

Richland Transportation Benefit District

Ordinance No. 02-17

March 7, 2017

What is a Transportation Benefit District?

(Authorized by RCW 36.73)

- A TBD is a quasi-municipal corporation and taxing authority
 - locally funded, locally controlled
 - Various funding alternatives available
- Richland's TBD will be governed by the City Council
- Richland's TBD is proposed to be funded by a vehicle registration fee (car tab)

What will Richland's TBD Accomplish?

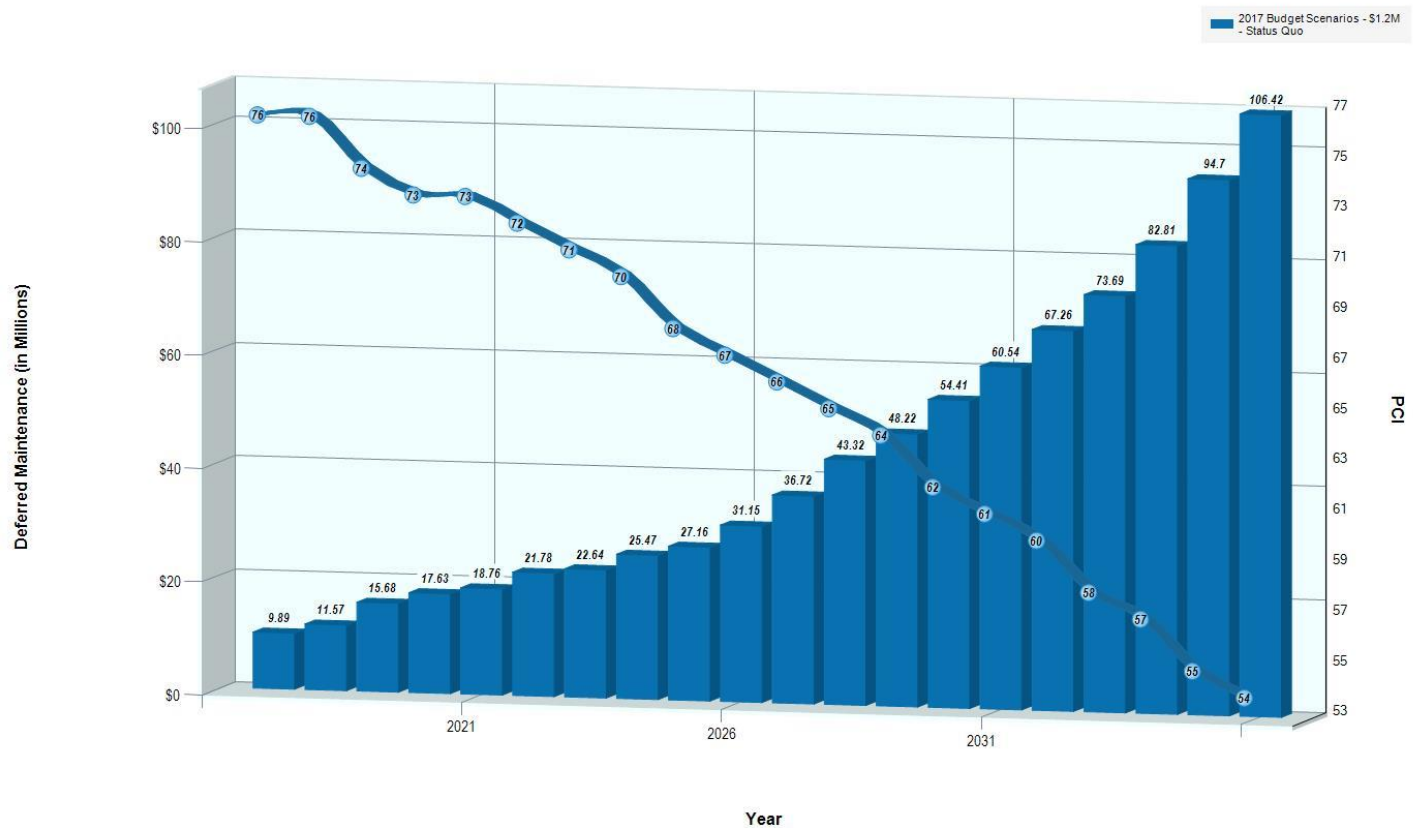
- Collect an estimated \$850,000 per year
- Increase, by an estimated \$510,000, annual funding to the City's Pavement Preservation Program
- Fill the remaining funding gap for the Duportail Bridge
 - Estimated at \$340,000 per year for debt service

