



City Council Meeting Schedule June 2018

June 5, 2018

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

June 12, 2018

Tuesday, 6:30 p.m.

WORKSHOP MEETING

1. Comp Plan Docketing
2. Six-Year Transportation Improvement Plan
3. Public Awareness Campaign

June 19, 2018

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

June 26, 2018

Tuesday, 6:30 p.m.

WORKSHOP MEETING

1. Legislative Priorities 2019
- 2.

To assure disabled persons the opportunity to participate in or benefit from City services, please provide twenty-four (24) hour advance notice for additional arrangements to reasonably accommodate special needs.

Please be advised that all Kennewick City Council Meetings are Audio Taped

June 2018
Updated 5/29/18



CITY COUNCIL REGULAR MEETING AGENDA

Tuesday, June 5, 2018 at 6:30 p.m.

City Hall Council Chambers | 210 W. 6th Ave

1. CALL TO ORDER

Roll Call/Pledge of Allegiance/Welcome

HONORS & RECOGNITIONS

- Yard of the Season
 - o Residential: Shannon & Michael Khounnala, 6403 W. 20th Ave
 - o Commercial: McCurley Mercedes Benz, 6901 W. Clearwater Ave
- Retiree Recognition – Rick Harding

2. APPROVAL OF AGENDA

3. CONSENT AGENDA

All matters listed within the Consent Agenda have been distributed to each member of the Kennewick City Council for reading and study, are considered to be routine, and will be enacted by one motion of the Council with no separate discussion.

- a. Minutes of Regular Meeting of May 15, 2018.
- b. (1) Motion to approve Claims Roster for May 11, 2018.
(2) Motion to approve Claims Roster for Columbia Park Golf Course Account for April 2018.
- c. Motion to approve Payroll Roster for May 15, 2018.
- d. Motion to approve the amended BCES Interlocal Agreement and authorize the City Manager to sign the agreement.
- e. Motion to set the date of June 19, 2018 for a public hearing to adopt the Six-Year Transportation Improvement Plan (2019-2024.)
- f. Motion to authorize the Mayor (or in his absence the Mayor Pro Tem) to sign the Final Plat of Southridge Estates Phase 1 & 2 contingent upon payment of fees and bonding for incomplete sidewalks.
- g. Motion to authorize the Mayor (or in his absence the Mayor Pro Tem) to sign the Final Plat of Southcliffe Phase 4 contingent upon payment of fees.
- h. Motion amending the Toyota Center budget and authorizing the City Manager to sign a contract for the design of the Toyota Center Ice Plant with KDF Architecture in the amount of \$258,000.00.
- i. Motion to authorize the Mayor (or in his absence the Mayor Pro Tem) to sign the Final Plat of Olympia Estates Phase 2 contingent upon payment of fees.
- j. Resolution 18-16: Granting a waterline easement to the City of Kennewick at 7016 W. Grandridge Blvd.

4. VISITORS

To assure disabled persons the opportunity to participate in or benefit from City services, please provide twenty-four (24) hour advance notice for additional arrangements to reasonably accommodate special needs.

Please be advised that all Kennewick City Council Meetings are Audio Taped



CITY COUNCIL REGULAR MEETING AGENDA
Tuesday, June 5, 2018 at 6:30 p.m.
City Hall Council Chambers | 210 W. 6th Ave

5. ORDINANCES/RESOLUTIONS

- a. (1) Ordinance 5758: Authorizing equipment acquisition for purchase of replacement police vehicles and Mobile Data Terminals and a financing contract.
(2) Resolution 18-13: Authorizing reimbursement of the purchase of replacement vehicles for the Police Department with the proceeds of a financing contract with the State of Washington's LOCAL program.
- b. (1) Resolution 18-14: Transportation System Plan (TSP)
(2) Ordinance 5759: Traffic Impact Fees (TIF)

6. PUBLIC HEARINGS/MEETINGS

- a. Resolution 18-12: Vacate a 10 foot waterline easement located at 113 E. Columbia Drive.

7. NEW BUSINESS

8. UNFINISHED BUSINESS

9. COUNCIL COMMENTS/DISCUSSION

10. ADJOURNMENT

To assure disabled persons the opportunity to participate in or benefit from City services, please provide twenty-four (24) hour advance notice for additional arrangements to reasonably accommodate special needs.

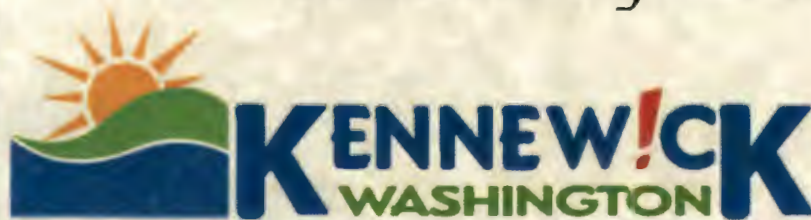
Please be advised that all Kennewick City Council Meetings are Audio Taped

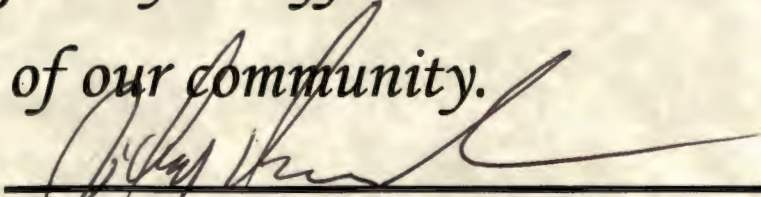


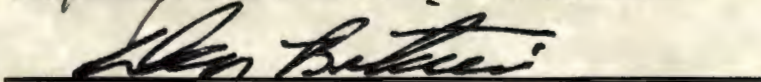
City of Kennewick
Spring 2018
Residential Yard of the Season
Certificate of Appreciation
is hereby granted to:

Shannon & Michael Khounnala

The Kennewick Parks and Recreation Department
would like to recognize your effort
in the beautification of our community.




Chairman, Parks & Recreation Commission


Mayor, City of Kennewick

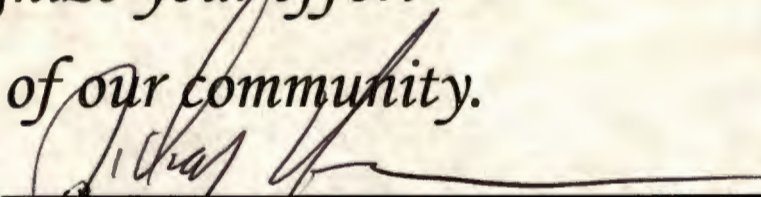


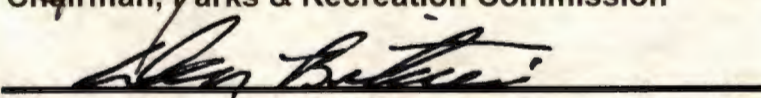
City of Kennewick
Spring 2018
Commercial Yard of the Season
Certificate of Appreciation
is hereby granted to:

Mercedes Benz

The Kennewick Parks and Recreation Department
would like to recognize your effort
in the beautification of our community.




Chairman, Parks & Recreation Commission


Mayor, City of Kennewick

CITY OF KENNEWICK
CITY COUNCIL
Regular Meeting
May 15, 2018

1. CALL TO ORDER

Mayor Don Britain called the meeting to order at 6:30 p.m.

City Council and Staff Present:

Mayor Pro Tem Steve Lee	Marie Mosley	Terry Walsh
Matt Boehnke	Greg McCormick	Vince Beasley
Bill McKay	Christina Palmer	Ken Hohenberg
Paul Parish	Lisa Beaton	Evelyn Lusignan
John Trumbo	Cary Roe	Scott Child
Steve Young	Terri Wright	Bruce Mills
Mayor Don Britain	Dan Legard	Eury Gallegos

Mayor Pro Tem Steve Lee led the Pledge of Allegiance.

HONORS & RECOGNITIONS

National Emergency Medical Services Week – Fire Chief Vince Beasley, Eury Gallegos and several EMS personnel joined Mayor Britain at the podium as he read the proclamation.

National Public Works Week – Public Works Director Cary Roe joined Mayor Britain at the podium as he read the proclamation.

2. APPROVAL OF AGENDA

Mr. McKay moved, seconded by Mayor Pro Tem Lee to approve the Agenda as presented. The motion passed unanimously.

3. APPROVAL OF CONSENT AGENDA

- a. Minutes of Regular Meeting of May 1, 2018.
- b. (1) Motion to approve Claims Roster for April 27, 2018.
(2) Motion to approve the Claims Rosters for the Toyota Center Operations and Box Office Accounts for March 2018.
- c. Motion to approve Payroll Roster for April 30, 2018.
- d. Motion to award Contract P1309-18 (Metaline Avenue Widening, Kellogg Street to Edison Street) to Premier Excavation in the amount of \$2,120,151.45, plus a 10% contingency amount of \$212,015.15, for a total amount of \$2,332,166.60.
- e. Motion to authorize the Mayor to sign a letter of support for Benton County's periodic update to their Comprehensive Plan.
- f. Motion to authorize the Mayor to sign the License Agreement with VIP Motorsports for a commercial sign in the right-of-way at 408 W. Columbia Dr.

Mr. Young moved, seconded by Mr. McKay to approve the Consent Agenda. The motion passed unanimously.

4. VISITORS

Charles Brown, 2417 W. Klamath Ave, Kennewick – He commented on needed street repairs on Klamath Ave.

Jim Millbauer, 713 S. Young Pl, Kennewick – He spoke in opposition to open public negotiations for collective bargaining unions.

Shannon Taranzo, Total Sight Services – She spoke about Metaline Ave widening bid process and addendum issues.

Dustin Beck, Premier Excavation, 3908 S. Palouse Pl, Kennewick – He spoke about Metaline Ave widening bid and addendum process.

Scott Watkins, 2304 W. 15th Ave, Kennewick – He stated he is concerned about the amount of traffic speeding down 15th Ave through Zintel Canyon.

Sara Garth, 210 S. Yelm St, Kennewick – She is concerned about the traffic violations happening on her street and the surrounding area.

Shane Bickler, Total Sight Services, 3701 S. Highlands Blvd, West Richland – He spoke about Metaline Ave widening bid process and addendum issues.

5. ORDINANCE/RESOLUTIONS

- a. Ordinance 5757: Change of Zone (COZ 18-01) from Residential, Suburban (RS) to Residential, Low (RL) at 2420 S. Rainier St. Greg McCormick, Planning Director reported.

ORDINANCE NO. 5757

AN ORDINANCE AMENDING THE ZONING CLASSIFICATION OF CERTAIN REAL PROPERTY WITHIN THE CITY OF KENNEWICK LOCATED AT 2420 SOUTH RAINIER STREET FROM RESIDENTIAL, SUBURBAN (RS) TO RESIDENTIAL, LOW (RL) (COZ 18-01, LEAVELL)

Mr. Young moved, seconded by Mr. Boehnke to adopt Ordinance No. 5757. The motion passed unanimously.

- b. Resolution 18-11: Development Agreement. Bruce Mills, Deputy Public Works Director reported.

