



City Council Workshop Agenda

June 11, 2024 at 6:30 PM

City Hall Council Chambers - 210 W 6th Ave and Virtual

The City of Kennewick broadcasts Council meetings on the City's website at
<https://www.go2kennewick.com/CouncilMeetingBroadcasts>.

Public comment is not heard at workshop meetings.

1. Call to Order
2. Benton Franklin Council of Governments (BFCOG) Update
3. HB 1110: Middle Housing Legislation Update
4. Adjourn

Council Agenda Coversheet	Item Number: 2.	Date: 6/11/2024	Category: Info Only
	Item Type:	Presentation	
	Subject:	Benton Franklin Council of Governments (BFCOG) Update	
	Department:	City Manager	
<u>Summary</u> The Benton-Franklin Council of Governments is structured under state law as a regional planning commission, a council of governments, and a Regional Transportation Planning Organization (RTPO). Additionally, they are federally designated as the Metropolitan Planning Organization (MPO/Transportation Management Area (TMA) for the Tri-Cities Metropolitan area and the Economic Development District (EDD) for Benton and Franklin Counties. In essence, they convene local governments to collaboratively plan, fund and administer solutions to shared community needs, with a focus on regional transportation and economic development. They facilitate the flow of state and federal funds into the region for transportation and economic development through planning activities and administration of related programs. The Benton-Franklin Council of Governments will be in attendance to present their Member update. The presentation will review their support and highlights from 2022-2023 and then move into what is happening in 2024.			
Attachments: 1. 2023 Summary 2. Presentation			



Solutions for Shared Regional Problems

Benton-Franklin Council of Governments convenes local governments to collaboratively plan, fund, and administer solutions to shared community needs. BFCOG facilitates the flow of state and federal funds into the region for transportation and economic development through planning activities and administration of related programs.

Benton-Franklin Council of Governments (BFCOG) was established by voluntary association of the local units of government in 1966 with the vision of providing a forum for improved communication, multi-jurisdictional decision-making, regional planning, and lead agency capacity for the provision of multi-jurisdictional programs. The services currently provided to the Member Jurisdictions are outlined by the Interlocal Agreement and can evolve with the needs of the Member Jurisdictions. BFCOG currently fulfills the following designations on behalf of the Benton-Franklin region:

- **Regional Planning Commission** (RCW 36.70.60)
- **Conference of Governments** (RCW 36.64.80)
- **Regional Transportation Planning Organization** (RCW 47.80.20)
- **Metropolitan Planning Organization/Transportation Management Area** (Federal Highway Administration, Federal Transit Administration)
- **Economic Development District** (US Department of Commerce, Economic Development Administration)

*Since 2018, federal and state Transportation (FHWA/FTA/WSDOT) and Economic Development (EDA/EPA) programs have provided **direct project funding** to local jurisdictions of **\$35.7M** compared to the combined local assessment invested of just **\$1.18M**. That's an average of **\$30 direct return for every \$1 of local funds invested in BFCOG!***

Summary of Support Provided to:

City of Kennewick

Transportation Planning & Funding:

- **\$8,620,484** in Transportation Project funding for 2019 – 2023
- Participation in the **Transportation Technical Advisory Council** (TAC)

Economic Development:

- **\$285,000** in **Brownfields Assessments & Planning**, including Downtown Kennewick Brownfields and Mobility Area Wide Plan (in progress), Phase I & II EAS, and Regulated Building Materials Survey (RBMS) for former KGH, and Phase I ESA, RBMS, and Reuse Plan for 10 East Bruneau properties (Benton County).
- **Five** development projects are included in the **2023 Comprehensive Economic Development Strategy (CEDS)** to support the potential acquisition of \$43.5M in necessary future funding.
- CDS Spending Letters of Support, including Kennewick Housing Authority 'The Bubble on Gum' Sweet Home (2022), CCB Widening (2023/2024), Island View to Vista Field Non-Motorized Pathway (2023), Kennewick Rail Crossings (2023), Rail Grade Separation Study (2024), Commerce Industrial Site Development Grant (2022).

