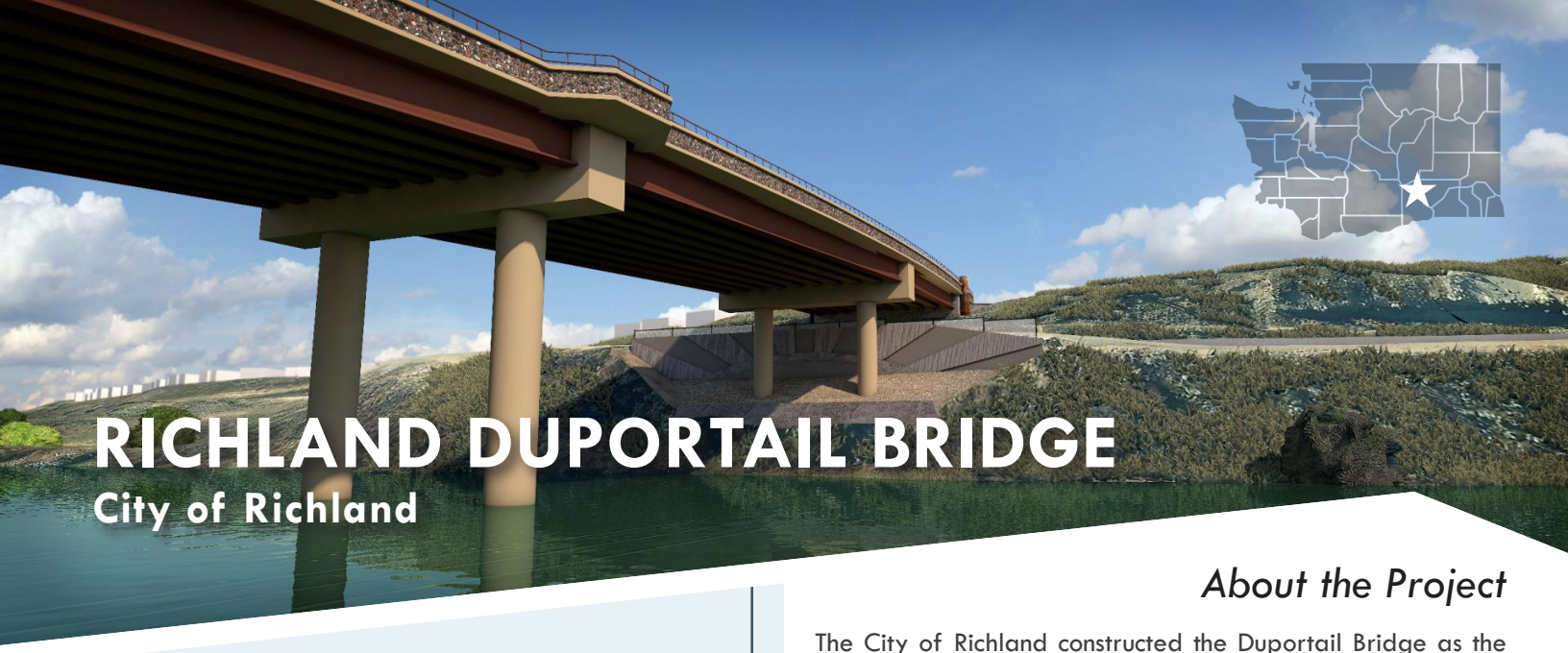


# RICHLAND DUPORTAIL BRIDGE

## City of Richland

| | |
|---|---|
| **Total Investment** | $37.5 million |
| **Timeline** | January 2008 Design begins |
| | March 2018 Construction begins |
| | Fall 2020 Estimated completion |

## Benefits

### Transportation

- Reduces travel time worth **$1.7 million**
- Increases safe and convenient multi-modal connectivity

### Fiscal

- Generated construction-based tax revenue worth **$790,000**
- Generates ongoing tax revenue
- Eliminates the need for an additional fire station, worth **$5 million**
- Saves operating costs worth **$1.4 million** in 2020

### Economic

- Created **442** construction jobs
- Supports economic activity

### Community & Environment

- Improves emergency response times by **44-76%**
- Improves recreation access
- Improves environmental health, worth **$259,000** in 2020
- Upgrades utility infrastructure