RESOLUTION NO. 18-11

A RESOLUTION APPROVING A FIRST AMENDMENT TO THE DEVELOPMENT AGREEMENT BETWEEN THE CITY OF KENNEWICK AND TOM SOLBRACK AND JOHN MICHEL

Mr. Boehnke moved, seconded by Mr. Young to adopt Resolution No. 18-11. The motion passed unanimously.

6. PUBLIC HEARINGS/MEETINGS

- a. Resolution 18-09: Vacate a temporary cul-de-sac easement located at 9001 W. Tucannon Avenue. Cary Roe, Public Works Director reported.

Public hearing was opened and closed at 7:18 p.m. No public testimony was provided.

RESOLUTION NO. 18-09

A RESOLUTION OF THE CITY OF KENNEWICK DECLARING SURPLUS A PORTION OF CERTAIN CUL-DE-SAC EASEMENT LYING WITHIN 9001 WEST TUCANNON AVENUE

Mr. McKay moved, seconded by Mr. Parish to adopt Resolution No. 18-09. The motion passed unanimously.

- b. Resolution 18-10: Surplus Property at 741 S. Dayton St. Terry Walsh, Employee & Community Relations Director reported.

Public hearing was opened and closed at 7:20 p.m. No public testimony was provided.

RESOLUTION NO. 18-10

A RESOLUTION DECLARING SURPLUS AND AUTHORIZING THE PRIVATE NEGOTIATION AND SALE OF CERTAIN REAL ESTATE LOCATED AT 741 SOUTH DAYTON STREET.

Mr. Young moved, seconded by Mr. Boehnke to adopt Resolution No. 18-10. The motion passed unanimously.

7. NEW BUSINESS - None

8. UNFINISHED BUSINESS - None

9. COUNCIL COMMENTS/DISCUSSION

Council members reported on their respective activities.

10. AJOURNMENT

Meeting was adjourned at 7:33 p.m.

Terri L. Wright, CMC
City Clerk

Council Agenda Coversheet



Agenda Item Number	3.b.(1)	Council Date	06/05/2018
Agenda Item Type	General Business Item		
Subject	Claims Roster		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	Finance		

Consent Agenda	☒
Ordinance/Reso	☐
Public Mtg / Hrg	☐
Other	☐
Quasi-Judicial	☐

Recommendation

That Council approve the Claims Roster.

Motion for Consideration

I move to approve the Claims Roster dated May 11, 2018, in the amount \$1,797,315.78, and comprised of check numbers 141389 through 141604.

Summary

The payments on this Claims Roster are comprised of the following issued 4/28/2018 - 5/11/2018:

Check numbers 141389 through 141604	\$ 1,797,315.78

Total	\$ 1,797,315.78

The above total excludes checks written for payment of refunds and collected amounts due to other entities.

Alternatives

None.

Fiscal Impact

\$ 1,797,315.78.

Through	Lynne Brown May 16, 10:36:19 GMT-0700 2018
Dept Head Approval	Dan Legard May 18, 08:08:07 GMT-0700 2018
City Mgr Approval	Marie Mosley May 31, 22:32:10 GMT+0700 2018

Attachments: Claims Roster

☐ Recording
Required?

City of Kennewick
Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
001 GENERAL FUND						
020 CITY MANAGER						
141475	05/11/2018	03185	G F O A	in	2018 GFOA DUES	198.33
141569	05/11/2018	09238	THE MEJORANDO GROUP	in	COUNCIL RETREAT FACILIATION	7,657.17
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	83.90
Total amount by Department						\$ 7,939.40
032 SUPPORT SERVICES-FINANCE						
141406	05/11/2018	00730	ADVANCE TRAVEL EXPENSE	in	REIMBURSE ADVANCE TRAVEL	72.77
141475	05/11/2018	03185	G F O A	in	2018 GFOA DUES	198.34
141506	05/11/2018	00202	LEGARD DAN	in	TRAVEL EXPENSE	647.70
141539	05/11/2018	01314	REHN & ASSOCIATES, INC.	in	COBRA NOTIFICATIONS	110.00
141561	05/11/2018	02536	STAPLES ADVANTAGE STAPLES CONTRA	in	FIN - RED FILE FOLDERS	46.90
141561	05/11/2018	02536	STAPLES ADVANTAGE STAPLES CONTRA	in	FIN - GRN FILE FOLDERS	46.90
141561	05/11/2018	02536	STAPLES ADVANTAGE STAPLES CONTRA	in	FIN - YELLOW FILE FOLDERS	46.90
Total amount by Department						\$ 1,169.51
033 SUPPORT SERVICES-PURCHASING						
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	39.53
Total amount by Department						\$ 39.53
034 SUPPORT SERVICES - INFO SYSTEMS						
141425	05/11/2018	03301	BMC SOFTWARE INC NUMARA DIVISION	in	MAINT AGREEMENTS	2,228.21
141451	05/11/2018	03344	CONSOLIDATED TECHNOLOGY SVCS	in	SCAN CHARGES	326.72
141474	05/11/2018	05471	FRONTIER COMMUNICATIONS NW INC	in	PHONE LINE SERVICE	76.73
141515	05/11/2018	08210	MOBILEGUARD INC	in	NET GUARD	720.00
141536	05/11/2018	01817	RADIO SERVICE COMPANY INC	in	SITE RENTAL CHARGES	150.00
141567	05/11/2018	00008	TELCO WIRING & REPAIR INC	in	BROADBAND SERVICE	3,235.00
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	792.55
Total amount by Department						\$ 7,529.21
041 CITY CLERK						
141420	05/11/2018	00034	BENTON COUNTY AUDITOR	in	RECORDING FEES	78.00
141475	05/11/2018	03185	G F O A	in	2018 GFOA DUES	198.33
Total amount by Department						\$ 276.33
042 LEGAL SERVICES						
141391	05/01/2018	00798	BENTON COUNTY CLERK	in	TRUJILLO & MARTINEZ	240.00
141406	05/11/2018	00730	ADVANCE TRAVEL EXPENSE	in	REIMBURSE ADVANCE TRAVEL	87.20

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
141434	05/11/2018	02481	CI INFORMATION MANAGEMENT CI SUP.	in	SHREDDING SERVICES	41.48
141534	05/11/2018	03467	PRONTO PROCESS SERVICE, INC	in	MONTHLY MESSENGER SERVICE	40.00
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	177.03
Total amount by Department						\$ 585.71
061 CODE ENFORCEMENT						
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	110.09
141587	05/11/2018	00030	VERIZON NORTHWEST	in	VEHICLE TRACKING	65.16
Total amount by Department						\$ 175.25
062 LONG RANGE PLANNING						
141519	05/11/2018	07969	MUSTANG SIGN GROUP WANG ENTERPR	in	PUBLIC NOTICE & FRAMES	1,153.33
141575	05/11/2018	08573	TRI-CITY HERALD DISPLAY ADS - 449430	in	COMP PLAN AMEND BLOCK AD	250.00
141575	05/11/2018	08573	TRI-CITY HERALD DISPLAY ADS - 449430	in	LEGAL PUBLICATION	250.00
141576	05/11/2018	00172	TRI-CITY HERALD LEGALS - 450496	in	LEGAL PUBLICATION	108.76
141576	05/11/2018	00172	TRI-CITY HERALD LEGALS - 450496	in	LEGAL PUBLICATION	135.95
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	40.01
Total amount by Department						\$ 1,938.05
063 ECONOMIC & BUSINESS DEVELOPMENT						
141406	05/11/2018	00730	ADVANCE TRAVEL EXPENSE	in	REIMBURSE ADVANCE TRAVEL	412.60
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	110.66
Total amount by Department						\$ 523.26
071 POLICE DEPT. - ADMINISTRATION						
141434	05/11/2018	02481	CI INFORMATION MANAGEMENT CI SUP.	in	SHRED SERVICE	196.88
141446	05/11/2018	01308	COLUMBIA VALLEY DAYBREAK ROTARY	in	QUARTERLY DUES - CMDR LITTRELL	320.00
141504	05/11/2018	02280	LANGUAGE LINE SERVICES, INC	in	INTERPRETATION SERVICES	26.37
141581	05/11/2018	04764	UNITED PARCEL SERVICE	in	SHIPPING	10.85
141581	05/11/2018	04764	UNITED PARCEL SERVICE	in	SHIPPING	32.02
Total amount by Department						\$ 586.12
072 POLICE DEPT.- CRIMINAL INVESTIGATION						
141406	05/11/2018	00730	ADVANCE TRAVEL EXPENSE	in	REIMBURSE ADVANCE TRAVEL	422.00
141513	05/11/2018	03284	MEL'S INTER-CITY TOWING	in	TOW SERVICE	54.25
Total amount by Department						\$ 476.25
073 POLICE DEPT. - PATROL						
141446	05/11/2018	01308	COLUMBIA VALLEY DAYBREAK ROTARY	in	QUARTERLY DUES - CMDR WHITE	160.00
141457	05/11/2018	09827	DAY WIRELESS SYSTEMS	in	RADIO MAINTENANCE	325.80

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
141513	05/11/2018	03284	MEL'S INTER-CITY TOWING	in	TOW SERVICE	54.25
141513	05/11/2018	03284	MEL'S INTER-CITY TOWING	in	TOW SERVICE	54.25
141513	05/11/2018	03284	MEL'S INTER-CITY TOWING	in	TOW SERVICE	54.25
141513	05/11/2018	03284	MEL'S INTER-CITY TOWING	in	TOW SERVICE	54.25
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	2,476.58
Total amount by Department						\$ 3,179.38
074 POLICE DEPT. - STAFF SERVICES						
141561	05/11/2018	02536	STAPLES ADVANTAGE STAPLES CONTRA	in	OFFICE SUPPLIES	104.98
141561	05/11/2018	02536	STAPLES ADVANTAGE STAPLES CONTRA	in	OFFICE SUPPLIES	95.65
141561	05/11/2018	02536	STAPLES ADVANTAGE STAPLES CONTRA	in	OFFICE SUPPLIES	148.86
141594	05/11/2018	01033	WASHINGTON STATE PATROL	in	CPL BACKGROUND CHECKS	600.00
Total amount by Department						\$ 949.49
075 POLICE DEPT. - INTERGOVERNMENTAL						
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	2,476.83
Total amount by Department						\$ 2,476.83
076 POLICE DEPT - PROFESSIONAL STANDARDS						
141422	05/11/2018	00084	BENTON PUD NO. 1	in	ELECTRICITY	21.53
141544	05/11/2018	01549	SAN DIEGO POLICE EQUIPMENT CO INC	in	AMMO	5,731.69
141563	05/11/2018	06187	SUN BADGE COMPANY	in	CAPTAIN BADGE	100.75
Total amount by Department						\$ 5,853.97
081 FIRE DEPT. - ADMINISTRATION						
141412	05/11/2018	05681	AMERIGAS PROPANE LP	in	PROPANE - STATION #1	22.03
141434	05/11/2018	02481	CI INFORMATION MANAGEMENT CI SUP.	in	SHRED SERVICES	128.63
141537	05/11/2018	00957	RANCH & HOME INC	in	GORILLA TAPE	8.25
Total amount by Department						\$ 158.91
082 FIRE DEPT. - SUPPRESSION						
141403	05/11/2018	00552	10TH AVENUE CLEANERS,LLC	in	HEM PANTS	13.03
141424	05/11/2018	03035	BI-STATE OCCUPATIONAL SAFETY & HEA	in	MEDICAL SERVICES	25.00
141460	05/11/2018	09048	DON GULLA GULLA'S ARRESTLING	in	DE-ESCALATION TRAINING	1,950.00
141465	05/11/2018	09544	EDGEWORK CRISIS INTERVENTION ELLI	in	CRISIS INTERVENTION RESOURCES	2,373.54
141477	05/11/2018	05823	GALLS, LLC	in	UNIFORM SHIRTS	111.81
141477	05/11/2018	05823	GALLS, LLC	in	UNIFORM SHIRTS	111.81
141488	05/11/2018	00006	IMPREST PETTY CASH FUND	in	PETTY CASH FUND	49.27
141503	05/11/2018	04244	L N CURTIS & SONS	in	RED NITRILE HOSE	504.44
141527	05/11/2018	00917	OXARC, INC.	in	FIRE EXTINGUISHER MAINTENANCE	84.00