Fiscal Impact to: **City of Kennewick**

2023 Annual Dues Assessment: \$52,278 (Federal Program Matching Only – 20.05% of Assessment Budget)

5-Year ROI: \$32.76 direct return for every \$1 invested in BFCOG

2022-2023 BFCOG Highlights

Approved and Ratified **Updated the Interlocal Agreement, Bylaws, and Standing Committee Policies** with all 13 Member Jurisdictions

Fully Staffed Planning Department with 6 Planning Professionals

Obligated **\$12.724M** to Local Transportation Projects

Completed the 2022 and 2023 annual updates to the **2021-2025 Comprehensive Economic Development Strategy** (CEDS), incorporating regional jurisdictional projects and regional economic data

Defederalization of \$847,000 in former EDA Regional Revolving Loan Fund dollars for future economic development use

Received a 3-year **\$600,000 EPA Brownfields Assessment Coalition Grant** and provided environmental assessments or reuse planning to 12 sites to date.

Received **\$400,000** in ARPA Funding to Support Economic Recovery and Resiliency Planning

Adopted **2024-2025 Unified Planning Work Program** (UPWP) for MPO/RTPO with **\$3.16M** Budget for Planning Programs

Provided over **75 Technical Assistance Services** for Regional Jurisdictions

50 Facilitated Congressional Connection Meetings between Jurisdictions and Federal Delegation Staff

Serving as **Record of Information Source** for federal funding opportunities from Senators Murray and Cantwell's Offices

Updated **Regional Traffic Count** Data for **715 + locations**

Updated Travel Demand and Land Use Modeling Data to include Freight Traffic Information

Conducted over **70 Modeling and Mapping Services** for Jurisdictions and Developers

Provide Contracted Administration to the **Tri-City Regional PFD** and **Benton County PFD**

Distributed over **4,000 Regional Bike Maps** (English and Spanish) to date

4 Years of **Clean SAO Audits**

Co-Facilitate the **Benton-Franklin Broadband Action Team** and their Infrastructure, and Digital Equity Sub Committees. Received **\$102,000** in **Broadband Equity, Accessibility & Deployment (BEAD) Planning** funds to conduct planning activities to support future BEAD infrastructure funding applications.

Partnering with TRIDEC, Visit Tri-Cities, and the Regional Chamber to form the **Tri-Cities Strategic Alliance** to intentionally collaborate on regional scale projects, including BFCOG's **Internet for All** initiative.



Ongoing Planning Services, Data Collection, and Technical Support provided by BFCOG

Metropolitan Planning Organization/Regional Transportation Planning Organization

Call for Projects: Funding Allocation makes available roughly \$5M annually to local jurisdictions for local multi-modal projects through a competitive process in cooperation with WSDOT. This funding is only available to jurisdictions through the regional MPO.

Comprehensive Plan Growth Management Act Certification: Review of the transportation element of local jurisdiction comp plans to ensure consistency with GMA requirements, then issue required GMA certification.

Travel Demand Modeling Data and Land Use Scenarios for developments and comprehensive planning are provided to local jurisdictions and regularly updated on behalf of the region. This service would have to be procured by each individual jurisdiction if not supplied by BFCOG.

Regional Traffic Count Program collects data from over 630 regional locations identified by Jurisdictions, including average daily traffic, vehicle type, peak hour flows, freight data, etc. Local jurisdictions use this information to assess the impact of proposed new developments, among other things.

Transportation Improvement Program (TIP) Assistance is provided to local jurisdictions to ensure projects are entered into the WSDOT project software. Projects not entered are not eligible for state or federal pass-through funds.

Regional Transportation Priorities is an annually compiled list of collaborative transportation projects for the Tri-Cities region highlighting the highest priority projects adopted by the BFCOG. This listing is helpful to local, state, and federal agencies in accomplishing planning tasks and provides information to support the pursuit of projects and funding, including grant applications.

Active Transportation Planning provides comprehensive bicycle and pedestrian planning for the region. The most recent Regional Active Transportation Plan provided a Level of Traffic Stress (LTS) rating for all regional roads and a best practices toolbox section to help implement multimodal improvements.

Federal Functional Classification (FFC) Reclassification requires coordination with local jurisdictions, ensuring that desired roadway reclassification meets regional transportation goals. Without BFCOG, it would fall to each individual jurisdiction to ensure their roadways do not interfere with other local jurisdictions' roadways.

