



Transportation Successes and Challenges in the Quad-Cities

Joint Transportation Committee
Kennewick, WA

June 24, 2025

Agenda

- Introductions
- Regional themes
- Municipal projects
- Questions



Speakers

John Cowling, PE – Public Works Director, City of Kennewick

Carlo D'Alessandro, PE - Public Works Director, City of Richland

Roscoe Slade III, PE - Public Works Director, City of West Richland

Maria Serra, PE – Public Works Director, City of Pasco



Regional Themes

- State and local transportation priorities
- Regional coordination
- Challenges
- Funding partners and local funding mechanisms



Regional Themes

Transportation project priorities

City Priorities

- Vision Zero and Comprehensive Safety Action Planning
- Complete Streets and ADA Transition
- City Growth, Economic Development Support, Comp Plans

JTC Priorities

- Safety
- Multi-modal and Climate Resilience
- Economic Development



Regional Themes

Transportation project priorities

Safety

- Vision Zero Commitments
- Local Road Safety Plan / Comprehensive Safety Action Plan Projects
- Safe Routes to School Planning and Projects
- Systemic Safety Projects



Regional Themes

Transportation project priorities

Multi-Modal and Climate Resilience

- Active Transportation Planning interagency and regional coordination
- Road Diets in favor of bike lanes
- Complete Streets Policies
- ADA Transition
- Regional bike, pedestrian, and trail planning



Regional Themes

Transportation project priorities

Economic Development

- 3rd largest metro area in the state, high regional growth
- Comprehensive Plans, 20-year Transportation System Plans
- The Two TIFs - Tax Increment Financing and Transportation Impact Fees
- TIB, REET, and local government investment in transportation projects (TBD, general fund, rural county capital fund)



Regional Themes

Regional coordination

- Benton Franklin Council of Government, BFWW Good Roads & Transportation Association, Local Jurisdictions
- Identifying and supporting Regional Transportation Needs
- Regional Equity in funding and scoring process
- Collaboration with Elected Officials and Legislators



Regional Themes

Challenges

State Review Processes and Regulations

- WSDOT
- Ecology
- Fish & Wildlife
- DNR
- Army Corp of Engineers

Road ROW Acquisition

- DNR
- BPA

Pavement Preservation

- Fully Funding Program

Project Phasing

- Increased Project Cost
- Decrease Funding Availability

Mega Projects

- Exceed State and Local Programs Funding Capacity



Regional Themes

Funding partners and local funding mechanisms

- Transportation Improvement Board (TIB) grants
- Public Works Board loans
- Department of Commerce Economic Development grants
- Franklin County Economic development fund
- Benton County Rural County Capital Fund (RCCF) grants
- SRTS and PED/Bike, Sandy Williams program, etc.
- Washington State Legislators - Direct appropriations and transportation packages
- BFCOG Federal STBG and TAP grants



Regional Themes

Funding partners and local funding mechanisms

- Transportation Impact Fees (collected from new private developments)
- Developer Transportation Mitigation Agreements
- Transportation Benefit Districts
- ILA with other local agencies such as School Districts, Counties, etc.
- Real Estate Excise Tax (REET)
- Tax Increment Financing



SR 240 / Aaron Drive Complete Streets Improvements

Total Project Cost

- \$39.8 million

Geographic Location of Project

- Richland, SR240 / Aaron Drive

Average Daily Traffic

- 45,000

BFCOG High Priority Project

Good Roads Priority Project

Regionally Significant Project



Project Description

The SR240 / Aaron Drive Complete Streets Improvements Project will correct deficiencies in the existing I-182 / SR240 / Aaron Drive interchange that have existed for approximately 40 years. These deficiencies impact Active Transportation, vehicular capacity, and freight mobility.

