Lodge apartment units. The Bitterroot Lodge added approximately \$10 million in taxable valuation and five FTE jobs within the River District.

Planning is a major emphasis as the project developer positions the River District for additional infrastructure design and construction. Basic infrastructure system needs for water, wastewater, stormwater, and parks are being analyzed and alternatives evaluated within the constraints of the Growth Management Act and comprehensive planning documents of both Spokane County and the City of Liberty Lake. Special emphasis is being given to transportation elements, critical to the success of the River District.

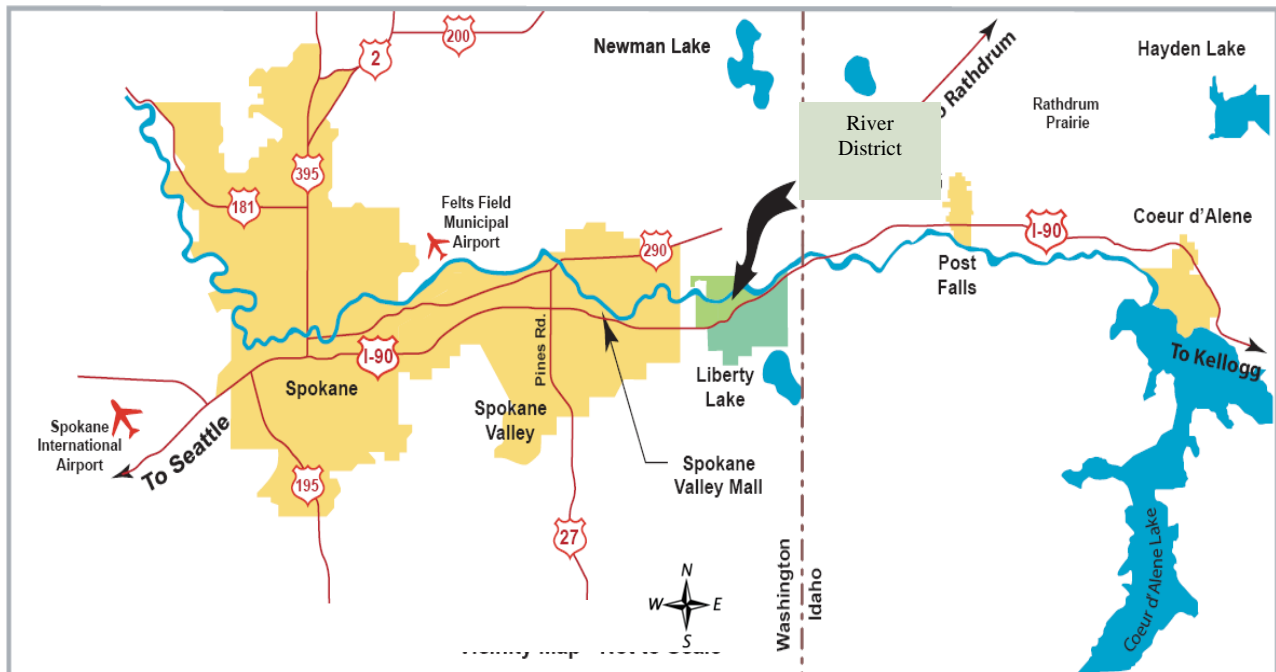
The Spokane Regional Transportation Council has prepared the East Valley/West Rathdrum Prairie Traffic Model. This model identifies deficiencies to Interstate 90 accesses at Liberty Lake. Additionally, the Liberty Lake I-90 Access Study – Phase 1 Transportation Study was conducted, the results of which warrant the preparation of an Interchange Justification Report by the Washington State Department of Transportation.

These planning and entitlement efforts will allow LIFT funded public infrastructure to ultimately be constructed and private investment to occur within the River District as briefly described in the following section.

Project Description Summary

The River District at Liberty Lake is a planned mixed-use development on approximately 1,000 acres contained within the 1,540 acre River District RDA. The vision and design principles that guide the development plan include the following:

- A design that opens to the Spokane River and provides many opportunities for visual and physical access to the river.
- An integrated park and trail plan connecting the project to the river, Centennial Trail and to Liberty Lake's trail system.
- A mixed-use design, with urban characteristics, that embraces a wide range of residential, commercial and civic uses.
- A diverse range of housing products that reflects the changing markets to smaller lots and higher density development, including affordable and workforce housing components.
- A pedestrian-oriented village center providing a focal point for civic, social and commercial activity.
- A regional retail center that meets the needs of the broader Spokane-Coeur d'Alene community.