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
141537	05/11/2018	00957	RANCH & HOME INC	in	WILDLAND BOOTS	358.33
141537	05/11/2018	00957	RANCH & HOME INC	in	DAY BOOTS - BRIAN CARTER	162.90
141537	05/11/2018	00957	RANCH & HOME INC	in	DAY BOOTS	162.90
141547	05/11/2018	07872	SEA WESTERN INC	in	DUO SAFETY EXTENSION LADDER	1,742.20
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	49.42
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	56.87
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	45.75
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	57.83
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	144.44
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	41.13
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	50.77
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	54.17
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	50.90
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	1,534.40
Total amount by Department						\$ 9,734.91
083 FIRE PREVENTION & INVESTIGATION						
141490	05/11/2018	09550	INLAND EMPIRE FIRE CHIEF'S ASSOCIAT	in	YOUTH FIRESETTER CLASS	100.00
Total amount by Department						\$ 100.00
090 ENGINEERING						
141443	05/11/2018	07849	COLUMBIA BASIN ICE AND TRANSPORT	in	ICE DELIVERY	48.60
141479	05/11/2018	09424	GLOVER KENDRICK	in	LICENSE REGISTRATION	110.00
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	496.76
Total amount by Department						\$ 655.36
101 CORPORATE & COMMUNITY SERVICES						
141431	05/11/2018	05827	CALIPER MANAGEMENT INC	in	PRE-EMPLOYMENT TESTING	1,770.00
141463	05/11/2018	06103	EBIX INC	in	SUBSCRIPTION RENEWAL	1,521.76
141522	05/11/2018	01030	NAVIA BENEFIT SOLUTIONS	in	FLEX PLAN SERVICES	348.60
141575	05/11/2018	08573	TRI-CITY HERALD DISPLAY ADS - 449430	in	JOB POSTING	509.46
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	15.68
141591	05/11/2018	07201	WALSH TERRY	in	TRAVEL EXPENSES	92.65
Total amount by Department						\$ 4,258.15
113 PARKS DEPT.-RECREATION SERVICES						
141409	05/11/2018	08444	ALL ABOUT EMBROIDERY KATHLEEN A	in	STAFF UNIFORMS FRONT DESK	610.08
141439	05/11/2018	06207	COACHDECK LLC	in	YOUTH SOFTBALL COACHING CARDS	240.50
141459	05/11/2018	06993	DESJARDINS SHAUN	in	MARTIAL ARTS INSTRUCTOR	1,451.10

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
141493	05/11/2018	04867	JOHNSON REBECCA S	in	EXPENSES	60.06
141500	05/11/2018	02754	KENNEWICK SCHOOL DISTRICT	in	JANITORIAL FEE	80.00
141501	05/11/2018	07335	KIDS OUTDOOR EDUCATION	in	KIDS FISHING DAY EVENT	8,300.00
141525	05/11/2018	05287	OLD WARRIOR HORSE KUNG FU ACADEM	in	TAI CHI CLASSES	580.00
141535	05/11/2018	06830	QUALITY BUSINESS SYSTEMS	in	PRINTERS AT SOUTHRIDGE	1,198.62
141545	05/11/2018	00710	SANDY'S TROPHIES INC	in	COMMISSION NAMEPLATE	12.16
141549	05/11/2018	07253	SENIOR CENTER PETTY CASH	in	PETTY CASH FUND	23.17
141555	05/11/2018	00680	SIERRA ELECTRIC, INC.	in	ELECTRICAL UPGRADE AT PAVILION	641.95
141561	05/11/2018	02536	STAPLES ADVANTAGE STAPLES CONTRA	in	OFFICE SUPPLIES	115.89
141561	05/11/2018	02536	STAPLES ADVANTAGE STAPLES CONTRA	in	OFFICE SUPPLIES	12.67
141575	05/11/2018	08573	TRI-CITY HERALD DISPLAY ADS - 449430	in	ACTIVITIES FLYER	344.47
141583	05/11/2018	03564	US LINEN AND UNIFORM	in	TABLE CLOTHS FOR EVENTS	150.41
141583	05/11/2018	03564	US LINEN AND UNIFORM	in	TABLE CLOTHS FOR EVENTS	263.63
141583	05/11/2018	03564	US LINEN AND UNIFORM	in	TABLE CLOTHS FOR EVENTS	26.06
141583	05/11/2018	03564	US LINEN AND UNIFORM	in	TABLE CLOTHS FOR EVENTS	53.21
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	52.54
Total amount by Department						\$ 14,216.52
114 PARKS DEPT.-FACILITIES MAINT.						
141411	05/11/2018	05911	AMERICAN BUILDING MAINTENANCE	in	JANITORIAL SVC	10,068.42
141413	05/11/2018	03088	APOLLO MECHANICAL CONTRACTORS A	in	FROST HVAC CHILLER SERVICE	195.48
141416	05/11/2018	04052	BATTERIES PLUS	in	IRR TMER BATTERIES	15.62
141416	05/11/2018	04052	BATTERIES PLUS	in	TIMER BATTERIES	15.62
141422	05/11/2018	00084	BENTON PUD NO. 1	in	COLUMBIA PARK	2,062.60
141422	05/11/2018	00084	BENTON PUD NO. 1	in	COLUMBIA PARK	45.07
141422	05/11/2018	00084	BENTON PUD NO. 1	in	CITY PARKS	7,066.68
141422	05/11/2018	00084	BENTON PUD NO. 1	in	ELECTRICITY	868.46
141422	05/11/2018	00084	BENTON PUD NO. 1	in	CITY PARKS	278.64
141422	05/11/2018	00084	BENTON PUD NO. 1	in	CITY FACILITIES	12,128.32
141422	05/11/2018	00084	BENTON PUD NO. 1	in	ELECTRICITY	19.33
141428	05/11/2018	00310	BUILDERS FIRSTSOURCE	in	FENCE REPAIR	30.87
141429	05/11/2018	00749	BUILDERS HARDWARE & SUPPLY CO	in	DOOR REPAIR	53.02
141443	05/11/2018	07849	COLUMBIA BASIN ICE AND TRANSPORT	in	COLUMBIA BASIN ICE- PARKS	27.00
141467	05/11/2018	05426	EWING IRRIGATION PRODUCTS, INC	in	IRRIGATION REPAIR DOWN TOWN	318.30
141473	05/11/2018	09237	FIKES NORTHWEST CORP	in	AIR FRESHNER SVC	160.53
141497	05/11/2018	06917	KELLER SUPPLY COMPANY	in	PLUMBING REPAIR	207.62
141499	05/11/2018	00078	KENNEWICK INDUSTRIAL & ELEC	in	EMERGENCY PHONE INSTALL	7.69
141499	05/11/2018	00078	KENNEWICK INDUSTRIAL & ELEC	in	IRRIGATION REPAIR	4.60

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
141499	05/11/2018	00078	KENNEWICK INDUSTRIAL & ELEC	in	IRRIGATION REPAIR	3.64
141499	05/11/2018	00078	KENNEWICK INDUSTRIAL & ELEC	in	IRRIGATION REPAIR	37.63
141517	05/11/2018	05112	MOON SECURITY SERVICES, INC	in	CITY HALL FIRE MONITORING	38.00
141517	05/11/2018	05112	MOON SECURITY SERVICES, INC	in	KPD SECURITY	73.50
141517	05/11/2018	05112	MOON SECURITY SERVICES, INC	in	FROST-FIRE MONITORING	35.00
141517	05/11/2018	05112	MOON SECURITY SERVICES, INC	in	SOUTHRIDGE SECURITY	38.00
141517	05/11/2018	05112	MOON SECURITY SERVICES, INC	in	FIRE MONITORING	38.00
141517	05/11/2018	05112	MOON SECURITY SERVICES, INC	in	SOUTHRIDGE FIRE SYSTEM SERVICE	271.50
141523	05/11/2018	06870	NETSERVICES LLC	in	COL. PK-NET REPAIRS	4,887.00
141553	05/11/2018	07555	SHERWIN-WILLIAMS COMPANY	in	LACROSSE FIELD PAINTING	341.87
141555	05/11/2018	00680	SIERRA ELECTRIC, INC.	in	FROST LIGHTING REPAIR	1,016.22
141555	05/11/2018	00680	SIERRA ELECTRIC, INC.	in	S.R.PAVILION LIGHTING REPAIRS	1,140.92
141555	05/11/2018	00680	SIERRA ELECTRIC, INC.	in	KFD#3 EXHAUST FAN REPLACEMENT	164.00
141555	05/11/2018	00680	SIERRA ELECTRIC, INC.	in	C.H. ELECTRICAL LIGHTING	91.26
141555	05/11/2018	00680	SIERRA ELECTRIC, INC.	in	KFD #2 GMS ROOM LIGHTING REPAIR	110.90
141555	05/11/2018	00680	SIERRA ELECTRIC, INC.	in	SCORE BOARD REPAIRS	421.23
141555	05/11/2018	00680	SIERRA ELECTRIC, INC.	in	KFD #3 RECEPTACLE REPLACEMENT	104.06
141555	05/11/2018	00680	SIERRA ELECTRIC, INC.	in	KPD LIGHTING	91.26
141555	05/11/2018	00680	SIERRA ELECTRIC, INC.	in	CITY HALL RECEPTACLE REPAIR	103.10
141571	05/11/2018	05945	THYSSENKRUPP ELEVATOR CORP	in	ELEVATOR MAINTENANCE	47.28
141583	05/11/2018	03564	US LINEN AND UNIFORM	in	LINEN SERVICE	338.58
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	773.84
141593	05/11/2018	01825	WASHINGTON STATE ENVIRONMENTAL	in	PARKS -TRAINING	46.04
Total amount by Department						\$ 43,786.70

120 NON-DEPARTMENTAL

141411	05/11/2018	05911	AMERICAN BUILDING MAINTENANCE	in	JANITORIAL SVC	4,115.75
141413	05/11/2018	03088	APOLLO MECHANICAL CONTRACTORS	in	UPGRADE EXISTING DDC CONTROLS	49,152.58
141418	05/11/2018	06303	BEDROCK SPECIALTY STONE PRODUCTS	in	LIBRARY PLANTERS	87.72
141419	05/11/2018	00092	BENTON CLEAN AIR AGENCY	in	COK ASSESSMENT	17,894.42
141422	05/11/2018	00084	BENTON PUD NO. 1	in	CITY FACILITIES	2,797.37
141517	05/11/2018	05112	MOON SECURITY SERVICES, INC	in	MCL-FIRE MONITORING	41.00
141555	05/11/2018	00680	SIERRA ELECTRIC, INC.	in	LIBRARY LIGHTING REPAIR	654.91
Total amount by Department						\$ 74,743.75
Total amount by Fund						\$ 181,352.59