- Grade separate southbound SR240 traffic from SR240 / Aaron intersection
- Install roundabout intersection at SR240 / Aaron ramp terminal intersection
- Add Active Transportation trail segments to Aaron Drive and across SR240 right of way to regional trail system parallel to Yakima River

Project Impact

- Project will resolve regionally significant congestion choke point as documented by BFCOG Congestion Management Process
- Improve freight mobility on SR240
- Resolve a complete barrier to Active Transportation mobility between the south central portion of Richland and the Yakima River recreation area and Queensgate area
- Support the infill development of central Richland
- Improves intersection safety - 93 crashes 2016-2020

Funding Status and Amount of Secured Funding

- 2020 STBG \$173,000 for planning study / preliminary engineering
- 2025 MAWA/CCA \$1M, 2026 STBG \$2.44M for engineering design
- FHWA / WSDOT planning approvals completed

Grant Programs for Which the Project is Eligible

- All typical transportation focused grant programs except project cost is a barrier
- Federal discretionary programs



50' 0 50' 100'
SCALE: 1"=50'

Island View to Vista Field Trail System

Partnership between Richland and Kennewick

Total Project Cost

- \$21 million (\$11.9 million for SR-240 bridge)

Geographic Location of Project

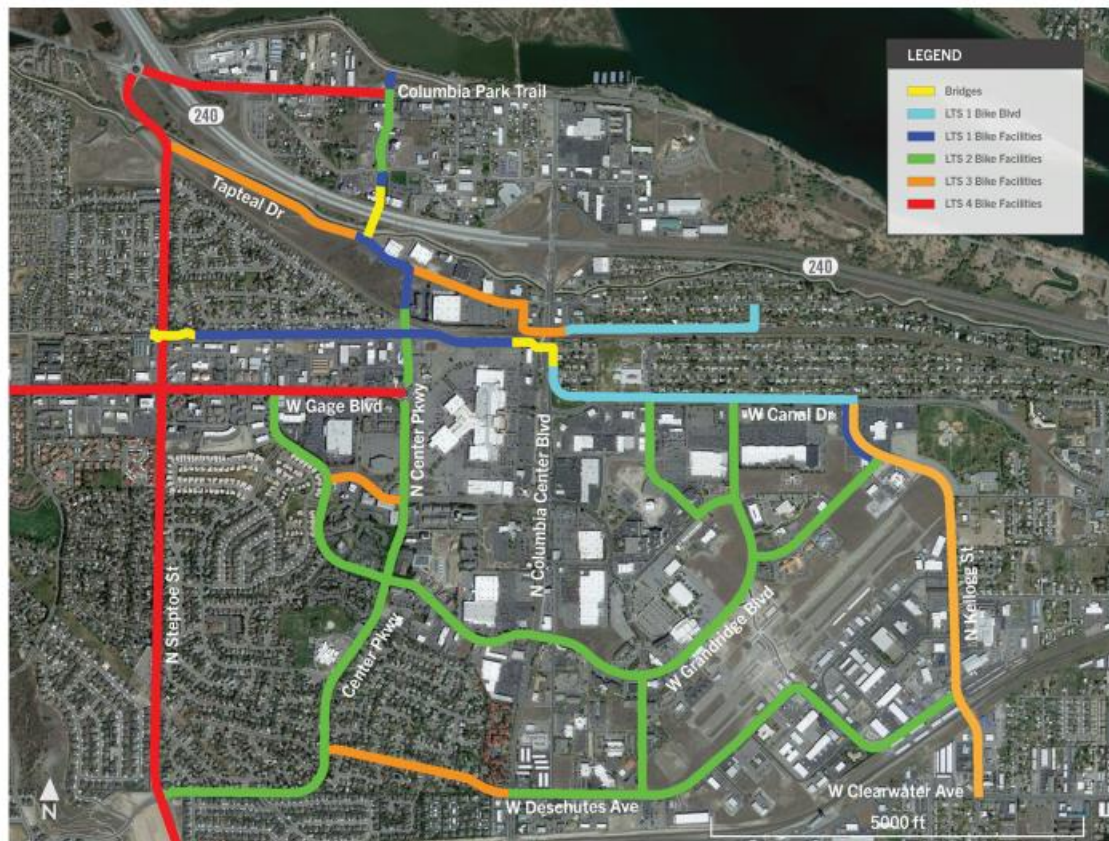
- Columbia Center / Vista Field area of Kennewick and Island View area of Richland that includes the Columbia River waterfront

Average Daily Traffic

- N/A – This is an Active Transportation Project

Previously BFCOG High Priority Project

Regionally Significant Project





Project Description

This project will address the most pressing Active Transportation barriers in the Tri-Cities region by connecting city streets in Richland and Kennewick.