Congestion Management Process (CMP) provides a shared vision, goals, objectives, and strategies for the region to guide future improvements for all forms of transportation. The CMP involves developing objectives and performance measures to support those objectives, data collection and analysis, identifying strategies, and evaluating effective strategy implementation to plan for effective congestion management. As a migratory region with regular commuting between closely located communities, this is an essential regional undertaking.

Human Services Transportation Plan (HSTP) ensures coordinated transportation planning between local agencies, WSDOT, MPO, and the community to improve transportation services for persons with special needs and those who cannot transport themselves due to physical or mental limitations, income, or age. Projects identified in the HSTP are eligible for funding through a statewide selection process known as the Consolidated Grant Program.

Metropolitan Transportation Plan (MTP) is a long-range, multi-modal planning document that identifies the region's mobility needs for 20+ years. It provides a policy framework for investing anticipated federal, state, and local funds based on the projected needs, regional goals, and objectives. Transportation projects not part of the MTP are not eligible for state and federal transportation funding.

Title VI/Equity Plan provides important regional data analysis related to equity and transportation.

Additional services available upon request by local jurisdictions include **Land Use Planning, Land Suitability Analysis, Mapping Services**, and **Equity Data Support**.

Economic Development District

BFCOG produces a **Comprehensive Economic Development Strategy (CEDS)** for the region. The CEDS, which showcases projects and regional economic areas of emphasis, is a requirement of the Economic Development Administration (EDA) to support investment of EDA grant funding in the region. Since 2009 more than \$12M has been invested by the EDA for projects in this region.

Economic Resiliency and Recovery is a new addition to the CEDS. BFCOG coordinates with local jurisdictions and state/federal agencies to evaluate and recommend resiliency and recovery planning to coincide with regional emergency planning. COVID-19 has highlighted nationally how unprepared communities are to affect economic resilience and recovery during and after a disaster.

Funding Technical Assistance is provided to local jurisdictions to facilitate the flow of state and federal funding into the region through grants and ongoing programs. EDA has over \$3.5B available nationally for community-building programs. Each program strongly advocates partnership with the local Economic Development District for consideration. 2021's federal Infrastructure Investments and Jobs Act (IIJA) includes significant funding opportunities, especially in the Transportation sector.

Lead Agency Capability is available for BFCOG to by the applicant and administrator for state or federal programs that allow collaboration and impact to more than one jurisdiction in the region. One such program is the EPA Brownfields Program, which awarded BFCOG a \$600K competitive grant for Brownfields Assessments across the region.

Regional Brownfields Program is an initiative to identify and prioritize brownfield sites to facilitate potential redevelopment or reuse through environmental assessment, remediation, and site-specific planning. An environmental consulting firm has been contracted to support these activities and identify other funding support for related activities.

Equity Analysis/Data Support can be provided including data and third-party analysis to support the new expectations of the WA "HEAL" Act and increasing federal funding requirements.

Multi-Jurisdictional Programs

BFCOG can help two or more local governments partner to their mutual benefit by administering a multi-jurisdictional program or service. **How might this benefit your jurisdiction by reducing duplication of efforts, saving money, or improving collaboration?**

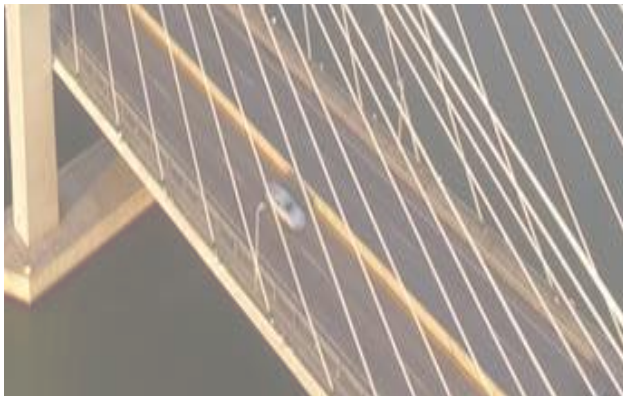
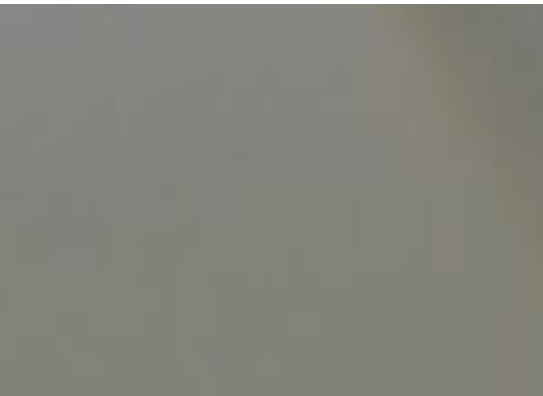