Conceived as a pedestrian-oriented compact complete community, River District embraces the ideal of city life: an urban tapestry of diverse and distinctive homes; walkable, tree-lined streets; neighborhood stores; nearby offices; schools; and parks throughout. As an urban density mixed-use center, River District will incorporate:

- Over 4,400 residential units;
- 2.5 million square feet of office, commercial and industrial space; and
- Over 150 acres of public and private parks and open space.

Public infrastructure anticipated to be funded by LIFT, and conforming to the Comprehensive Plans of Spokane County and the City of Liberty Lake, is shown in Table 5.

TABLE 5	
River District Anticipated LIFT Funded Public Infrastructure	
Infrastructure Description	Estimated Cost
Arterial Streets, Lighting, Landscaping & Signalization	\$ 10,000,000
Interstate 90 Access/Bridge Improvements	16,000,000
Stormwater	4,000,000
Transit Parking	2,500,000
Parks & Trails	29,900,000
Water Distribution Improvements	4,100,000
Wastewater Collection Mains & Lift Stations	3,500,000
Wastewater Reuse	2,000,000
Total	\$ 72,000,000

For more information, contact:
Marshall Farnell, (509) 477-2600

APPENDIX H

City of Vancouver Riverwest Revenue Development Area

Project Description

The Riverwest project, the City of Vancouver's LIFT project, includes over 500,000 square feet of mixed-use development on 3.75 acres in downtown Vancouver, located at the southwest corner of Evergreen Boulevard and C Streets. The private project is estimated to cost \$160 million, and includes:

- 100,000 square foot office building
- 200 condominiums/townhouses
- 65 room boutique hotel
- 17,500 square feet of retail
- Public plaza

The project also includes an 83,000-square foot new main library branch (funded by 2006 voter approved bond).

The LIFT funded public infrastructure is a 300-400-space underground parking structure to serve the non-residential portions of the project (\$15 million).

In late September 2008 private developer Killian Pacific, jointly with the city and Fort Vancouver Regional Library (FVRL) District, announced that the Riverwest project would be put on hold due to a decline in regional and national economic conditions.

The new central library project has proceeded on its original schedule, with construction happening throughout 2010. The project represents the only development activity within the RDA. Its construction is being funded with bond funds that library district voters approved in 2006 that are unaffected by the delay of the private portions of the overall project. The library anticipates opening to serve the public in 2011. For more detailed information, contact Bruce Ziegman, Executive Director of the FVRL at (360) 699-8813.

Due to the delay in construction of the underground parking garage, the library's parking needs will be met with temporary surface parking on the site. A good portion of the site has historically been used as a car sales lot. As such, it can easily be converted to a surface parking lot to serve the library in the short term. The city, FVRL, and Killian Pacific have worked together to develop a phasing plan to meet the Library's parking needs now, as well as during phased construction of the garage and private buildings on the site, and when the project is fully completed that will result in minimal short term costs, and minimal mid or long term disruption for library patrons.

The existing buildings on the site were demolished in summer of 2009.

Killian Pacific remains committed to seeing the Riverwest project through to completion, and will continue to evaluate when economic conditions are appropriate to move forward toward an economically successful project.

In April 2009 the Vancouver City Council approved amendments to the existing development agreements that govern the project, as well as approved a new agreement with the FVRL to address the interim parking solution described above as well as the transition to permanent structured parking anticipated by the full build out of the project.

The city does not anticipate triggering a state match under LIFT for construction of the library or interim surface parking. The city and developer are working under a presumption of 2014 being the latest year that private development can occur to maximize the state match under the LIFT law.

For more information, contact:
Lloyd Tyler, (360) 619-1069

APPENDIX I

Yakima Revenue Development Area

The Yakima Sawmill Redevelopment Project is a mixed use redevelopment area that consists primarily of a 225-acre site that was a Boise Cascade Mill and Plywood Plant which closed in 2005.

The city and property owner have completed Phase 2 and 3 Environmental Investigation Report, and a feasibility study on mitigation was completed in the summer of 2010. The project experienced environmental delays due to the additional investigation required for the parcel which was a city landfill that closed in the 1960's.

The property owner also delayed the State Environmental Policy Act (SEPA) Planned Action process while the environmental investigation was completed. The SEPA process began in the summer of 2010.

The city, Yakima County, and Washington Department of Transportation have also conducted a traffic study for the area and its impacts on the local and highway systems. This study was completed in May 2010.

The developer and city are working with two major tenants/buyers for the first phase of development. The prospect is indicating mid-2011 as a construction date.

This project has been delayed for two years due to the economic recession that has frozen credit markets and demand for commercial projects.