- New grade-separated pedestrian crossing at SR 240
- Additional bridges will cross Columbia Center Boulevard, Steptoe Street, and the Columbia Irrigation District canal
- On and off-street Active Transportation facilities in Richland, Kennewick, and Benton County will complete the system
- The system will be constructed in the Columbia Center / Vista Field area of Kennewick and the growing Island View area of Richland that includes the Columbia River waterfront



ISLAND VIEW TO VISTA FIELD TRAIL STUDY
RICHLAND / KENNEWICK, WA
N COLUMBIA CENTER BLVD CROSSING (LOOKING NORTH)



ISLAND VIEW TO VISTA FIELD TRAIL STUDY
RICHLAND / KENNEWICK, WA
WEST 2 - ALIGNMENT (LOOKING WEST)

Kennewick Transportation Priority

- **Columbia Center Boulevard Improvements**

- Project will construct an additional lane for both the north-bound and south-bound lanes to accommodate future growth. The project will also improve the existing Grandridge and Okanogan signalized intersections including replacing existing signal systems, improving their operation, and planning for signal interconnection.
- Project supports several regional economic drivers within this corridor; i.e. Vista Entertainment Dist., Columbia Center Mall, Target, Lowes, Ranch & Home.



- **Funding**

- \$86,500 Federal STBG for Planning
- \$579,550 Federal STBG for Engineering
- \$1,989,500 Federal STBG for Right of Way
- \$3,312,950 Federal STBG for Construction (Phase 1)
- Phase 2 (~6,500,000) - unfunded



Kennewick Transportation Priority

COLUMBIA CENTER BOULEVARD CORRIDOR MAJOR EMPLOYERS



THREE RIVERS EXPANSION – PHASE I
33,000 Sq.Ft. addition to Convention Center along w/ performing arts theater.



VISTA FIELD
103 acre site. Phase 1 of 8 completed.

750,000 Sq. Ft. of potential retail, office, service and entertainment uses.

1,100 potential residential units ranging from single family homes to condos and apartments.

FIRE STATION 3
12,570 Sq. Ft. new Fire Station to replace aging Fire Station 3 located nearby.



DSHS BUILDINGS
47,600 Sq. Ft. of new office space split between two buildings.

Child Support Services
Kennewick Community Services



MIRAMAR HEALTH CLINIC
38,000 Sq. Ft. of new medical and office space.

Yakima Valley Farmworkers Clinic medical, dental, and pharmacy services will provide upwards of 32,000 appointments annually.



COLUMBIA CENTER MALL
an all-in-one destination with over 125 shopping, dining, and entertainment options. Macy's, Pandora, Barnes & Noble, Boot Barn, and Dick's Sporting Goods are located here.



Kennewick Transportation Priority

- **At-Grade Rail Solutions Study**

- The City of Kennewick (City), like many cities, is built at the junction of historic freight transport routes. Rail lines cross through the center of Kennewick generally east-west
- There are several at grade rail crossings in Kennewick: Ten downtown and two in Central Kennewick. These crossings create significant delays up to 20 minutes for residents, cuts off emergency access creating safety issues, and lead to barriers to economic growth and increased noise and air pollution for our community
- Due to increasing rail traffic and train length, the City is interested in improving conditions at railroad crossings by grade separation between rail lines and other traffic modes at one location downtown and one in central Kennewick
- The proposed technical study will evaluate and determine feasible options for rail crossing improvements and prepare a prioritized plan for implementation.