101 STREET FUND

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
010 STREETS						
141417	05/11/2018	03707	BAXTER AUTO PARTS	in	TRUCK REPAIR	49.68
141433	05/11/2018	05050	CENTRAL HOSE & FITTINGS INC	in	PARTS FOR HOT MIX TRUCK	13.87
141489	05/11/2018	00113	INLAND ASPHALT COMPANY	in	HOT MIX FOR STREET CUTS	444.72
141498	05/11/2018	05148	KELLEY'S TELE-COMMUNICATIONS	in	TELE ANS SVC	58.56
141548	05/11/2018	06468	SEALANT SPEC / SECO CONST	in	COLD MIX FOX POT HOLES	1,926.26
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	143.57
Total amount by Department						\$ 2,636.66
020 TRAFFIC						
141408	05/11/2018	08615	ADVANCED TRAFFIC PRODUCTS INC	in	TALKING PUSH BUTTONS	4,232.15
141415	05/11/2018	09445	AVERY DENNISON CORPORATION	in	SIGN MATERIAL	3,690.00
141422	05/11/2018	00084	BENTON PUD NO. 1	in	SIGNALS	3,825.54
141422	05/11/2018	00084	BENTON PUD NO. 1	in	CITY FACILITIES	40.59
141422	05/11/2018	00084	BENTON PUD NO. 1	in	FLASHERS	238.12
141422	05/11/2018	00084	BENTON PUD NO. 1	in	STREET LIGHTS	16,668.92
141443	05/11/2018	07849	COLUMBIA BASIN ICE AND TRANSPORT	in	ICE DELIVERY	97.20
141464	05/11/2018	07864	ECONOLITE CONTROL PRODUCTS INC	in	LOAD SWITCHES FOR CONTROLLER CAB	4,561.20
141481	05/11/2018	01775	GRAINGER	in	DRILL BITS FOR SIGN SHOP	121.11
141481	05/11/2018	01775	GRAINGER	in	YELLOW REFLECTIVE BACKPLATE TAPE	244.97
141481	05/11/2018	01775	GRAINGER	in	ELECTRICAL SUPPLIES	1,497.91
141498	05/11/2018	05148	KELLEY'S TELE-COMMUNICATIONS	in	TELE ANS SVC	58.56
141499	05/11/2018	00078	KENNEWICK INDUSTRIAL & ELEC	in	ASSORTED TAPES	123.22
141527	05/11/2018	00917	OXARC, INC.	in	FIRE EXT. SERVICE	53.87
141531	05/11/2018	02941	PHASE 2 ELECTRIC, INC.	in	RESET TRAFFIC SIGNAL	350.00
141536	05/11/2018	01817	RADIO SERVICE COMPANY INC	in	MAINTENANCE CHARGES	55.19
141553	05/11/2018	07555	SHERWIN-WILLIAMS COMPANY	in	PAINT FOR L CURBS	1,076.23
141560	05/11/2018	09345	SPOKANE PUMP INC	in	PUMP FOR PAINT TRUCK #153	1,180.81
141560	05/11/2018	09345	SPOKANE PUMP INC	in	REWORK PUMPS	1,141.85
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	350.00
141592	05/11/2018	01035	WASHINGTON HARDWARE AND FURNIT	in	BLACK PAINT	318.37
141592	05/11/2018	01035	WASHINGTON HARDWARE AND FURNIT	in	BLACK PAINT	102.34
Total amount by Department						\$ 40,028.15
Total amount by Fund						\$ 42,664.81

102 ARTERIAL STREET FUND

010 ARTERIAL STREET FUND

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
141482	05/11/2018	02842	GRANITE CONSTRUCTION COMPANY	in	CONTRACT P1712-17	30,705.00
141489	05/11/2018	00113	INLAND ASPHALT COMPANY	in	CONTRACT #P1704-17	117,486.59
Total amount by Department						\$ 148,191.59
Total amount by Fund						\$ 148,191.59
103 URBAN ARTERIAL STREET FUND						
010 URBAN ARTERIAL DEPARTMENT						
141489	05/11/2018	00113	INLAND ASPHALT COMPANY	in	CONT P1601-16	2,026.55
141576	05/11/2018	00172	TRI-CITY HERALD LEGALS - 450496	in	PUBLICATION	386.19
141589	05/11/2018	07477	WA STATE DEPT TRANSPORTATION	in	GCB AGREEMENT	452.53
Total amount by Department						\$ 2,865.27
Total amount by Fund						\$ 2,865.27
106 BI-PIN OPERATIONS FUND						
010 BI-PIN OPERATIONS FUND						
141567	05/11/2018	00008	TELCO WIRING & REPAIR INC	in	BROADBAND SERVICE	270.00
Total amount by Department						\$ 270.00
Total amount by Fund						\$ 270.00
107 COMMUNITY DEVELOPMENT FUND						
030 CURRENT PROGRAM YEAR						
141406	05/11/2018	00730	ADVANCE TRAVEL EXPENSE	in	REIMBURSE ADVANCE TRAVEL	520.33
141575	05/11/2018	08573	TRI-CITY HERALD DISPLAY ADS - 449430	in	TCH CAPER AD	175.00
Total amount by Department						\$ 695.33
330 INTERGOVERNMENTAL REVENUE						
141435	05/11/2018	00100	CITY OF RICHLAND	in	HOME PAYOFF	9,500.00
Total amount by Department						\$ 9,500.00
Total amount by Fund						\$ 10,195.33
111 ASSET FORFEITURE FUND						
010 ASSET FORFEITURE FUND						
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	293.30
Total amount by Department						\$ 293.30
Total amount by Fund						\$ 293.30

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name	Description of Services	Amount \$
116 LODGING TAX FUND					
010 LODGING TAX FUND					
141574	05/11/2018	00176	TRI-CITIES VISITOR & CONVENTION BUF	in APR 2018 DUES	20,653.00
Total amount by Department					\$ 20,653.00
Total amount by Fund					\$ 20,653.00
117 CRIMINAL JUSTICE SALES TAX FUND					
010 CRIMINAL JUSTICE SALES TAX FUND					
141559	05/11/2018	07685	SPECIAL CONSULTING SERVICES LLC	in SPECIAL INVESTIGATIONS	1,516.75
Total amount by Department					\$ 1,516.75
Total amount by Fund					\$ 1,516.75
300 CAPITAL IMPROVEMENTS FUND					
010 STREET IMPROVEMENTS					
141511	05/11/2018	08626	MCDONALD & ASSOCIATES DBA MCDON	in HANSEN PK BEDDING SOIL.	325.80
141528	05/11/2018	05607	PALMER ROOFING COMPANY	in POOL RESTROOM REMODEL	2,660.70
141538	05/11/2018	03569	RAY POLAND AND SONS INC	in CONTRACT P1613-17	6,285.00
141555	05/11/2018	00680	SIERRA ELECTRIC, INC.	in CIVIC RR. LIGHTING UPGRADE	1,550.21
141570	05/11/2018	02817	THREE RIVERS CONVENTION CTR	in SEMI-ANNUAL CONTRIBUTION	181,375.69
141572	05/11/2018	08748	TOTAL SITE SERVICES, LLC	in HANSEN PARK IMPROVEMENTS	116,643.26
141573	05/11/2018	03265	TRANSPO GROUP TRANSPOR GROUP USA	in ENGINEERING CONSULTING	46,055.20
141595	05/11/2018	09503	WAUSAU TILE INC. TERRA FORM DIVISIO	in PARK SIGNS	6,913.26
Total amount by Department					\$ 361,809.12
020 LAND AND FACILITIES					
141487	05/11/2018	07467	IGT LANDSCAPING INC	in 524 S AUBURN ST RESTORATION~	26,920.50
Total amount by Department					\$ 26,920.50
040 PARK RESERVE					
141538	05/11/2018	03569	RAY POLAND AND SONS INC	in CONTRACT P1613-17	22,773.75
Total amount by Department					\$ 22,773.75
900 CAPITAL PURCHASES					
141448	05/11/2018	06375	COMPUNET INC	in PROFESSIONAL SERVICES FEE	16,245.00
141456	05/11/2018	07619	DATABANK IMX LLC	in IMPLEMENTATION	8,576.69
Total amount by Department					\$ 24,821.69
Total amount by Fund					\$ 436,325.06

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
401 WATER AND SEWER FUND						
141472	05/11/2018	00086	FERGUSON ENTERPRISES INC	in	METER - SENSUS 3/4"	26,376.77
141483	05/11/2018	00865	H D FOWLER COMPANY INC	in	PIPE - 6" PVC PIPE	109.69
141483	05/11/2018	00865	H D FOWLER COMPANY INC	in	INVENTORY	569.10
141483	05/11/2018	00865	H D FOWLER COMPANY INC	in	RESETTER & GASKETS	3,715.13
141483	05/11/2018	00865	H D FOWLER COMPANY INC	in	METER BOX LIDS	2,504.00
141483	05/11/2018	00865	H D FOWLER COMPANY INC	in	END RING - A.C./YELLOW 6"	47.80
141483	05/11/2018	00865	H D FOWLER COMPANY INC	in	INVENTORY-WATER	38.86
141483	05/11/2018	00865	H D FOWLER COMPANY INC	in	VALVE BOXES	580.96
Total amount by Department						\$ 33,942.31
010 WATER/SEWER OPERATIONS						
141406	05/11/2018	00730	ADVANCE TRAVEL EXPENSE	in	REIMBURSE ADVANCE TRAVEL	1,097.40
141407	05/11/2018	04327	ADVANCED ANALYTICAL SOLUTIONS LI	in	LAB SUPPLIES	180.00
141407	05/11/2018	04327	ADVANCED ANALYTICAL SOLUTIONS LI	in	PROFICIENCY SAMPLES	439.00
141407	05/11/2018	04327	ADVANCED ANALYTICAL SOLUTIONS LI	in	PROFICIENCY SAMPLES	274.00
141411	05/11/2018	05911	AMERICAN BUILDING MAINTENANCE	in	JANITORIAL SVC	748.93
141413	05/11/2018	03088	APOLLO MECHANICAL CONTRACTORS A	in	ASR BOOSTER HVAC SERVICE	78.19
141413	05/11/2018	03088	APOLLO MECHANICAL CONTRACTORS A	in	WWTP HVAC REPAIR	275.57
141421	05/11/2018	00093	BENTON FRANKLIN DISTRICT HEALTH	in	DRINKING WATER TESTS	2,635.00
141422	05/11/2018	00084	BENTON PUD NO. 1	in	ELECTRICITY	37,523.54
141422	05/11/2018	00084	BENTON PUD NO. 1	in	SEWER LIFT STATIONS	6,018.13
141422	05/11/2018	00084	BENTON PUD NO. 1	in	ELECTRICITY	21,727.04
141422	05/11/2018	00084	BENTON PUD NO. 1	in	CITY PARKS	8,863.85
141422	05/11/2018	00084	BENTON PUD NO. 1	in	ELECTRICITY	282.09
141422	05/11/2018	00084	BENTON PUD NO. 1	in	WATER FILTRATION	17,530.75
141423	05/11/2018	06149	BIG D'S CONSTRUCTION OF TRI-CITIES II	in	NUEVA VISTA PHASE II	6,320.52
141428	05/11/2018	00310	BUILDERS FIRSTSOURCE	in	CONCRETE FORMS	23.64
141428	05/11/2018	00310	BUILDERS FIRSTSOURCE	in	CONCRETE FORMS	9.92
141428	05/11/2018	00310	BUILDERS FIRSTSOURCE	in	CONCRETE FORM BOARDS	14.13
141430	05/11/2018	00751	C H DIAGNOSTIC & CONSULTING SERVIC	in	AEROBIC ENDOSPORE SAMPLES	200.00
141433	05/11/2018	05050	CENTRAL HOSE & FITTINGS INC	in	FLEXIBLE TUBING	51.04
141433	05/11/2018	05050	CENTRAL HOSE & FITTINGS INC	in	50 FOOT UTILITY HOSE FOR WTP	81.05
141433	05/11/2018	05050	CENTRAL HOSE & FITTINGS INC	in	VACTOR HOSE PARTS	7.79
141433	05/11/2018	05050	CENTRAL HOSE & FITTINGS INC	in	CLAMP FOR VAC CON HOSE	142.24
141436	05/11/2018	01516	CITY OF WEST RICHLAND	in	QUAD CITY WATER RIGHT	104.55