BFCOG Member Update

City of Kennewick



Michelle Holt
Executive Director



2022-2023





Benton-Franklin Council of Governments (BFCOG)

is a voluntary association of the local units of government, formed in 1966 with the vision of providing:

- a forum for improved communication;
- multi-jurisdictional decision-making;
- regional planning; and
- provision of multi-jurisdictional programs.

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- **Council of Governments** (RCW 36.64.80)
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BFCOG City of Kennewick Support Summary

Transportation Planning & Funding:

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- **5-Year ROI (2019-2023): \$32.76 direct return for every \$1 invested in BFCOG**

2022-2023 Highlights

- New Interlocal Agreement, Bylaws & Committee Policies
- **\$450,000** Reserve Fund Achieved & 4 Consecutive Clean SAO Audits
- Obligated **\$12.724M** to Local Transportation Projects
- Secured **\$600,000 EPA Brownfield Assessment Grant** – have completed environmental assessments or reuse planning for **12** sites.
- Received **\$400,000** in ARPA Funding to Support Economic Recovery and Resiliency Planning.
- Defederalization of **\$847,000** in former EDA Regional Revolving Loan Fund dollars for future economic development use
- **75 Technical Assistance** Services, **70 Modeling/Mapping** Services
- Facilitated **50 Congressional Connection** Meetings



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2024 Happenings – Technical Assistance

- **HOT OFF THE PRESS! BFCOG is hiring a new Grant Navigator position!**
- The Grant Navigator will identify grant funding opportunities and support member federal and state applications through grant writing assistance.
 - State and federal funding opportunities has outpaced member capacity to review and apply.
 - Centralized grant application support can improve regional competitiveness by allowing collaboration to be considered.
 - 24-month test for technical assistance capability and value.
 - Program activities value will be evaluated before committing to a permanent program.

2024 Happenings - Transportation

- **Regional Bicycle Plan** – The Regional Bicycle Plan is a vision for enhancing bicycling opportunities for all residents of the region. This process will map the Regional Bicycle Network, identify barriers and strategies to address them and help local jurisdictions in applying for funding resources to support infrastructure upgrades.
- Biennial **Regional Traffic Count Program**
 - **719** locations will be counted across the region.
 - Urban counts will be March - May 31; Rural counts will be August - October.
 - **206** locations in Kennewick.



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2024 Happenings - Transportation

- **Safe Streets & Roads for All \$320,000 Grant** (Planning & Demonstration)
 - The **Benton-Franklin Regional Safe Routes to School (SRTS) Action Plan** will improve the mobility and safety of children to walk, bike, and roll to school. BFCOG is working with school districts and jurisdictions to develop safe routes to school for all schools in Benton and Franklin Counties. The plan will enable long-term collaboration across jurisdictions and improve safety through vision, goals, and action steps for implementation.
 - The **Regional Comprehensive Safety Action Plan** is the building block for significantly improving roadway safety in the region. The plan will assess the current conditions and develop strategies to prevent roadway fatalities and serious injuries.



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2024 Happenings - Transportation

- **Regional System Analysis with WSDOT** - In partnership with WSDOT, BFCOG will conduct a systemwide analysis of the regional transportation system from arterial streets to the state system (highways and freeways).

This analysis will identify current choke points within the system and present potential next steps to address these locations in the regionwide system.