City of Pasco Overview – Completed Projects



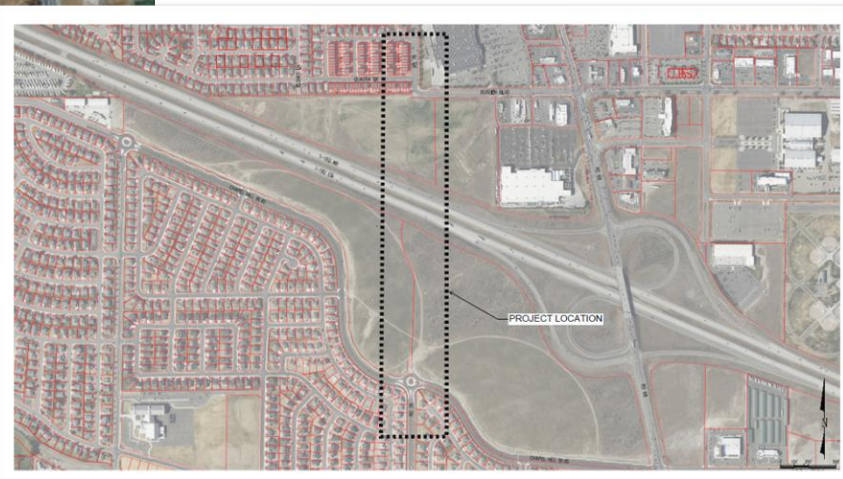
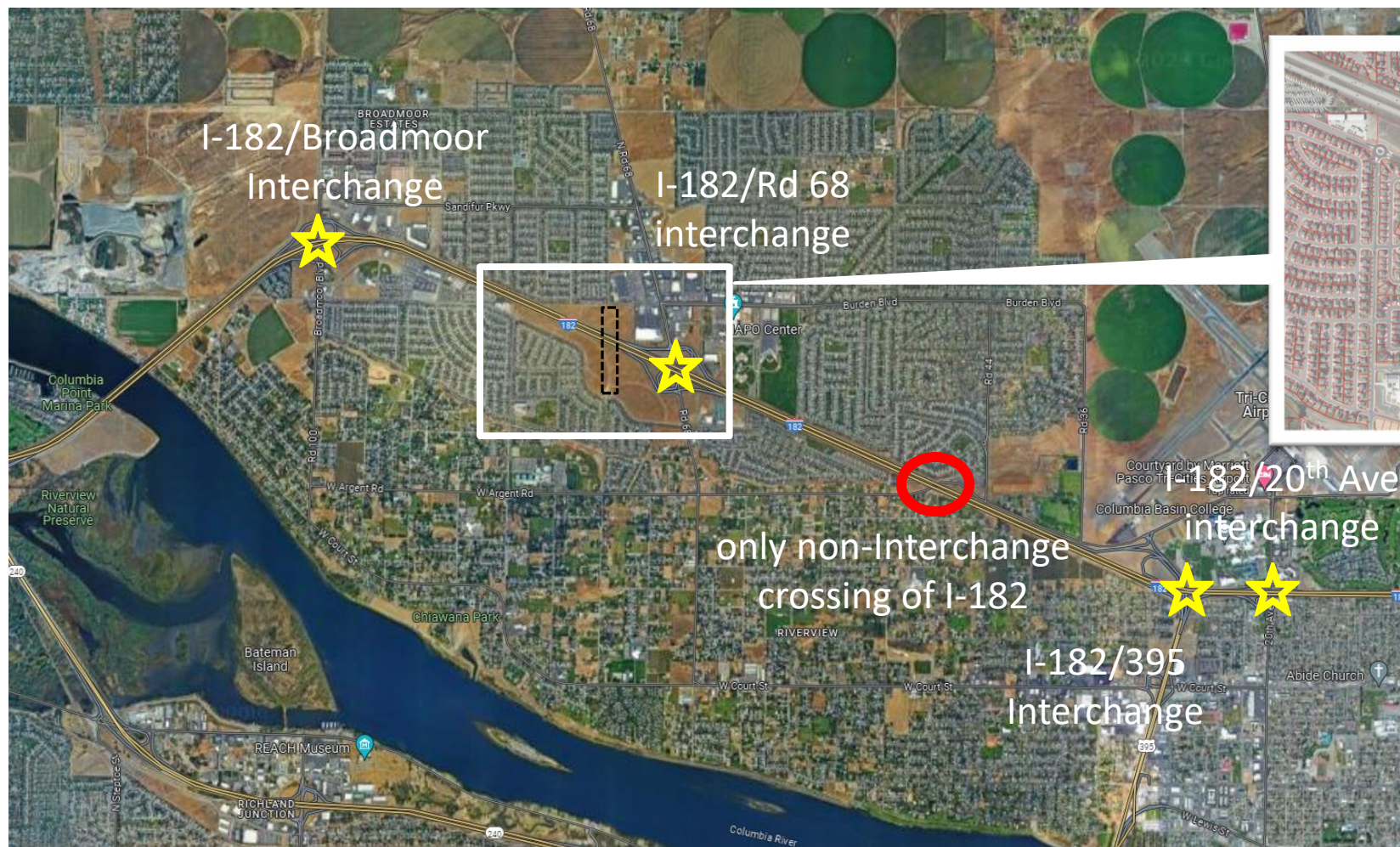
Overview – Completed projects