For more information, contact:
Michael Morales, (509) 575-3533

APPENDIX J

Sample Data Collection Form

Community Economic Revitalization Board Local Infrastructure Financing Tool Program

2010 Annual Reporting Form For 2009 Award Recipients

Per RCW 39.102.140 (attached), a recipient of a LIFT award must provide an annual report to both CERB and the Department of Revenue regarding the progress made on the project related to the LIFT award. Please complete this form and return it by **March 1, 2010**, to both CERB and the Department of Revenue at the addresses and emails located on the last page of this form.

1) Please provide a brief (not to exceed four pages) description of your project and its progress to date.
2) Is the sponsoring local government in compliance with RCW 39.102.070?

3) Please complete Table A and Table B regarding property tax allocation revenues and excise tax allocation revenues

Table A -- State and Local Property Tax Allocation Revenues (For RDAs that have a 2009 Base year)

Local Property Tax Allocation Revenues					State Property Tax Allocation Revenues	
	Sponsoring Local Government	Participating Taxing District (Please identify)	Participating Taxing District (Please identify)	Total (Add more columns if needed for more participating taxing districts)	For Measurement Purposes only	State of Washington
Property Tax Allocation Revenue Value (commonly referred to as "RDA value")					Property Tax Allocation Revenue Value (commonly referred to as "RDA value")	
Local levy rates used to calculate Property Tax Allocation Revenues that will be received in calendar year 2010					State property tax levy rate	
Estimated Local Property Tax Allocation Revenues that are expected to be received in calendar year 2010 (Local levy rate per \$1000 AV multiplied by "RDA value")				Estimated Total (Add all columns on the left):	Estimated State Property Tax Allocation Revenues that the State should expect to receive in calendar year 2010 (State levy rate per \$1000 AV multiplied by "RDA value")	

Table B – State and Local Excise Tax Allocation Revenues (For RDAs that have a 2009 Base year)					
Local Excise Tax Allocation Revenues				State Excise Tax Allocation Revenues	
	Sponsoring Local Government	Participating Taxing Authority (Please identify)	Total	For Measurement Purposes only	State of Washington
Total distributions received from RDA location code(s) during the 2010 “Measurement Year”	<i>Not available until 2011 report</i>	<i>Not available until 2011 report</i>	<i>Not available until 2011 report</i>	State excise tax amounts less total local sales/use tax credits received from RDA location codes during 2010 “Measurement Year.”	<i>Not available until 2011 report</i>
Local excise tax base amount from 2009 “base year.” This is the total distributions received from RDA location code(s) during calendar year 2009 (From the Basic and Optional Sales/use Tax authorized in 82.14.030 RCW)				State excise tax base amount from 2009 “base year.” This is the total amount received from 6.5% State sales/use tax less amount distributed to local governments from taxes credited against the state sales/use tax from RDA location code(s).	1. Amount from 6.5% calculated from RDA location code(s): 2. Credited amounts distributed from RDA location code(s): 3. The difference (subtract 2 from 1 above):
Local excise tax allocation revenues received in calendar year 2009				State excise tax allocation Revenues received by the state in calendar year 2009	

4) What is the amount of local excise tax allocation revenues, local property tax allocation revenues, other revenues from local public sources, and taxes under RCW 82.14.475 received by the sponsoring local government during the 2009 calendar year that were dedicated to pay the public improvements financed in whole or in part with local infrastructure financing?					
	Total Revenue Generated			Funds Expended	
	Sponsoring Local Government	Participating Taxing Districts and Taxing Authorities (identify separately if more than one participant)	Total Revenues Received	Pay As You Go	Dedicated to Bond Repayment
2009 Local Excise Tax Allocation Revenue (From Table B)					
Local Property Tax Allocation Revenue (From Table A)					
Other revenues from local public sources (please identify revenue source and amounts separately if more than one)					
Local LIFT Tax Revenues collected under RCW 82.14.475	<i>Available after year tax is first imposed</i>	<i>Available after year tax is first imposed</i>			
Totals					

5) List the names of any businesses locating within the revenue development area as a result of the public improvements undertaken by the sponsoring local government and financed in whole or in part with local infrastructure financing.

Provide the total number of permanent jobs created in the revenue development area as a result of the public improvements undertaken by the sponsoring local government and financed in whole or in part with local infrastructure financing.

Provide the average wages and benefits received by all employees of businesses locating within the revenue development area as a result of the public improvements undertaken by the sponsoring local government and financed in whole or in part with local infrastructure financing.