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
141443	05/11/2018	07849	COLUMBIA BASIN ICE AND TRANSPORT	in	ICE DELIVERY	97.20
141444	05/11/2018	06389	COLUMBIA ELECTRIC SUPPLY	in	100 HP PLUG PARTS	1,700.99
141452	05/11/2018	00013	CORE & MAIN LP	in	PARTS TO INSTALL GOLF FLOW METER	1,134.33
141452	05/11/2018	00013	CORE & MAIN LP	in	STORZ ADAPTORS	760.25
141466	05/11/2018	02356	ENERGY LABORATORIES INC.	in	AEROBIC ENDOSPORE SAMPLES	154.00
141468	05/11/2018	00166	FARMERS EXCHANGE	in	PARTS FOR PUSH STRING TRIMMER	36.47
141468	05/11/2018	00166	FARMERS EXCHANGE	in	AIR FILTER-PUSH STRING TRIMMER	26.67
141471	05/11/2018	04147	FEDEX	in	SHIPPING	229.24
141472	05/11/2018	00086	FERGUSON ENTERPRISES INC	in	INSTALL ROTO METER AT RC5	4.73
141472	05/11/2018	00086	FERGUSON ENTERPRISES INC	in	VALVE FOR SAMPLE STATIONS	21.55
141473	05/11/2018	09237	FIKES NORTHWEST CORP	in	AIR FRESHNER SVC	19.17
141481	05/11/2018	01775	GRAINGER	in	WATER COOLER	6.82
141481	05/11/2018	01775	GRAINGER	in	STRING TRIMMER PARTS	41.00
141484	05/11/2018	01482	HACH COMPANY	in	NEW LDO PROBE	1,004.69
141484	05/11/2018	01482	HACH COMPANY	in	PH BUFFERS/ CL17 REAGENTS	547.92
141485	05/11/2018	06569	HDR INC	in	CONT P1802- WTP	1,926.49
141491	05/11/2018	04624	JCI JONES CHEMICALS INC	in	SODIUM HYPOCHLORITE - FOR RANNEY	5,346.40
141494	05/11/2018	04713	J-U-B ENGINEERS INC	in	CONSULTANT AGREEMENT	2,539.32
141494	05/11/2018	04713	J-U-B ENGINEERS INC	in	PROFESSIONAL SERVICES	500.00
141496	05/11/2018	03349	KCDA PURCHASING COOPERATIVE	in	WTP REROOF	264,929.03
141498	05/11/2018	05148	KELLEY'S TELE-COMMUNICATIONS	in	TELE ANS SVC	58.38
141499	05/11/2018	00078	KENNEWICK INDUSTRIAL & ELEC	in	INSTALL ROTO METER AT RC5	54.04
141499	05/11/2018	00078	KENNEWICK INDUSTRIAL & ELEC	in	PARTS FOR LIGHTING UPGRADE	14.55
141499	05/11/2018	00078	KENNEWICK INDUSTRIAL & ELEC	in	REPAIR HYPO CLEAN IN PLACE PIPING	31.55
141499	05/11/2018	00078	KENNEWICK INDUSTRIAL & ELEC	in	COPPER CUTTING WHEELS	13.35
141516	05/11/2018	01086	MONARCH MACHINE & TOOL CO INC	in	TAPPING BIT SHARPENING	38.00
141517	05/11/2018	05112	MOON SECURITY SERVICES, INC	in	WFP-FIRE MONITORING	38.00
141517	05/11/2018	05112	MOON SECURITY SERVICES, INC	in	SECURITY SERVICE	29.00
141518	05/11/2018	09504	MUKANG LABS INC	in	CONTRACTED LAB WORK	500.00
141518	05/11/2018	09504	MUKANG LABS INC	in	CONTRACTED LAB SOUR TEST	500.00
141520	05/11/2018	01290	N C L OF WISCONSIN, INC.	in	LAB SUPPLIES	249.24
141527	05/11/2018	00917	OXARC, INC.	in	HI PRESS/SMALL CYLINDER RENTAL	59.30
141529	05/11/2018	06433	PAVEMENT SURFACE CONTROL	in	WATER FLUSHING PROJECT	5,000.00
141532	05/11/2018	03086	POLLARD WATER	in	HOSE ADAPTORS FOR FLUSHING	353.08
141533	05/11/2018	09462	POLYPHASER CORPORATION TRANSTEC	in	SURGE SUPPRESSOR FOR 1 MILL IRVING	915.11
141536	05/11/2018	01817	RADIO SERVICE COMPANY INC	in	MAINTENANCE CHARGES	56.86
141537	05/11/2018	00957	RANCH & HOME INC	in	BELTS-STRING TRIMMER	13.55

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
141550	05/11/2018	08114	SERV-A-PURE COMPANY	in	LAB SUPPLIES	620.00
141565	05/11/2018	02693	T M G SERVICES, INC	in	EQUIPMENT PARTS	4,577.49
141579	05/11/2018	00017	TWIN CITY METALS INC	in	METAL - TOOL	31.47
141580	05/11/2018	03883	U R M CASH & CARRY	in	LAUNDRY DETERGENT FOR WTP	14.97
141583	05/11/2018	03564	US LINEN AND UNIFORM	in	LINEN SERVICE	126.68
141584	05/11/2018	07925	USA BLUEBOOK	in	FREE CHLORINE REAGENTS	734.36
141585	05/11/2018	03881	UTILITIES UNDERGROUND LOCATION CI	in	UTILITY LOCATES	483.75
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	2,205.63
141587	05/11/2018	00030	VERIZON NORTHWEST	in	VEHICLE TRACKING	814.50
141587	05/11/2018	00030	VERIZON NORTHWEST	in	VEHICLE TRACKING	130.32
141592	05/11/2018	01035	WASHINGTON HARDWARE AND FURNITI	in	CLR TO CLEAN UV REACTOR	6.51
141592	05/11/2018	01035	WASHINGTON HARDWARE AND FURNITI	in	FLAG POLE REPAIR CLIPS	17.33
141592	05/11/2018	01035	WASHINGTON HARDWARE AND FURNITI	in	SHARPIE PENS FOR LAB WORK	3.24
141597	05/11/2018	01755	WILBUR-ELLIS COMPANY	in	HERBICIDE-WWTP WEED CONTROL	2,670.85
Total amount by Department						\$ 406,015.75
030 SEWER AREA CHARGE						
141423	05/11/2018	06149	BIG D'S CONSTRUCTION OF TRI-CITIES II	in	CONTRACT P1512-17 WWTP	109,938.00
141476	05/11/2018	09489	G N NORTHERN INC.	in	MATERIALS TESTING	774.00
141494	05/11/2018	04713	J-U-B ENGINEERS INC	in	ENGINEERING SERVICES	12,104.21
Total amount by Department						\$ 122,816.21
Total amount by Fund						\$ 562,774.27
402 MEDICAL SERVICES FUND						
010 MEDICAL SERVICES						
141403	05/11/2018	00552	10TH AVENUE CLEANERS,LLC	in	HEM PANTS	13.03
141412	05/11/2018	05681	AMERIGAS PROPANE LP	in	PROPANE - STATION #1	22.04
141414	05/11/2018	07618	ARROW INTERNATIONAL	in	IV SUPPLIES	1,119.80
141426	05/11/2018	03495	BOUND TREE MEDICAL LLC	in	IV SUPPLIES	182.88
141426	05/11/2018	03495	BOUND TREE MEDICAL LLC	in	IV SUPPLIES	91.44
141426	05/11/2018	03495	BOUND TREE MEDICAL LLC	in	IV SUPPLIES	91.44
141426	05/11/2018	03495	BOUND TREE MEDICAL LLC	in	IV & GENERAL MEDICAL SUPPLIES	285.62
141432	05/11/2018	07715	CARDINAL HEALTH 411, INC	in	MEDICATION	614.19
141432	05/11/2018	07715	CARDINAL HEALTH 411, INC	in	MEDICATION	83.22
141434	05/11/2018	02481	CI INFORMATION MANAGEMENT CI SUP.	in	SHRED SERVICES	128.62
141442	05/11/2018	00695	COLUMBIA BASIN COLLEGE	in	SPRING 2018 ALS/OTEP CLASSES	100.80
141477	05/11/2018	05823	GALLS, LLC	in	UNIFORM SHIRTS	111.80

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
141477	05/11/2018	05823	GALLS, LLC	in	UNIFORM SHIRTS	111.80
141488	05/11/2018	00006	IMPREST PETTY CASH FUND	in	PETTY CASH FUND	26.06
141503	05/11/2018	04244	L N CURTIS & SONS	in	STRUCTURE FIREFIGHTING GLOVES	1,642.62
141507	05/11/2018	08868	LIFE-ASSIST	in	IV SUPPLIES	8.23
141507	05/11/2018	08868	LIFE-ASSIST	in	GENERAL MEDICAL SUPPLIES	842.53
141512	05/11/2018	01206	MED-TECH RESOURCE INC	in	IV SUPPLIES	367.96
141527	05/11/2018	00917	OXARC, INC.	in	OXYGEN	96.47
141527	05/11/2018	00917	OXARC, INC.	in	OXYGEN	87.16
141527	05/11/2018	00917	OXARC, INC.	in	CYLINDER RENTAL	148.62
141537	05/11/2018	00957	RANCH & HOME INC	in	GORILLA TAPE	8.22
141537	05/11/2018	00957	RANCH & HOME INC	in	DAY BOOTS - BRIAN CARTER	162.90
141537	05/11/2018	00957	RANCH & HOME INC	in	DAY BOOTS	162.90
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	49.41
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	56.88
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	45.75
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	57.83
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	144.44
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	41.13
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	50.77
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	54.16
141582	05/11/2018	05807	UPTOWN CLEANERS	in	2017-18 UNIFORM LAUNDRY	50.91
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	1,022.94
141604	05/11/2018	06869	ZOLL MEDICAL CORPORATION	in	ECG ELETRODES	234.58
Total amount by Department						\$ 8,319.15
Total amount by Fund						\$ 8,319.15
403 BUILDING SAFETY FUND						
010 BUILDING SAFETY						
141568	05/11/2018	06977	THE BUILDING DEPARTMENT INC	in	APRIL 2018 CONTRACT BUILDING INSPEC	450.00
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	374.02
Total amount by Department						\$ 824.02
Total amount by Fund						\$ 824.02
405 STORMWATER UTILITY FUND						
010 STORMWATER						
141526	05/11/2018	05251	ONSITE ENVIRONMENTAL INC	in	OIL WATER TEST	525.00
141536	05/11/2018	01817	RADIO SERVICE COMPANY INC	in	MAINTENANCE CHARGES	55.19