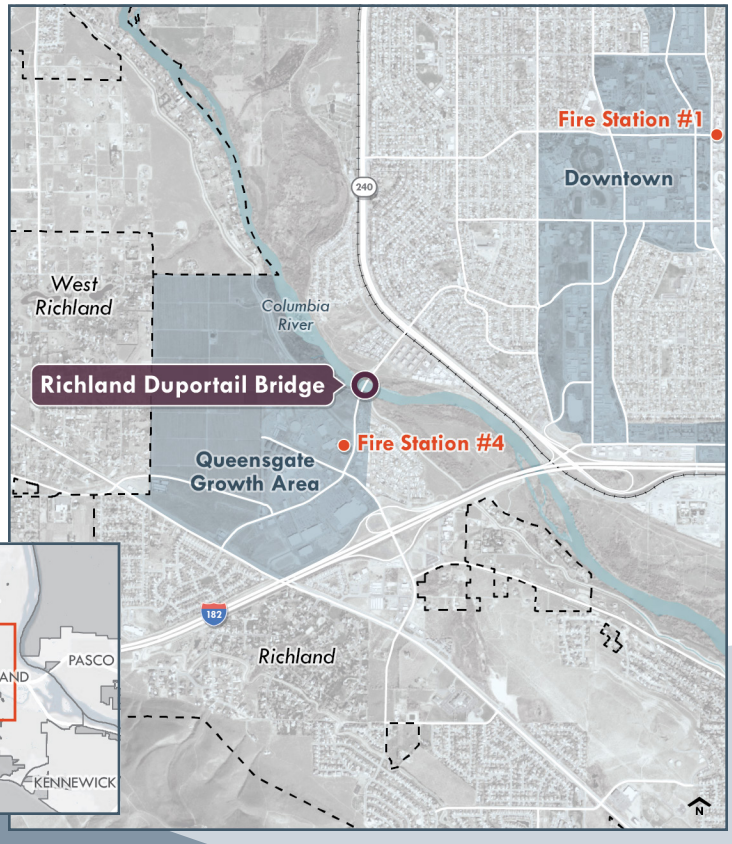
## Challenges

- Funding coordination
- Work windows
- Fish permitting

## About the Project

The City of Richland constructed the Duportail Bridge as the final phase of a corridor improvement strategy to provide a local street connection over the Yakima River, which bisects the City of Richland. The bridge directly connects the city's downtown core and a rapidly expanding suburban part of the city via Duportail Street. These two neighborhoods were previously linked by Interstate 182, as the Duportail Bridge is the only local street connection across the river within Richland.

The bridge incorporates sidewalks and bicycle lanes on both sides, enabling active transportation to commercial development and a substantial open space area with recreational trails. The bridge construction included an upgrade of the City's primary water supply infrastructure.



## TRANSPORTATION
Benefits

○ ✓ **Reduces travel time.** The bridge improves direct travel within Richland, saving time and mileage for travelers.

– Time and distance savings in 2020 alone are estimated **at 78,638 hours and 2,515,497 miles, worth $1.7 million.**[1]

– These reductions could prevent injuries and fatalities associated with transportation, estimated at over **148 injuries and two fatalities** over the 75-year lifespan of the bridge.[1]

○ ✓ **Increases safe and convenient multi-modal connectivity.** Prior to the construction of the bridge, the only connectivity between the downtown and the growing center on the west side of the river was by state highway. The highway system is not well-suited for local circulation or non-motorized transportation, and mixing these forms of travel with long-distance vehicle travel creates safety concerns. The Duportail Bridge resolves this issue by incorporating local roads, bike lanes, and sidewalks that connect the neighborhoods.

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## ECONOMIC
Benefits

✓ ✓ **Created construction jobs.** Construction of the bridge is estimated to have created **442 near-term construction jobs.**[1]

○ ✓ **Supports economic activity.** Increased connectivity is leading to a downtown economic revival, resulting in:

– Construction of the first significant multifamily development (in progress) to leverage zoning regulations updated to support mixed use development. In 2020-2025, the City expects **540,000 square feet of commercial or retail space construction**, valued at $81 million.[3]

– New availability of City-owned parcels for development that will help activate the downtown area.

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## FISCAL
Benefits

✓ ○ **Generated construction-based tax revenue.** The City of Richland estimates that project contractors paid approximately **$430,000 in sales and use tax** to both the State and City of Richland on all materials purchased or used for the work. Approximately $327,000 of this was state revenue. Taxes were not paid on bridge construction labor and services as they are exempt per the Public Road Construction Exemption.

As of January 2020, the City of Richland paid approximately **$360,000 in sales tax** on the water line portion of the project. Approximately $274,000 of this was state revenue.

✓ ✓ **Generates ongoing tax revenue.** The new development described in the economic benefits section will generate additional tax revenue for the City of Richland.

