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STATE OF WASH.
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BEFORE THE WASHINGTON STATE
UTILITIES AND TRANSPORTATION COMMISSION

CITY OF KENNEWICK,

Petitioner,

v.

UNION PACIFIC RAILROAD,

Respondents.

No. TR-040664

PREPARED TESTIMONY OF
JOHN DARRINGTON

INTRODUCTION

1. Please state your full name and job title.

John C. Darrington, Richland City Manager.

2. In a chronological fashion, can you generally describe your involvement in the decision-making process to extend Columbia Center Parkway?

The decision to extend Center Parkway between Tapteal Drive in Richland and Gage Blvd. in Kennewick was contemplated as early as 1997 when the Cities of Richland and Kennewick, and Robert Young, the property owner along Tapteal Drive, completed the Tapteal Overpass project and several commercial developments. I began my employment

1 with the City of Richland in February, 2001, and became involved in the project decision-
2 making soon after that. The Cities entered into a partnership agreement in September,
3 2001, to complete the project. For much of the next three years, until early 2004,
4 technical staff at the City of Kennewick worked with technical staff in Richland's Public
5 Works Department to implement the project. My role during this time was to request and
6 review progress reports. In early 2004 technical staff from both Cities reached an
7 impasse in discussions with the Union Pacific Railroad. Since that time I have been
8 working more directly on the project with Bob Hammond, City of Kennewick City
9 Manager, and John Ziobro, Kennewick City Attorney, to make key decisions effecting the
10 project.

11
12 **3. *Can you identify the people on your staff who participated in the analysis***
13 ***that led to the decision to extend Columbia Center Parkway?***

14 Richland's City Engineer in 1997 was Roger Wright. Mr. Wright was involved
15 directly in the planning for the extension of Center Parkway. While Mr. Wright no
16 longer serves as City Engineer, he has a contractual relationship with the Richland
17 Economic Development Department.

18
19 **4. *Can you explain how this project will be funded?***
20

21 The project will be funded through a combination of City revenues, private land donations
22 and privately financed improvements, and state and federal transportation grants.
23

24 **5. *Please describe the benefits of this project to the City of Richland?***
25

1 The City of Richland expects this project to facilitate new commercial and retail
2 development along Tapteal Drive, thus increasing and diversifying its municipal
3 economy. In addition, the City expects that the improved traffic circulation to enhance
4 local residents quality of life by making their trips to the Tapteal Business Park easier and
5 safer.

6
7 **6. *Are there any constraints on how the funds are utilized? If so, please***
8 ***explain.***

9 Each source of funding to the project includes specific constraints. In general, state and
10 federal transportation grants require the funds to be expended within the right-of-way of a
11 classified arterial street. Each funding source, including the grants and City revenues, are
12 subject to state and federal auditing procedures.

13
14 **7. *Are there any time parameters for which the funds must be used?***

15 State and federal transportation grants are subject to recall and reallocation to other
16 projects if the granting authority determines that a project is not feasible or does not meet
17 their performance criteria. The Washington State Community, Trade, and Economic
18 Development Department's Rural Economic Vitality grant to this project has been in
19 jeopardy due to the lack of progress in implementing the project.

20
21 **8. *Can you identify any consultants retained by the City to assist in the***
22 ***evaluation of the project whether it be for technical or economic***
23 ***development purposes?***

24 The City of Richland has not retained any consultants for this project. The City of
25 Kennewick is lead agency for the project.

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9. *Can you describe the extent of consideration given to an above or below grade crossing?*

I defer a detailed response of this question to the technical consultants retained to implement the project. In general I know that the ground profile and construction cost of a grade-separated crossing was determined infeasible by the Cities' technical team.

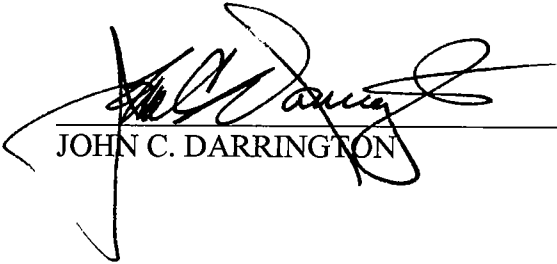
10. *Was any cost analysis given for one of these options?*

I am not aware of any detailed cost analysis being performed for a grade-separated crossing. The City of Kennewick, and its technical consultants, have recent direct experience with grade separation projects. I relied on their expertise to guide my decisions related to grade-separated options.

DECLARATION

I, John C. Darrington, declare under penalty of perjury under the laws of the State of Washington that the foregoing PREPARED TESTIMONY OF JOHN C. DARRINGTON is true and correct to the best of my knowledge and belief.

DATED this 15th day of September, 2005.



JOHN C. DARRINGTON