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
141543	05/11/2018	05006	SAFETY-KLEEN CORPORATION	in	USED FLOOR DRY HAUL	319.28
141551	05/11/2018	00111	SHARPE & PRESZLER CONSTRUCTION	in	CONTRACT P1809-18	66,581.16
141564	05/11/2018	01812	SUNBELT RENTALS	in	PUMP FOR STILLING WELL	1,361.43
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	215.29
141587	05/11/2018	00030	VERIZON NORTHWEST	in	VEHICLE TRACKING	130.32
Total amount by Department						\$ 69,187.67
Total amount by Fund						\$ 69,187.67
406 COLUMBIA PARK GOLF COURSE FUND						
010 COLUMBIA PARK GOLF COURSE						
141437	05/11/2018	05296	CKJT ARCHITECTS	in	CONSULTING SVCS-CPGC	7,955.00
141562	05/11/2018	07670	STRATEGIC CONSTRUCTION MANAGEME	in	CONSULTANT AGREEMENT	5,399.00
141599	05/11/2018	05761	WILLIAMS SCOTSMAN INC	in	CPGC ADA RAMP	281.27
Total amount by Department						\$ 13,635.27
Total amount by Fund						\$ 13,635.27
501 EQUIPMENT RENTAL FUND						
141450	05/11/2018	04853	CONNELL OIL INC DBA 76 DISTRIBUTINC	in	OIL - ENGINE 15W-40	752.40
141453	05/11/2018	07868	CORWIN FORD - TRI CITIES	in	BRAKE PADS	63.15
141521	05/11/2018	08875	NAPA PASCO AUTO PARTS	in	INVENTORY-FLEET	157.59
141521	05/11/2018	08875	NAPA PASCO AUTO PARTS	in	INVENTORY	59.17
141521	05/11/2018	08875	NAPA PASCO AUTO PARTS	in	FILTER FUEL - 3406 NAPA	11.44
141521	05/11/2018	08875	NAPA PASCO AUTO PARTS	in	INVENTORY	43.48
141521	05/11/2018	08875	NAPA PASCO AUTO PARTS	in	INVENTORY	3.69
141521	05/11/2018	08875	NAPA PASCO AUTO PARTS	in	INVENTORY	277.34
141556	05/11/2018	09797	SIGNS BY SUE	in	COK DECAL	162.90
141596	05/11/2018	00885	WESTERN INTEGRATED TECH	in	BREATHERR - PAF 934330T	95.03
Total amount by Department						\$ 1,626.19
010 EQUIPMENT RENTAL						
141410	05/11/2018	02890	ALL CITY TRANSMISSION INC	in	INSTALL USED ENGINE FOR VEH. 0085	4,899.07
141417	05/11/2018	03707	BAXTER AUTO PARTS	in	PARTS FOR VEH. 0085	545.75
141417	05/11/2018	03707	BAXTER AUTO PARTS	in	BALL JOINTS FOR VEH. 0085	100.84
141417	05/11/2018	03707	BAXTER AUTO PARTS	in	IGNITION COIL FOR VEH. 0085	34.99
141440	05/11/2018	02710	COAST CRANE COMPANY OF WASHINGT	in	INSPECTION SERVICE FOR VEH. 0061	874.50
141441	05/11/2018	01310	COLEMAN OIL COMPANY	in	COLUMBIA PARK MOWER FUEL	761.65

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
141441	05/11/2018	01310	COLEMAN OIL COMPANY	in	FUEL CHARGES	22,215.69
141445	05/11/2018	00114	COLUMBIA RIGGING CORPORATION	in	LIFT-IT SLING FOR VEH. 1090	20.85
141447	05/11/2018	08852	COMMERCIAL TIRE	in	TIRES-VEHICLE 0479	140.49
141447	05/11/2018	08852	COMMERCIAL TIRE	in	FS GT-V PURSUIT TIRES FOR VEH. 7338	556.39
141447	05/11/2018	08852	COMMERCIAL TIRE	in	TIRE BALANCE FOR VEH. 2716	130.32
141447	05/11/2018	08852	COMMERCIAL TIRE	in	TIRES FOR VEH. 0477	168.73
141453	05/11/2018	07868	CORWIN FORD - TRI CITIES	in	2018 POLICE INTERCEPTOR	32,362.80
141453	05/11/2018	07868	CORWIN FORD - TRI CITIES	in	2018 POLICE INTERCEPTOR	32,362.80
141453	05/11/2018	07868	CORWIN FORD - TRI CITIES	in	2018 FORD POLICE INTERCEPTOR PURSU	32,362.80
141453	05/11/2018	07868	CORWIN FORD - TRI CITIES	in	2018 POLICE INTERCEPTOR	32,362.80
141453	05/11/2018	07868	CORWIN FORD - TRI CITIES	in	2018 POLICE INTERCEPTOR	32,362.80
141453	05/11/2018	07868	CORWIN FORD - TRI CITIES	in	2018 FORD POLICE INTERCEPTOR PURSU	32,362.80
141453	05/11/2018	07868	CORWIN FORD - TRI CITIES	in	2018 FORD POLICE INTERCEPTOR	32,362.80
141453	05/11/2018	07868	CORWIN FORD - TRI CITIES	in	TANK ASSEMBLY FOR VEH. 7678	96.76
141453	05/11/2018	07868	CORWIN FORD - TRI CITIES	in	PARTS FOR VEH. 7370	299.02
141453	05/11/2018	07868	CORWIN FORD - TRI CITIES	in	VALVE ASSY FOR VEH. 7369	41.57
141455	05/11/2018	09415	CUMMINS INC	in	LOAD BANK TESTING-VEH. G002	641.09
141455	05/11/2018	09415	CUMMINS INC	in	PREVENTATIVE MAINT-VEH. G002	818.65
141455	05/11/2018	09415	CUMMINS INC	in	PREVENTATIVE MAINT-VEH. W006	940.74
141455	05/11/2018	09415	CUMMINS INC	in	LOAD BANK TESTING FOR VEH. W006	699.02
141455	05/11/2018	09415	CUMMINS INC	in	PREVENTATIVE MAINT. FOR VEH. W007	844.87
141455	05/11/2018	09415	CUMMINS INC	in	LOAD BANK TESTING. FOR VEH. W007	523.07
141455	05/11/2018	09415	CUMMINS INC	in	PREVENTATIVE MAINT. FOR VEH. W009	476.19
141455	05/11/2018	09415	CUMMINS INC	in	LOAD BANK TESTING FOR VEH. W009	494.56
141455	05/11/2018	09415	CUMMINS INC	in	LOAD BANK TEST FOR VEH. W077	507.10
141455	05/11/2018	09415	CUMMINS INC	in	PREVENTATIVE MAINT. VEH. W077	513.57
141455	05/11/2018	09415	CUMMINS INC	in	LOAD BANK TESTING FOR VEH. G001	431.91
141455	05/11/2018	09415	CUMMINS INC	in	PREVENTATIVE MAINT. VEH. G001	860.57
141455	05/11/2018	09415	CUMMINS INC	in	PREVENTATIVE MAINT. FOR VEH. F005	376.82
141455	05/11/2018	09415	CUMMINS INC	in	PREVENTATIVE MAINT. FOR VEH. F004	447.38
141455	05/11/2018	09415	CUMMINS INC	in	PREVENTATIVE MAINT. FOR VEH. F007	341.89
141455	05/11/2018	09415	CUMMINS INC	in	PREVENTATIVE MAINT. FOR VEH. F006	325.28
141455	05/11/2018	09415	CUMMINS INC	in	COOLANT SAMPLE FOR VEH. G001	62.51
141455	05/11/2018	09415	CUMMINS INC	in	COOLANT SAMPLE FOR VEH. W006	62.51
141455	05/11/2018	09415	CUMMINS INC	in	COOLANT SAMPLE FOR VEH. W007	62.51
141455	05/11/2018	09415	CUMMINS INC	in	COOLANT SAMPLE FOR VEH. W009	62.51
141455	05/11/2018	09415	CUMMINS INC	in	COOLANT SAMPLE FOR VEH. F005	62.51

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
141455	05/11/2018	09415	CUMMINS INC	in	COOLANT SAMPLE FOR VEH. W077	62.51
141455	05/11/2018	09415	CUMMINS INC	in	COOLANT SAMPLE FOR VEH. F004	62.51
141455	05/11/2018	09415	CUMMINS INC	in	COOLANT SAMPLE FOR VEH. PD01	62.51
141455	05/11/2018	09415	CUMMINS INC	in	COOLANT SAMPLE FOR VEH. G002	62.51
141455	05/11/2018	09415	CUMMINS INC	in	COOLANT SAMPLE FOR VEH. F008	62.51
141455	05/11/2018	09415	CUMMINS INC	in	COOLANT SAMPLE FOR VEH. F006	62.51
141455	05/11/2018	09415	CUMMINS INC	in	COOLANT SAMPLE FOR VEH. F007	62.51
141457	05/11/2018	09827	DAY WIRELESS SYSTEMS	in	RADIO PROGRAMMING FOR VEH. 0223	114.04
141457	05/11/2018	09827	DAY WIRELESS SYSTEMS	in	IGNITION DELAY SWITCH-VEH 7341	85.80
141492	05/11/2018	03363	JIM'S PACIFIC GARAGES INC	in	PRESSURE SENSOR FOR VEH. 2004	169.43
141492	05/11/2018	03363	JIM'S PACIFIC GARAGES INC	in	PRESSURE SENSOR FOR VEH. 2004	123.30
141513	05/11/2018	03284	MEL'S INTER-CITY TOWING	in	TOWING SERVICE FOR VEH. 7574	54.25
141521	05/11/2018	08875	NAPA PASCO AUTO PARTS	in	WHEEL WEIGHTS FOR SHOP	27.28
141521	05/11/2018	08875	NAPA PASCO AUTO PARTS	in	CREDIT - ABS SENSOR FOR VEH. 0156	-118.36
141521	05/11/2018	08875	NAPA PASCO AUTO PARTS	in	TRAILER ADAPTER FOR SHOP	42.81
141521	05/11/2018	08875	NAPA PASCO AUTO PARTS	in	AIR FILTER FOR VEH. 0150	41.70
141521	05/11/2018	08875	NAPA PASCO AUTO PARTS	in	AIR FILTER FOR VEH. 2004	42.68
141521	05/11/2018	08875	NAPA PASCO AUTO PARTS	in	DIRECT IGNITION COIL VEH. 0085	293.15
141521	05/11/2018	08875	NAPA PASCO AUTO PARTS	in	CABIN AIR FILTER FOR VEH. 7368	7.27
141541	05/11/2018	03691	RMT EQUIPMENT	in	2018 KAWASAKI UTV	10,879.23
141566	05/11/2018	04379	TACOMA SCREW PRODUCTS INC ACCTS	in	CREDIT-ELEC CONNECTORS SHOP	-4.67
141566	05/11/2018	04379	TACOMA SCREW PRODUCTS INC ACCTS	in	SHOP SUPPLIES	135.63
141566	05/11/2018	04379	TACOMA SCREW PRODUCTS INC ACCTS	in	TOOLBOX FOR SHOP	148.40
141578	05/11/2018	09405	TRUCK PRO LLC SIX STATES	in	U JOINT KIT-VEH 0150	17.73
141578	05/11/2018	09405	TRUCK PRO LLC SIX STATES	in	PARTS/SUPPLIES-VEHICLE 0417	15.39
141581	05/11/2018	04764	UNITED PARCEL SERVICE	in	SHIPPING	4.56
141583	05/11/2018	03564	US LINEN AND UNIFORM	in	LINEN SERVICE	109.06
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	39.55
141602	05/11/2018	01241	WOODPECKER TRUCK	in	SERVICE CALL FOR VEH. 0156	392.22