City of Pasco Overview – Completed projects



City of Pasco Transportation Priority Road 76 Overpass

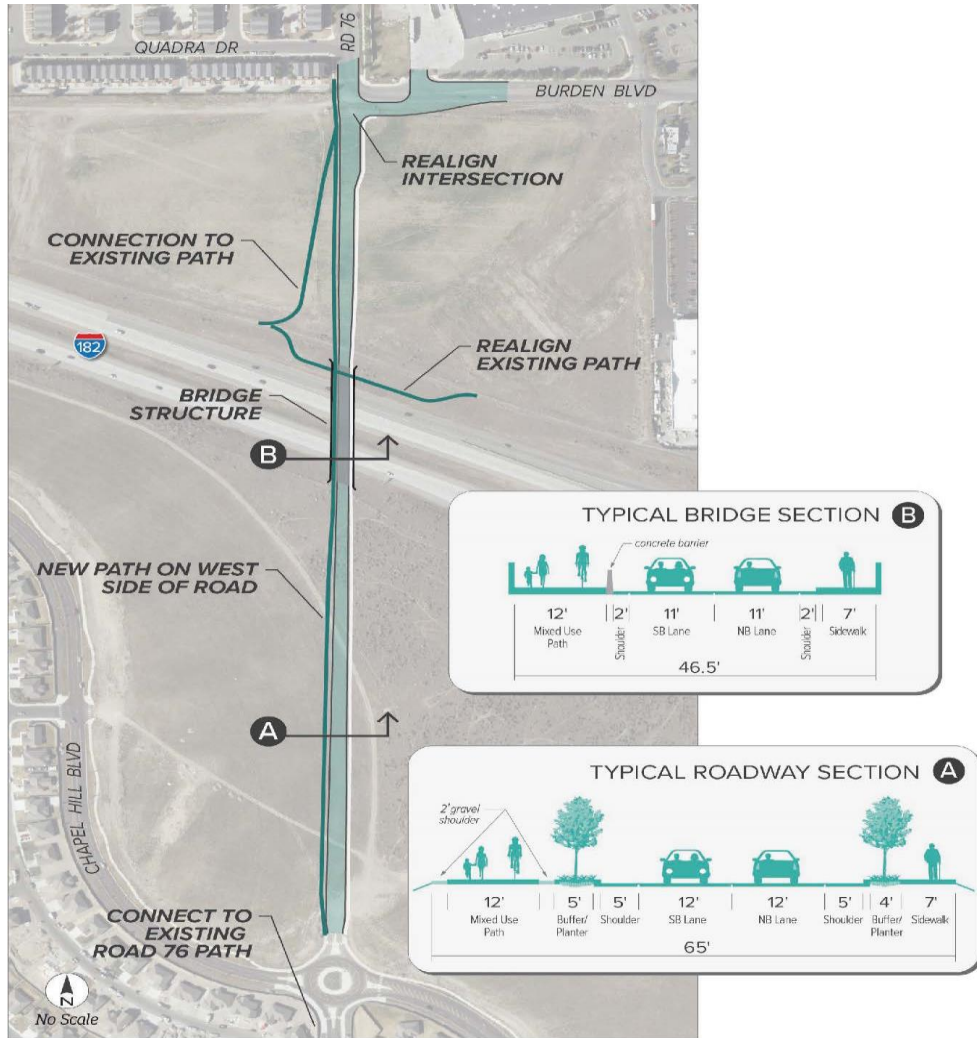


Project Location

TOTAL PROJECT COST
\$31 Million

\$3.78M STBG secured in 2025

City of Pasco Transportation Priority Road 76 Overpass



Transportation Priority US 12/ 'A' Street



Tank Farm Road intersection



CHALLENGES AND SUCCESSES

SR224/RED MOUNTAIN VICINITY IMPROVEMENTS PROJECT

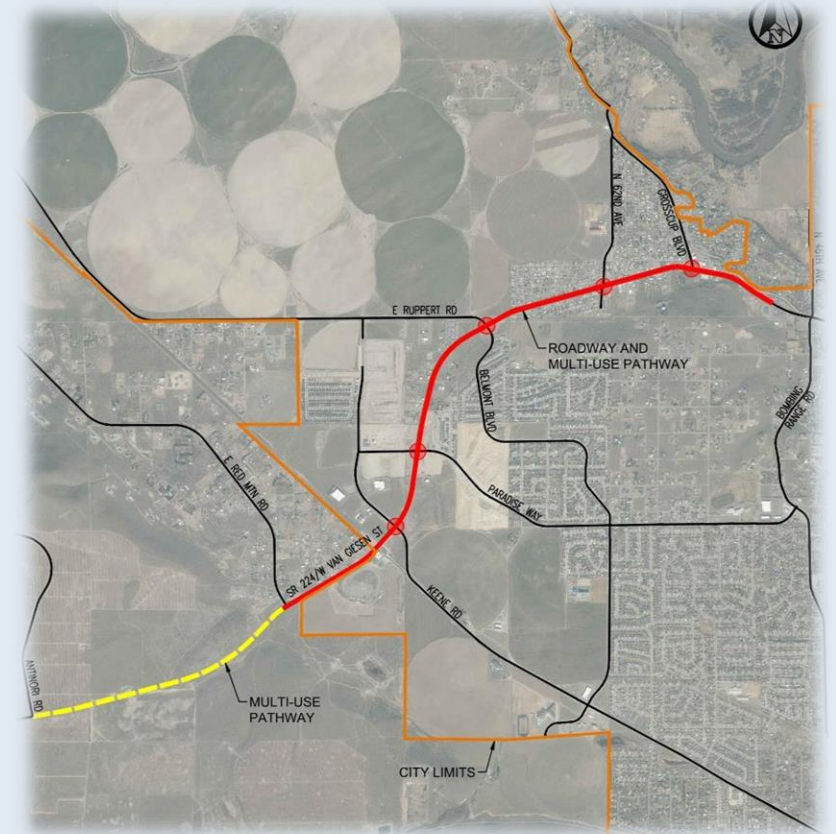
2015 Connecting Washington Transportation

\$33.7 Million: Project will widen a 3-mile section of SR224 (Van Giesen) from a rural highway to a multi-modal complete street with 5 single lane roundabouts, separated ACP pathway (connecting to the Regional Pathway System), transit pull-outs, street lighting, storm drainage, curb, gutter and sidewalk.

April 2022: WSDOT and the City of West Richland executed an agreement to transfer the project delivery, including design, environmental permitting, road right-of-way acquisition, construction and construction administration from WSDOT to the City.

June 2025 (Three Years Later): Design, environmental permitting, and right-of-way acquisition are complete, and the project has been awarded (22% under the Engineers Estimate).

July 7, 2025: Construction scheduled to begin.



How We Turned Challenges Into Successes

BEGINNING	✓ Established Roles and Responsibilities