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Regional Travel Demand Modeling

Franklin County Industrial Growth Impacts on the City of Kennewick
(Amazon and Reimann Industrial Center)



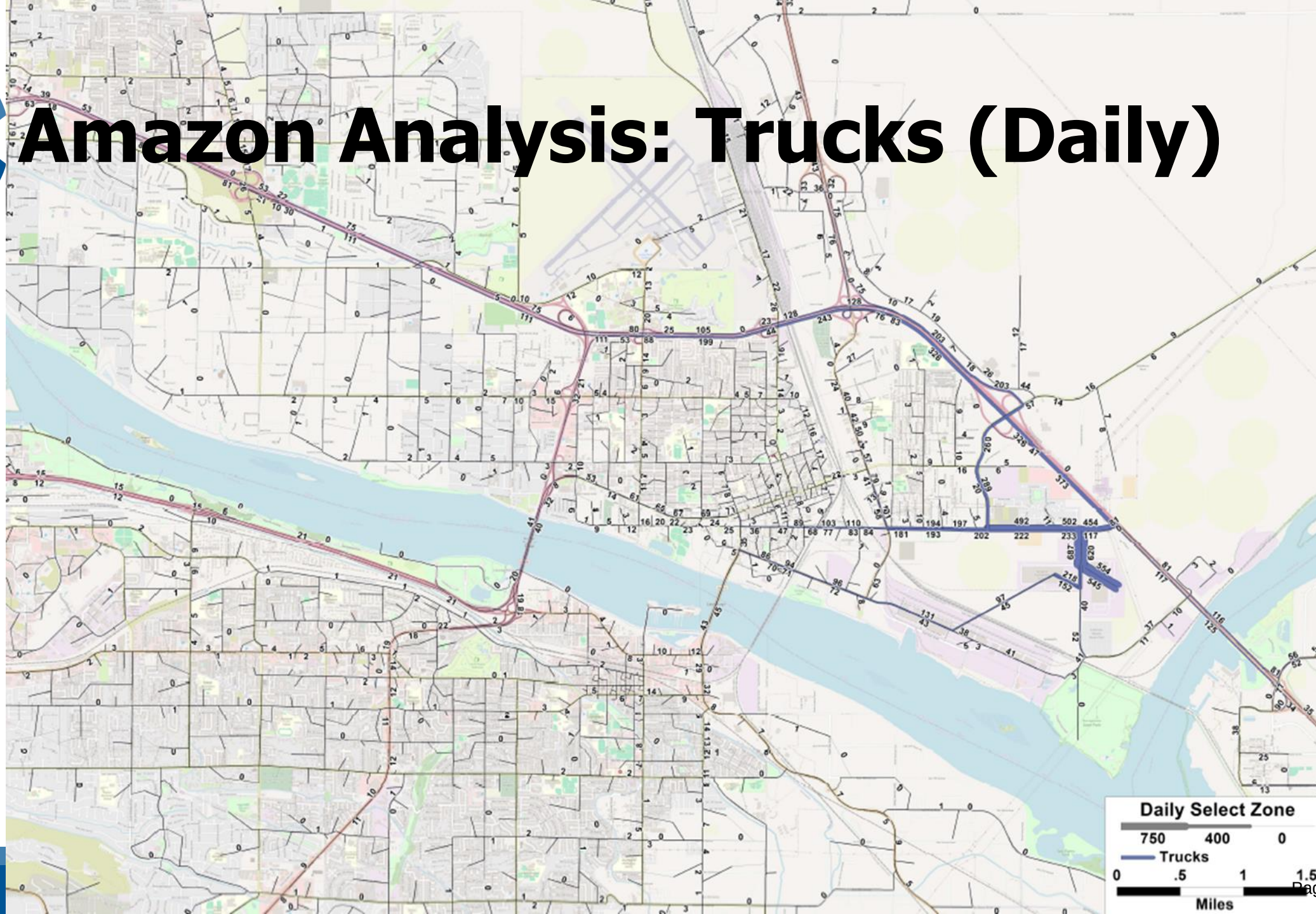
Travel Demand Model Overview

- The Travel Demand Model is based on land use data provided to BFCOG by each jurisdiction.
- Regional “gravitational” model → about 80% accuracy.
- Common Terms:
 - TAZ: Traffic Analysis Zone
 - Select Zone Analysis: identifying the in/out trips from a specific TAZ(s)
 - AM Peak: 7 to 9 AM
 - PM Peak: 4 to 6 PM