Name of Business		# of jobs created	Average wages	Average benefits
<i>Expand as needed</i>	Created in 2009			
	All jobs			
	Created in 2009			
	All jobs			
Averages	Created in 2009			
	All jobs			

6) Please provide a list of public improvements financed on a pay-as-you-go basis and by indebtedness issued under RCW 39.102 for each calendar year since the award was made. Include the date when any indebtedness issued under this chapter is expected to be retired:

7) Provide estimates of state excise tax allocation revenues, state property tax allocation revenues, and local excise tax increments that have been received by the state, any participating local government, and the sponsoring local government(s) since the approval of the award:

RCW 39.102.140

Reporting requirements. (Expires June 30, 2039)

(1) A sponsoring local government shall provide a report to the board and the department by March 1st of each year. The report shall contain the following information:

(a) The amount of local excise tax allocation revenues, local property tax allocation revenues, other revenues from local public sources, and taxes under RCW [82.14.475](#) received by the sponsoring local government during the preceding calendar year that were dedicated to pay the public improvements financed in whole or in part with local infrastructure financing, and a summary of how these revenues were expended;

(b) The names of any businesses locating within the revenue development area as a result of the public improvements undertaken by the sponsoring local government and financed in whole or in part with local infrastructure financing;

(c) The total number of permanent jobs created in the revenue development area as a result of the public improvements undertaken by the sponsoring local government and financed in whole or in part with local infrastructure financing;

(d) The average wages and benefits received by all employees of businesses locating within the revenue development area as a result of the public improvements undertaken by the sponsoring local government and financed in whole or in part with local infrastructure financing;

(e) That the sponsoring local government is in compliance with RCW [39.102.070](#); and

(f) Beginning with the reports due March 1, 2010, the following must also be included:

(i) A list of public improvements financed on a pay-as-you-go basis in previous calendar years and by indebtedness issued under this chapter;

(ii) The date when any indebtedness issued under this chapter is expected to be retired;

(iii) At least once every three years, updated estimates of state excise tax allocation revenues, state property tax allocation revenues, and local excise tax increments, as determined by the sponsoring local government, that are estimated to have been received by the state, any participating local government, sponsoring local government, and cosponsoring local government, since the approval of the project award under RCW [39.102.040](#) by the board; and

(iv) Any other information required by the department or the board to enable the department or the board to fulfill its duties under this chapter and RCW [82.14.475](#).

(2) The board shall make a report available to the public and the legislature by June 1st of each even-numbered year. The report shall include a list of public improvements undertaken by sponsoring local governments and financed in whole or in part with local infrastructure financing and it shall also include a summary of the information provided to the department by sponsoring local governments under subsection (1) of this section.

(3) The department, upon request, must assist a sponsoring local government in estimating the amount of state excise tax allocation revenues and local excise tax increments required in subsection (1)(f)(iii) of this section.

Submit a copy of this report and any attachments to:

For the Community Economic Revitalization Board:

CERB/LIFT—Attn: Dawn Eychaner
Department of Commerce
1011 Plum Street SW
Post Office Box 42525
Olympia, Washington 98504-2525
dawn.eychaner@commerce.wa.gov

For the Department of Revenue:

LIFT—Attn: Andy Van Gerpen
Washington State Department of Revenue
6500 Linderson Way SW, Ste 301
Tumwater, WA 98501-6561
Post Office Box 47476
Olympia, WA 98504-7476
AndyV@dor.wa.gov

COMMUNITY ECONOMIC REVITALIZATION BOARD

The 20-member Community Economic Revitalization Board (CERB) is comprised of representatives of large and small businesses from across the state and representatives of state, local and tribal government. The Board sets policy and selects projects to receive CERB and LIFT financing. Administrative support to CERB is provided by the Department of Commerce. CERB's statutory authority is codified in Chapter 43.160 RCW.

Governor Appointments

Tom Trulove, Chair
Cheney, WA
Economist

Steven Anderson
Pasco, WA
Small Business

Allen Brecke
Kennewick, WA
Small Business

Michael Echanove
Palouse, WA
City Official

Drew Hansen
Bainbridge Island, WA
Public Representative

Laura Merrill
Kelso, WA
County Official

David Rhoden
Snohomish, WA
Large Business

Julie Tappero
Gig Harbor, WA
Small Business

Mark Urdahl
Wenatchee, WA
Port Official

Lisa Wellman
Mercer Island, WA
Small Business

Legislative Appointments

Senator Brian Hatfield
Senate Democratic
Caucus

Senator Mike Hewitt
Senate Republican
Caucus

Representative
Troy Kelley
House Democratic Caucus

Representative
Judy Warnick
House Republican Caucus

Agency Representatives

Tim Gugerty
Director, Legislation &
Policy
Employment Security
Department

Karen Larkin
Assistant Director,
Local Government and
Infrastructure Division
Department of Commerce

Kathy Oline
Senior Assistant Director
Tax Policy
Department of Revenue

Elizabeth Robbins
Transportation Planning
Manager,
Department of
Transportation