Pavement Preservation Program

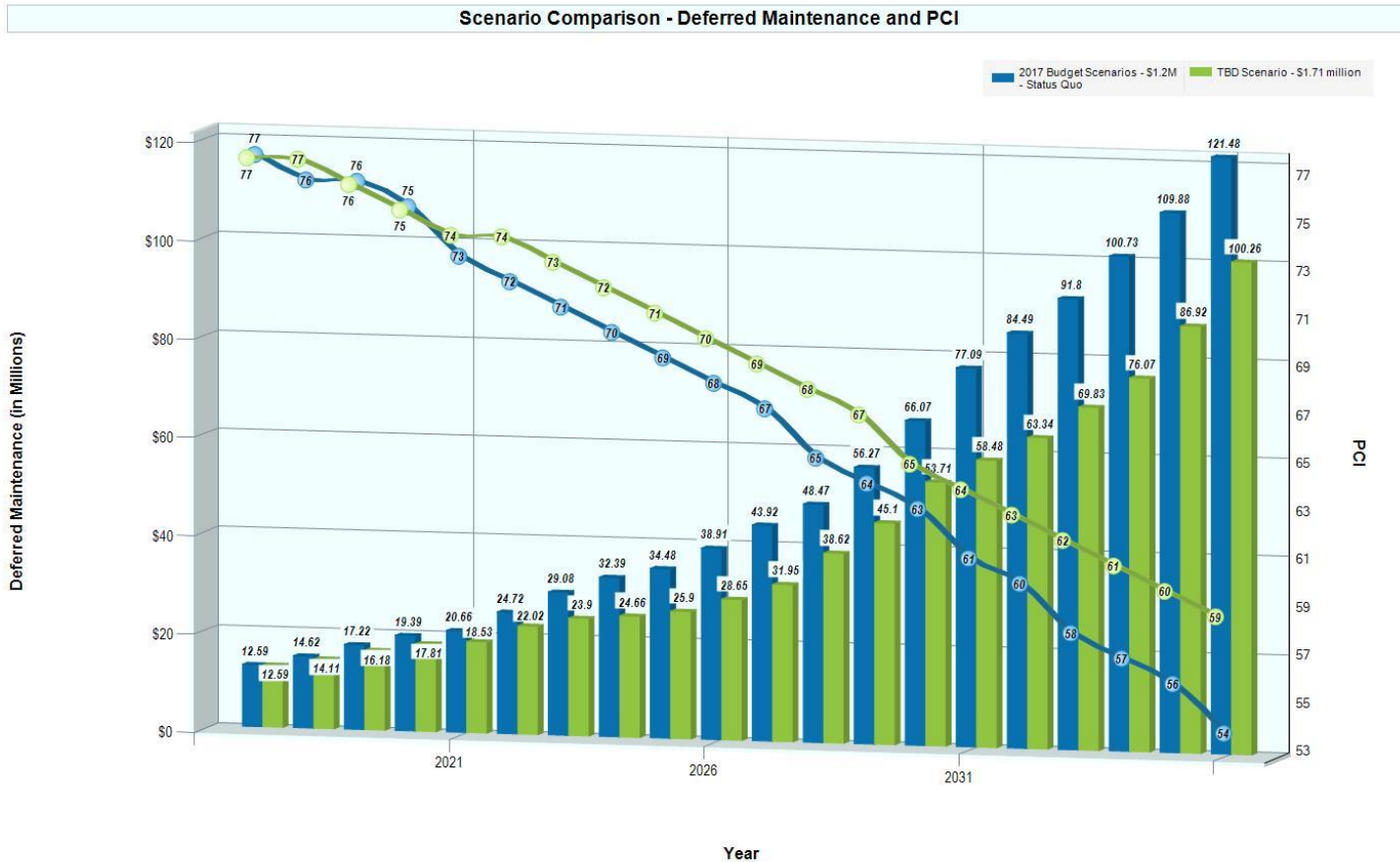
- 260 miles of City Streets
 - 589 Lane miles
- \$1.2 million dedicated Funding
- 17 Lane miles per year resurfaced
 - Average 34.6 years between resurfacing treatments
- \$3.0 - \$3.5 million – Recommended Funding level

Projected Street Condition at Current Funding Level

Scenario Comparison - Deferred Maintenance and PCI



Projected Street Condition with Proposed Car Tab Revenue



Duportail Bridge - History

- January, 2005 – Citywide Transportation Plan Adoption
 - Highlights connectivity across Yakima River
- August, 2006 – Council launches Downtown Mobility and Accessibility Study
 - Three current Council members on Ad Hoc Committee
 - Four alternatives evaluated in detail
- May, 2007 – Council selects Duportail / Stevens Corridor

Duportail Bridge - History

- March, 2013 – Public Meeting to present environmental review
- May, 2013 – FHWA and FEMA issue environmental decisions authorizing project
- February, 2014 – FEMA Awards Funds for Waterline Replacement on Bridge
- June, 2014 – U.S. Army Corps of Engineers issues environmental decision
- July, 2015 – Washington State Legislature awards \$20 million

Duportail Bridge

- Improves connectivity, reduces congestion between downtown and Queensgate area
- Improves emergency response times
- Improves travel safety
- Improves bicycle, pedestrian, and transit connectivity
- Enables increased economic development

Duportail Bridge


(2017 Capital Improvement Plan)

- Funding Sources
 - \$20,000,000 – Connecting Washington Fund
 - \$7,000,000 – Transportation Imp. Board
 - \$2,500,000 – WSDOT
 - \$1,898,480 – Federal Funds
 - \$1,613,081 – Previous City investments
 - \$4,450,000 – City bond issue (TBD)
- Total - \$37,461,561

Duportail Bridge Schedule

- Summer 2017 – State Funding Agreements
- Winter 2017 – Hire Contractor
- Summer 2020 – Open to Traffic

What's the Plan for the TBD?

- February 2017, Public Hearing 
- March 2017, Ordinance to establish TBD
- April 2017, Ordinance to fund TBD
- January 2018, revenue collection begins
- Mid 2019, bonds sold for Bridge
- December, 2039, bonds retired for Bridge
 - TBD and Fee sunsets

Public Input – What have we heard?

- Good plan – proceed
- Car tabs not a good match for Duportail Bridge
 - Some favor tolling
 - Some favor seeking federal funds (i.e. President Trump’s infrastructure program)
 - Some favor more regional contributions
- Some favor a referendum
- Some concerned about fairness, affordability

Ordinance No. 02-17

- Establishes the Richland Transportation District
- City Council as Governing Body
- City Limits as District Boundary
- Identifies Pavement Preservation and Duportail Bridge as district purposes
- Includes accountability for funds management
- Dissolves when purposes satisfied, but no later than December 31, 2039