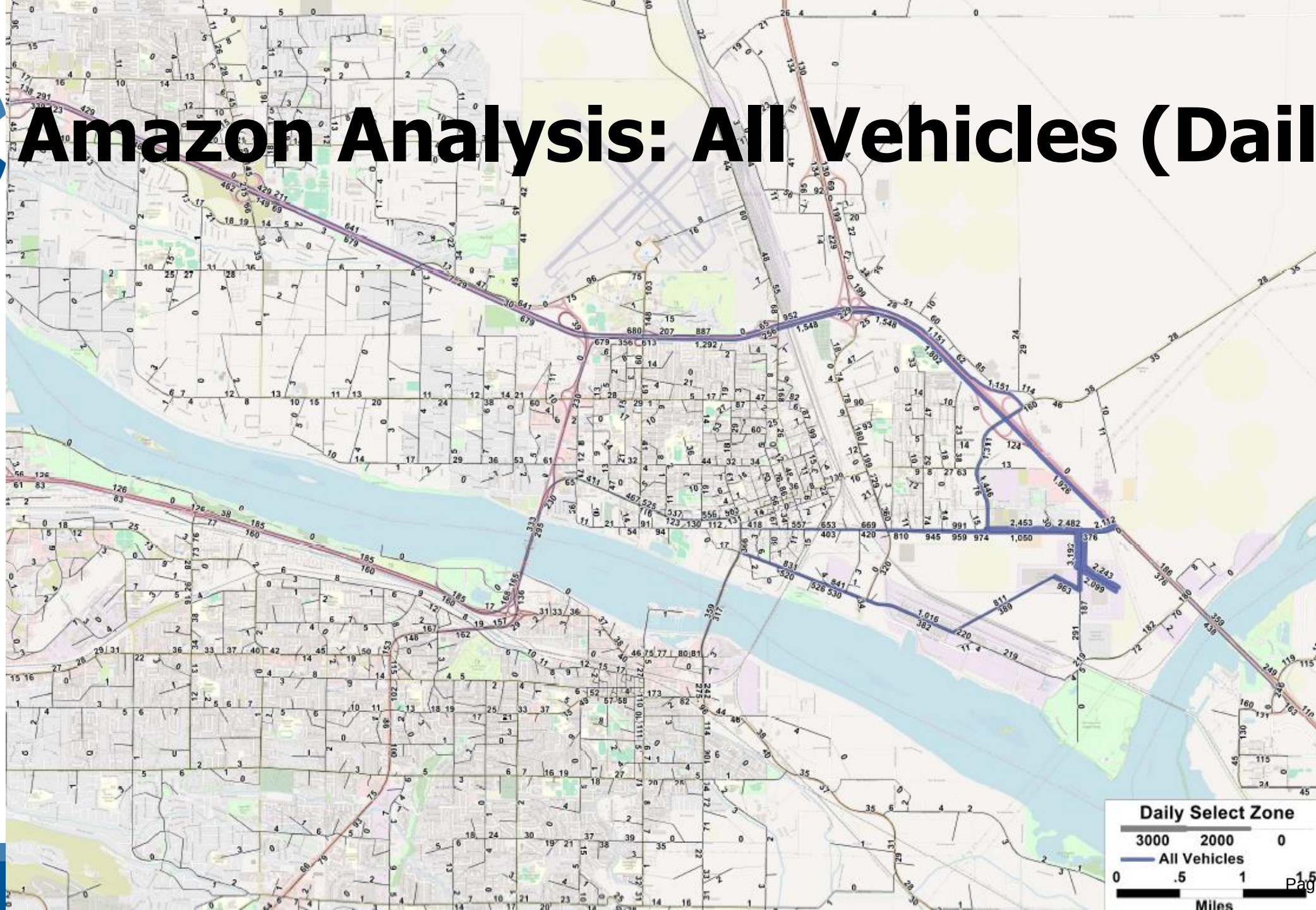


Amazon Analysis: Trucks (Daily)





Amazon Analysis: All Vehicles (Daily)





Amazon Analysis: 2019 → 2025

- Employees: 322 → 889 (2045: 2,784).
- Truck traffic to increase by 140% from these zones.
- About 85 trucks will cross the river in each direction each day on the Blue or Cable Bridge.
- PM Peak: 130 trips crossing the river on Blue or Cable Bridge.
- Estimated 1,300 trips to/from zones each day (1.3% of Blue or Cable Bridge traffic).