Total amount by Department	\$ 280,039.50
----------------------------	---------------

Total amount by Fund	\$ 281,665.69
----------------------	---------------

502 CENTRAL STORES FUND

141454	05/11/2018	00481	CROWN PAPER & JANITORIAL SUPPLY	in	FLOOR CLEANER	417.24
141454	05/11/2018	00481	CROWN PAPER & JANITORIAL SUPPLY	in	TISSUE - BATH 2 PLY	1,662.39
141467	05/11/2018	05426	EWING IRRIGATION PRODUCTS, INC	in	INVENTORY IRRIGATION	92.27

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name		Description of Services	Amount \$
141507	05/11/2018	08868	LIFE-ASSIST	in	GLOVES	3,366.60
141510	05/11/2018	03842	MARTIN BUSINESS SYSTEMS	in	ENVELOPE - #10 WINDOW	613.81
141554	05/11/2018	00724	SHOWCASE SPECIALTIES, INC.	in	HAT - SAFETY	910.94
141561	05/11/2018	02536	STAPLES ADVANTAGE STAPLES CONTRA	in	BATTERY	289.61
Total amount by Department						\$ 7,352.86
010 CENTRAL STORES						
141404	05/11/2018	01526	ABADAN	in	COPIER MAINTENANCE	806.58
141404	05/11/2018	01526	ABADAN	in	BIZHUB C3110 STATION 5	24.29
141505	05/11/2018	06743	LEAF CAPITAL FUNDING LLC	in	COPIER RENTAL STA 61 & 62 - BH C35	174.57
141603	05/11/2018	06353	XEROX CORPORATION	in	5855APT POLICE PATROL COPIER	211.11
141603	05/11/2018	06353	XEROX CORPORATION	in	W7855PT POLICE ADMIN COPIER	460.63
141603	05/11/2018	06353	XEROX CORPORATION	in	W7845PT POLICE DETECTIVES COPIER	317.64
Total amount by Department						\$ 1,994.82
Total amount by Fund						\$ 9,347.68
503 RISK MANAGEMENT FUND						
010 RISK MANAGEMENT						
141531	05/11/2018	02941	PHASE 2 ELECTRIC, INC.	in	TRAFFIC SIGNAL BOX AT 27TH & OLYMPI	680.00
141539	05/11/2018	01314	REHN & ASSOCIATES, INC.	in	2018 HRA ROLLOVER ADMIN FEE	250.00
141586	05/11/2018	00030	VERIZON NORTHWEST	in	CITY WIDE CELL PHONES	36.95
Total amount by Department						\$ 966.95
Total amount by Fund						\$ 966.95
612 OPEB TRUST FUND						
010 OPEB TRUST FUND						
141405	05/11/2018	00024	ADKINS WILLIAM	in	MEDICARE PART B	129.00
141427	05/11/2018	00185	BUCK, GARY E	in	MEDICARE PART B	134.00
141438	05/11/2018	00127	CLEAVENGER, BUDDY L	in	MEDICARE PART B	126.00
141449	05/11/2018	00128	COMSTOCK, WILLIAM J	in	MEDICARE PART B	123.00
141458	05/11/2018	00121	DEINES, JAMES I	in	MEDICARE PART B	346.80
141461	05/11/2018	00324	DUNCAN LARRY	in	MEDICARE PART B	134.00
141462	05/11/2018	01894	EASLING, CONNIE	in	MEDICARE PART B	134.00
141469	05/11/2018	00041	FARNKOFF, ROBERT C	in	MEDICARE PART B	134.00
141470	05/11/2018	00058	FEARING, DOUG	in	MEDICARE PART B	134.00
141478	05/11/2018	00181	GIER, CHARLES W.	in	MEDICARE PART B	122.00
141480	05/11/2018	00134	GONDERMAN, DAVID A	in	MEDICARE PART B	131.00

City of Kennewick

Claims Roster

4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name	Description of Services	Amount \$
141486	05/11/2018	06744	HIRSCHEL ARTHUR D	in MEDICARE PART B	104.90
141495	05/11/2018	00065	JUERGENS, CURT	in MEDICARE PART B	134.00
141502	05/11/2018	00060	KRAFT, JAMES	in MEDICARE PART B	374.00
141508	05/11/2018	00050	MACE, BILL	in MEDICARE PART B	134.00
141509	05/11/2018	00052	MAPLETHORPE, JOHN G., JR	in MEDICARE PART B	129.00
141514	05/11/2018	00055	MERCER, BILL	in MEDICAL & PRESC	296.40
141524	05/11/2018	00142	O'HAIR, RONALD L	in MEDICARE PART B	134.00
141530	05/11/2018	05554	PENNEY MICHAEL	in MEDICARE PART B	134.00
141540	05/11/2018	00145	REMUS, LARRY J	in MEDICARE PART B	114.00
141542	05/11/2018	00147	RUMLEY, LARRY M	in MEDICARE PART B	108.00
141546	05/11/2018	01821	SCHARNHORST, DEAN	in MEDICARE PART B	134.00
141552	05/11/2018	00148	SHAW, LEONARD	in MEDICARE PART B	123.00
141557	05/11/2018	00150	SLEATER, LARRY L	in MEDICARE PART B	134.00
141558	05/11/2018	00066	SOUTHWICK, JOHN J., JR.	in MEDICARE PART B	134.00
141577	05/11/2018	01318	TRIPP, GREG	in MEDICARE PART B	417.00
141588	05/11/2018	00152	VICKERMAN THOMAS	in MEDICARE PART B	134.00
141590	05/11/2018	08584	WAGNER BRIAN	in MEDICARE PART B	127.00
141598	05/11/2018	00154	WILLEBY, DONALD R	in MEDICARE PART B	1,454.00
141600	05/11/2018	02997	WILLIAMS GARY	in MEDICARE PART B	134.00
141601	05/11/2018	01415	WILLIAMS, KEN	in MEDICARE PART B	134.00
Total amount by Department					\$ 6,235.10
Total amount by Fund					\$ 6,235.10
642 METRO DRUG FORFEITURE FUND					
010 NONE					
141441	05/11/2018	01310	COLEMAN OIL COMPANY	in GAS FOR RAID AMBULANCE	32.28
Total amount by Department					\$ 32.28
Total amount by Fund					\$ 32.28

City of Kennewick

Claims Roster

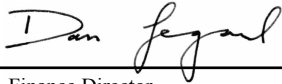
4/28/2018 - 5/11/2018

Accounting Period

2018

Check #	Check Date	Vendor #	Vendor Name	Description of Services	Amount \$
Grand Total:					<u><u>\$ 1,797,315.78</u></u>

I, Dan Legard, Finance Director, do hereby certify that the merchandise or services hereinbefore specified have been received, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation and that the vouchers listed above are approved for payment this day.



Dan Legard, Finance Director

The payments on this claims roster are comprised of the following:

Check numbers 141389 through 141604 \$ 1,797,315.78

Total \$ 1,797,315.78

The above total excludes checks written for payment of refunds and collected amounts due to other entities.

Exceptions:

Council Agenda Coversheet



Agenda Item Number	3.b.(2)	Council Date	06/05/2018
Agenda Item Type	General Business Item		
Subject	Columbia Park Golf Course Account		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	Finance		

Consent Agenda	☒
Ordinance/Reso	☐
Public Mtg / Hrg	☐
Other	☐
Quasi-Judicial	☐

Recommendation

That Council approve the Claims Roster for the Columbia Park Golf Course Account for April 2018.

Motion for Consideration

I move to approve the Claims Roster for the Columbia Park Golf Course Account for April 2018 in the amount of \$7,353.24, comprised of check numbers 2389-2390, 235-238 in the amount of \$463.55 and electronic transfers in the amount of \$6,889.69.

Summary

The first page of the roster is a summary of check and electronic transfer activity, with the following pages presenting more detailed information.

Alternatives

None.

Fiscal Impact

Total \$7,353.24.

Through

Denise Winters
May 22, 08:36:40 GMT-0700 2018

Dept Head Approval

Dan Legard
May 30, 08:20:35 GMT-0700 2018

City Mgr Approval

Marie Mosley
May 31, 22:43:02 GMT+0700 2018

Attachments: Roster

☐ Recording
Required?

COLUMBIA PARK GOLF COURSE FUND

CHECK REGISTER

APRIL 2018

Check Number	Vendor Check Name	Check Date	Amount	Type
2389	TOTAL E INTEGRATED	4/6/2018	\$137.95	Check
2390	QUEST DIAGNOSTICS	4/20/2018	\$31.95	Check
235	KING BEVERAGE	4/5/2018	\$53.98	Check
236	KING BEVERAGE	4/12/2018	\$54.88	Check
237	KING BEVERAGE	4/19/2018	\$23.98	Check
238	KING BEVERAGE	4/26/2018	\$160.81	Check
ADP 513056537	ADP, LLC	4/27/2018	\$95.03	EFT
ADPTS 6733482	ADP TOTAL SOURCE	4/10/2018	\$3,158.62	EFT
BLUEROOM 042018	BLUE ROOM	4/20/2018	\$641.19	EFT
181684	CITY OF KENNEWICK ELECTRICAL	4/27/2018	\$247.38	EFT
181685	COLEMAN OIL COMPANY	4/27/2018	\$272.76	EFT
181744	PEPSI COLA BOTTLING CO.	4/27/2018	\$24.58	EFT
176451	CITY OF KENNEWICK ELECTRICAL	4/6/2018	\$177.44	EFT
178498	CO-ENERGY	4/13/2018	\$314.83	EFT
178250	COLEMAN OIL COMPANY	4/13/2018	\$357.90	EFT
178346	LES SCHWAB TIRE CENTER	4/13/2018	\$24.77	EFT
178266	NORTHWEST GOLF CARS	4/13/2018	\$156.49	EFT
176503	PEPSI COLA BOTTLING CO.	4/6/2018	\$86.65	EFT
176503	PEPSI COLA BOTTLING CO.	4/6/2018	\$34.62	EFT
176503	PEPSI COLA BOTTLING CO.	4/6/2018	\$25.68	EFT
176503	PEPSI COLA BOTTLING CO.	4/6/2018	\$76.95	EFT
178350	PEPSI COLA BOTTLING CO.	4/13/2018	\$21.05	EFT
178350	PEPSI COLA BOTTLING CO.	4/13/2018	\$31.80	EFT
Paid by ACH	R&R PRODUCTS INC	4/13/2018	\$457.70	EFT
Paid by ACH	R&R PRODUCTS INC	4/13/2018	\$35.29	EFT
Paid by ACH	WESTERN EQUIPMENT DIST INC.	4/27/2018	\$42.51	EFT
Paid by ACH	WESTERN EQUIPMENT DIST INC.	4/27/2018	\$157.12	EFT
Paid by ACH	WESTERN EQUIPMENT DIST INC.	4/27/2018	\$449.33	EFT
			<u>\$7,353.24</u>	

*Void

I, Dan Legard, Finance Director, do hereby certify that the merchandise or services hereinbefore specified have been received, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation and that the vouchers listed above are approved for payment this day.