	✓ Separated Budgets (City/WSDOT)
	✓ Detailed Project Scope
	✓ Established Key Points of Contact
	✓ Identified Construction Standards (WSDOT vs City)
	✓ Frequent and Routine Communication (Check-In Meetings)
PLAN DEVELOPMENT	✓ City Staff with WSDOT Design Process Experience
	✓ Knowledge of Design Area and City
	✓ Consultant Technical Support (Environmental, Structural, Storm Drainage, Lighting)
	✓ Frequent and Routine Communication (Check-In Meetings)
ROAD ROW ACQUISITION (32 PARCELS)	✓ Early Communication with Property Owners
	✓ Educated Property Owners on the ROW Process
	✓ Held 2 Public Open Houses
	✓ Addressed Property Owner Concerns

CREATING A SUCCESSFUL BID PROCESS

Bidders:

- 8 Bids Received

Low Bidder:

- \$18,141,131.68 (22% under Engineers Estimate)

Engineers Estimate

- \$23,545,651.78

Plans Clearly Developed

Detailed Traffic Control Plan:

- 12 Work Zone Areas
- Pre-Approved by WSDOT
- Roundabout construction can be completed during road closures and detours.

Low Contractor Risk:

- Early coordination with franchise utilities
- Water and Sewer infrastructure Completed
- Approved/Permitted site for surplus excavation material adjacent to the project.

Winter Work Identified

- Continuous Construction Operations

Bid Opening Prior to WSDOT Delayed Projects

Governor Signed Transportation Budget 5/20/2025

- Bid Opening 5/27/25
- Retained Final \$16M CWA Funding

Questions