	2019			2025			2025		
	Single Unit	Combination Unit	Total	Single Unit	Combination Unit	Total	Single Unit	Combination Unit	Total
Daily Origins	299	57	356	688	172	860	130%	204%	142%
Daily Destination	298	58	356	697	167	863	134%	190%	143%





Reimann Industrial Center

Analysis: 2019 → 2025 → 2035

- Employees: 2,011 → 2,436 → 3,149 (+57% from 2019).
- 2025: Daily auto traffic to/from increased by 44%.
- 2035: Daily auto traffic to/from increased by 115%.
 - + 117% automobiles (+2,928)
 - + 109% trucks (+1,070)

TAZ	Year 2019			Year 2025			Year 2035			Year 2045		
	Autos	Trucks	Total	Autos	Trucks	Total	Autos	Trucks	Total	Autos	Trucks	Total
228	199	181	380	831	228	1,059	1,842	304	2,146	2,837	380	3,216
230	-	-	-	137	110	248	355	298	653	552	483	1,034
229	83	3	86	217	21	238	431	52	482	640	82	723
353	1,201	212	1,413	1,421	315	1,736	1,767	491	2,258	2,094	664	2,758
131	1,018	583	1,601	1,028	703	1,731	1,035	904	1,939	1,044	1,103	2,147
Total	2,502	979	3,480	3,634	1,378	5,012	5,429	2,049	7,478	7,167	2,711	9,879

Issues of Mutual Concern

- What regional issue of mutual concern would you want to discuss with your fellow jurisdictions?



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Multi-Jurisdictional Programs

- Are there ways BFCOG could be utilized to help local governments collaborate to reduce duplication of efforts to save money or launch a program or service they could not justify individually?



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Council Agenda Coversheet	Item Number: 3.	Date: 6/11/2024	Category: Info Only
	Item Type:	Presentation	
	Subject:	HB 1110: Middle Housing Legislation Update	
	Department:	Community Planning	
<u>Summary</u> In 2023, the Washington State legislature passed HB 1110, commonly referred to as the Missing Middle Housing Bill. This legislation was enacted in response to an estimated need of 1,000,000 new housing units by 2044 in order to accommodate the expected population growth. The bill aims to increase "middle housing" types which generally serve as housing for those who may need or want to live in something other than a detached single-family home or a traditional multi-family apartment. In response to HB 1110, cities are required to allow middle housing by right on all lots zoned primarily for detached single-family homes. Additionally, cities may not generally impose development regulations or permit review processes that differ from those required to build a detached single-family home. This presentation will provide information on what middle housing is, how it can be regulated and will outline Kennewick's plan to implement this legislation.			
Attachments: 1. Presentation			

Middle Housing

***City Council Workshop
June 11, 2024***



Estimated Housing Shortage



- State adopted legislation to address housing shortage
 - Estimated over 1,000,000 housing units needed by 2044

- “Middle Housing” identified as the housing types that are lacking within existing inventory
 - Primarily single-family homes and multi-unit apartments are being built throughout state
 - In Kennewick, we are seeing the same trend, but with the addition of townhomes

Middle Housing Defined



□ “Middle housing” means buildings that are **compatible in scale, form, and character with single-family houses** and contain two or more attached, stacked, or clustered homes...”

□ Middle housing types include:

- Duplex
- Triplex
- Fourplex
- Fiveplex
- Sixplex
- Townhouse
- Stacked flat
- Courtyard apartments
- Cottage Housing