✓ ✓ **Saves operating and maintenance costs.** By reducing travel distance for the public, the addition of the bridge is estimated to save **$1.4 million in operating and maintenance costs** on existing state and local roads in 2020 alone. Construction of the bridge is anticipated to save **$80 million of interstate upgrades** over the next 15 years.

○ ✓ **Eliminates the need for an additional fire station.** The bridge has allowed the City to construct a single fire station near the planned southwest terminus of the bridge with fast emergency access to both sides of the river, avoiding the need for an additional fire station on the other side of the river. According to the City, this will result in:

– Savings of **$5 million in capital investments.**

– Savings of **$2.5 million on staff and operations** annually.[2]

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## State Local **Benefits**

**COMMUNITY & ENVIRONMENTAL**
Benefits

- ☑ ☑ **Improves air quality by reducing emissions.** As noted in the Transportation benefits section, the bridge will reduce travel time and thereby decrease carbon emissions, pollutants, and noise. This will lead to an estimated **$259,000 in environmental cost savings** associated with reduced noise and air pollution in 2020.[1]
- ☐ ☑ **Improves recreation access and opportunities.** By creating safe, local connections and incorporating bike and pedestrian paths, the bridge supports:
  - Increased walkability in the street network.
  - Improved quality of life within the heart of the city.
  - Improved access to recreational trails and a non-motorized boat launch.
- ☐ ☑ **Improves emergency response.** By creating more direct access, the bridge will lead to a **44–76% reduction in average emergency response times** for the area southwest of the Yakima River, as well as improved evacuation safety.[1]
- ☐ ☑ **Upgrades utilities infrastructure.** Bridge construction facilitated replacement of water distribution infrastructure from the 1950s with support from the Federal Emergency Management Agency (FEMA).

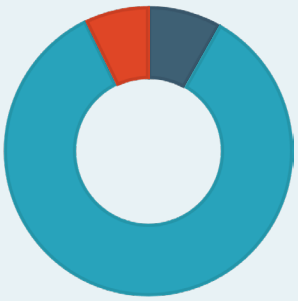
## Challenges

**Funding coordination.** It was challenging to assemble the total funding required for the project, which far outstripped local funding ability, and to manage different timelines and requirements for federal, state, and local sources.

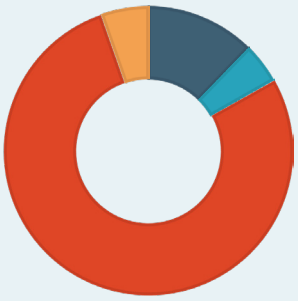
**Work windows.** Construction required modifications to a regionally significant irrigation canal. This work had to be scheduled during the winter to avoid interrupting irrigation service. Project contractors had to continue work during the exceptional snowstorm of February 2019.

**Fish permitting.** Endangered Species Act permitting allowed a 90-day work window within the Yakima River each calendar year. To accommodate this constraint, engineers designed the bridge to be constructed using cranes positioned on the riverbanks. The engineering plan would have used two seasonal work windows to complete the bridge. The contractor acquired a larger crane than was included in the engineer's plans, enabling use of only one work window and accelerating construction by approximately 90 days.

## Funding Sources




## Funding Uses




## Funding Partners

**Federal Contributions (7%)** The project received $2.4 million in Federal Surface Transportation Program Block Grant funds, distributed via the Washingon State Department of Transportation's formula-based allocation system. The project received a direct appropriation of $330,000 and FEMA supported the water supply upgrade with a competitive $2 million grant.

**State Contributions (85%)** A $20 million Connecting Washington appropriation and a $9 million competitively-awarded Transportation Improvement Board grant totaled more than three-quarters of the project funding.

**Local Contributions (8%)** The City of Richland dedicated general fund and real estate excise tax resources and leveraged a Public Works Trust Fund loan and a limited tax general obligation bond issue. Just over 50% of the City's contribution ($1.7 million) was an interfund loan put towards water infrastructure improvements.

## Project Prioritization

The City prioritized the Duportail/Stevens corridor improvement project to focus on top city priorities like emergency response time improvements and water supply resilience. The City selected these goals over other pressing matters, including congestion relief for southbound commute traffic, buildout of planned active transportation features, citywide pavement preservation needs, improvements to substandard streets, and capital improvements like public safety facilities and parks and recreation facilities.

**Sources**

1 City of Richland. (2016, April 29). Duportail Bridge Project Application: TIGER Discretionary Grant Project Application. Richland, WA.
2 Interview with Pete Rogalsky, City of Richland. (March 11, 2020.)
3 Email records of Pete Rogalsky, City of Richland. (October 17, 2014.)

*Photos: City of Richland, 2020.*
*Map: BERK, 2020.*