Triplex



Fourplex



Fiveplex



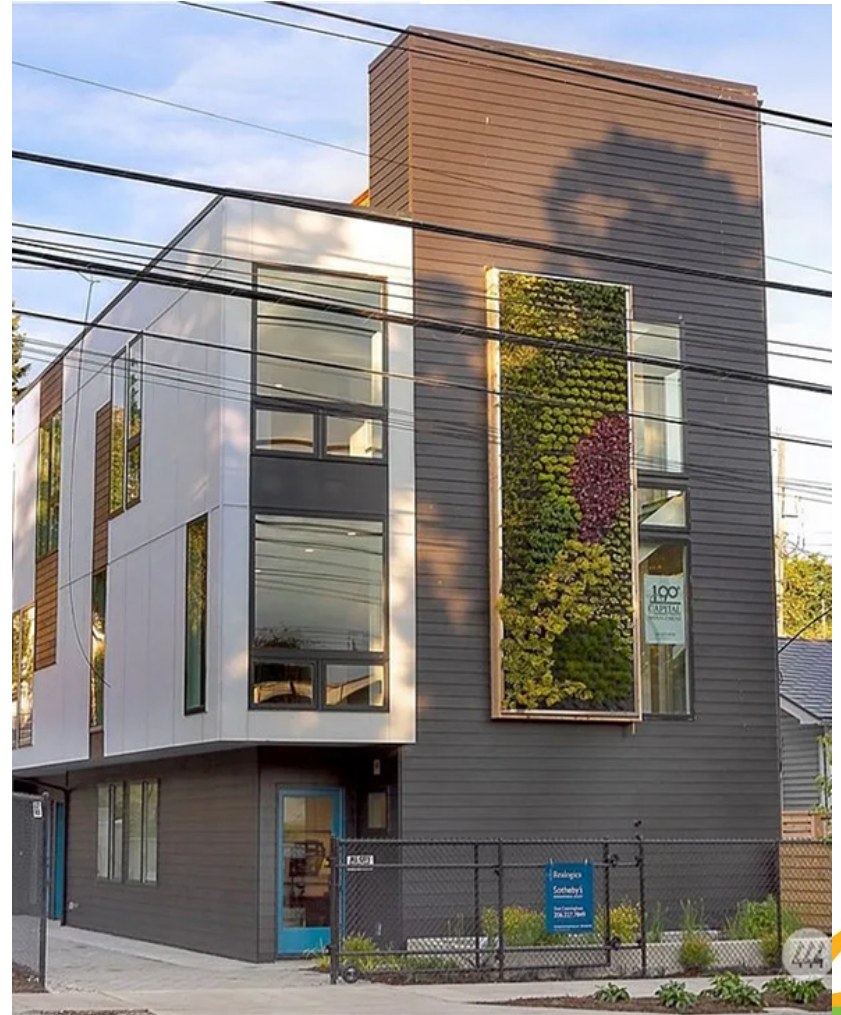
Sixplex



Townhouse



Stacked Flat



Courtyard Apartment



Cottage Housing



Regulating Middle Housing



- HB 1110 requires dwelling unit increases on all lots primarily zoned for single-family dwellings
 - 4 units per lot by right
 - 6 units per lot if $\frac{1}{4}$ mile from major transit stop
 - Kennewick does not have any transit stops that qualify
 - 6 units per lot if 2 are affordable
 - Affordability requirement – cost does not exceed 30% of the following:
 - Rentals – 60% Median Household Income (\$59,900 or \$28.79/hr)*
 - Allowable rent – \$1,497.50/month
 - Owner-occupied – 80% Median Household Income (\$79,900 or \$38.41/hr)*
 - Allowable mortgage – \$1,997.50
 - Must remain affordable for 50 years
 - Covenant or deed restriction required

*Household of 4



Regulating Middle Housing (c



- ☐ Single-family design standards will be applicable
 - ☐ Current standards contained in KMC 18.12.010 A.2.(5)
 - ☐ Permanent foundation
 - ☐ Minimum 14' at narrowest point
- ☐ All other dimensional requirements applicable
 - ☐ Lot size, lot width, lot frontage, setbacks, height, etc.
- ☐ Parking
 - ☐ Lots less than 6,000 sf – 1 parking space per unit
 - ☐ Lots 6,000 sf or more – 2 parking space per unit



Regulating Middle Housing (c



- ☐ Plan review process to follow that of single-family
 - ☐ No separate site plan process
 - ☐ Shoreline regulations still apply where applicable

- ☐ Something to think on...
 - ☐ Are additional design standards needed to ensure middle housing is “compatible in scale, form and character with single-family houses”?

Update Process



- Public engagement to occur this summer and early fall
 - Outreach at events, surveys, stakeholder engagement, etc.
- Summary of feedback used to guide policy and code development
- Anticipate public hearings with Planning Commission in Spring 2025
- **Must implement before June 30, 2025**





Questions?