Dan Legard, Finance Director

The payments on this claims roster are comprised of the following:

Check numbers 2389-2390, 235-238	\$	463.55
Electronic transfers		6,889.69
Total	<u>\$</u>	<u>7,353.24</u>

Exceptions:

Check	Vendor	Date	Amount	Debit	Credit
2389	TOTAL E INTEGRATED	4/6/2018		\$137.95	
	PAY	20005-000-244-00	Accounts Payable		137.95
	PURCH	51900-050-244-00	Contract Services	137.95	
2390	QUEST DIAGNOSTICS	4/20/2018		\$31.95	
	PAY	20005-000-244-00	Accounts Payable		31.95
	PURCH	51800-080-244-00	Professional Services	31.95	
235	KING BEVERAGE	4/5/2018		\$53.98	
	PAY	20005-000-244-00	Accounts Payable		53.98
	PURCH	49300-070-244-00	COGS-Beer	53.98	
236	KING BEVERAGE	4/12/2018		\$54.88	
	PAY	20005-000-244-00	Accounts Payable		54.88
	PURCH	49300-070-244-00	COGS-Beer	54.88	
237	KING BEVERAGE	4/19/2018		\$23.98	
	PAY	20005-000-244-00	Accounts Payable		23.98
	PURCH	49300-070-244-00	COGS-Beer	23.98	
238	KING BEVERAGE	4/26/2018		\$160.81	
	PAY	20005-000-244-00	Accounts Payable		160.81
	PURCH	49300-070-244-00	COGS-Beer	160.81	
ADP 513056537	ADP, LLC	4/27/2018		\$95.03	
	PAY	20005-000-244-00	Accounts Payable		95.03
	PURCH	51900-080-244-00	Contract Services	95.03	
ADPTS 6733482	ADP TOTAL SOURCE	4/10/2018		\$3,158.62	
	PAY	20005-000-244-00	Accounts Payable		3,158.62
	PURCH	50800-050-244-00	Health Benefits	1,570.81	
	PURCH	50800-060-244-00	Health Benefits	1,587.81	
BLUEROOM 042018	BLUE ROOM	4/20/2018		\$641.19	
	PAY	20005-000-244-00	Accounts Payable		641.19
	PURCH	52300-050-244-00	Garbage & Debris Removal	319.00	
	PURCH	52300-050-244-00	Garbage & Debris Removal	322.19	
181684	CITY OF KENNEWICK ELECTRICAL	43217	247.38		
	PAY	20005-000-244-00	Accounts Payable		247.38
	PURCH	52200-080-244-00	Utilities- Gas & Electric	68.04	
	PURCH	52200-060-244-00	Utilities- Gas & Electric	69.68	
	PURCH	52210-060-244-00	Irrigation Electricity	109.66	
181685	COLEMAN OIL COMPANY	4/27/2018		\$272.76	
	PAY	20005-000-244-00	Accounts Payable		272.76
	PURCH	58300-050-244-00	Fuel & Oil Golf	51.07	
	PURCH	58300-060-244-00	Fuel & Oil Maint	221.69	
181744	PEPSI COLA BOTTLING CO.	4/27/2018		\$24.58	
	PAY	20005-000-244-00	Accounts Payable		24.58
	PURCH	49150-070-244-00	COGS- Packaged Foods	29.91	
	PURCH	49150-070-244-00	COGS- Packaged Foods		5.33
176451	CITY OF KENNEWICK ELECTRICAL	43196	177.44		
	PAY	20005-000-244-00	Accounts Payable		177.44
	PURCH	52200-080-244-00	Utilities- Gas & Electric	77.99	
	PURCH	52200-060-244-00	Utilities- Gas & Electric	71.08	
	PURCH	52210-060-244-00	Irrigation Electricity	28.37	
178498	CO-ENERGY	4/13/2018		\$314.83	
	PAY	20005-000-244-00	Accounts Payable		314.83
	PURCH	58300-060-244-00	Fuel & Oil Maint	314.83	
178250	COLEMAN OIL COMPANY	43203	357.9		
	PAY	20005-000-244-00	Accounts Payable		357.90
	PURCH	58300-050-244-00	Fuel & Oil Golf	94.40	
	PURCH	58300-060-244-00	Fuel & Oil Maint	263.50	

Check	Vendor	Date	Amount	Debit	Credit
178346	LES SCHWAB TIRE CENTER PAY PURCH	43203 20005-000-244-00 58100-060-244-00	24.77 Accounts Payable Equipment Parts	24.77	24.77
178266	NORTHWEST GOLF CARS PAY PURCH	43203 20005-000-244-00 58400-060-244-00	156.49 Accounts Payable Equipment Outside Repairs	156.49	156.49
176503	PEPSI COLA BOTTLING CO. PAY PURCH	4/6/2018 20005-000-244-00 49200-070-244-00	\$86.65 Accounts Payable COGS- Soft Beverage	86.65	86.65
176503	PEPSI COLA BOTTLING CO. PAY PURCH	4/6/2018 20005-000-244-00 49150-070-244-00q	\$34.62 Accounts Payable COGS- Packaged Foods	34.62	34.62
176503	PEPSI COLA BOTTLING CO. PAY PURCH	4/6/2018 20005-000-244-00 49150-070-244-00q	\$25.68 Accounts Payable COGS- Packaged Foods	25.68	25.68
176503	PEPSI COLA BOTTLING CO. PAY PURCH	4/6/2018 20005-000-244-00 49200-070-244-00	\$76.95 Accounts Payable COGS- Soft Beverage	76.95	76.95
178350	PEPSI COLA BOTTLING CO. PAY PURCH	4/13/2018 20005-000-244-00 49200-070-244-00	\$21.05 Accounts Payable COGS- Soft Beverage	21.05	21.05
178350	PEPSI COLA BOTTLING CO. PAY PURCH	4/13/2018 20005-000-244-00 49150-070-244-00	\$31.80 Accounts Payable COGS- Packaged Foods	31.80	31.80
Paid by ACH	R&R PRODUCTS INC PAY PURCH PURCH	4/13/2018 20005-000-244-00 55850-060-244-00 55850-050-244-00	\$457.70 Accounts Payable Course Accessories Maint Course Accessories Golf	346.30 111.40	457.70
Paid by ACH	R&R PRODUCTS INC PAY PURCH	43203 20005-000-244-00 55850-060-244-00	35.29 Accounts Payable Course Accessories Maint	35.29	35.29
Paid by ACH	WESTERN EQUIPMENT DIST INC. PAY PURCH	43217 20006-000-244-00 55800-050-244-00	42.51 Accounts Payable Other Dept Supplies	42.51	42.51
Paid by ACH	WESTERN EQUIPMENT DIST INC. PAY PURCH	4/27/2018 20006-000-244-00 59200-060-244-000	\$157.12 Accounts Payable Irrigation Pipes & Heads	157.12	157.12
Paid by ACH	WESTERN EQUIPMENT DIST INC. PAY PURCH	4/27/2018 20006-000-244-00 59200-060-244-000	\$449.33 Accounts Payable Irrigation Pipes & Heads	449.33	449.33

Council Agenda Coversheet



Agenda Item Number	3.c.	Council Date	06/05/2018
Agenda Item Type	General Business Item		
Subject	Payroll Roster (PPE 05/15/2018)		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	Finance		

Consent Agenda	☒
Ordinance/Reso	☐
Public Mtg / Hrg	☐
Other	☐
Quasi-Judicial	☐

Recommendation

That council approve the payroll roster.

Motion for Consideration

I move to approve the payroll roster in the amount of \$2,488,014.13, for the period ended 5/15/2018, comprised of check numbers 72455 through 72469 and direct deposit numbers 159517 through 159977.

Summary

None.

Alternatives

None.

Fiscal Impact

Total \$2,488,014.13.

Through

Phil Bleazard
May 17, 13:24:40 GMT-0700 2018

Dept Head Approval

Dan Legard
May 17, 13:53:27 GMT-0700 2018

City Mgr Approval

Marie Mosley
May 31, 22:45:25 GMT+0700 2018

Attachments: Roster

☐ Recording
Required?

June 5, 2018

All Departments:

May 15, 2018

ADMINISTRATIVE TEAM	2,153.38
CITY COUNCIL	4,038.00
CITY MANAGER	11,893.07
COMMUNITY PLANNING & ECONOMIC DEVELOPMENT	40,315.17
EMPLOYEE & COMMUNITY RELATIONS	52,659.42
ENGINEERING	57,020.12
FACILITIES & GROUNDS	86,549.45
FINANCE	48,503.41
FIRE	244,315.80
LEGAL SERVICES	22,428.60
MANAGEMENT SERVICES	81,560.67
POLICE	453,121.09
Subtotal General Fund	1,104,558.18
STREETS	21,546.09
TRAFFIC	31,962.88
Subtotal Street Fund	53,508.97
BI-PIN	6,155.86
BUILDING SAFETY	37,656.88
COMMUNITY DEVELOPMENT	3,924.90
CRIMINAL JUSTICE	66,219.41
EQUIPMENT RENTAL	12,345.71
MEDICAL SERVICES	140,500.35
RISK MANAGEMENT	3,396.43
STORMWATER UTILITY	15,028.63
WATER & SEWER	129,073.76
Subtotal Other Funds	414,301.93
Total Salaries and Wages	1,572,369.08
<u>Benefits:</u>	
Dental Insurance	43,538.85
Industrial Insurance	26,493.32
Life Insurance	4,120.15
Long Term Disability Insurance	4,735.44
Medical Insurance	598,835.88
Medical Retirement Account	2,737.50
Retirement	135,610.55
Social Security (FICA)	91,993.45
Vision Insurance	7,579.91
Total Benefits	915,645.05
Grand Total	<u>\$2,488,014.13</u>

I, Dan Legard, Finance Director, at the direction of the Council, do hereby certify that the Payroll hereinabove specified is approved for payment in the amount of \$2,488,014.13 comprised of check numbers 72455 through 72469 and direct deposit numbers 159517 through 159977.

Approved for payment:



Dan Legard, Finance Director

Council Agenda Coversheet



Agenda Item Number	3.d.	Council Date	06/05/2018
Agenda Item Type	Contract/Agreement/Lease		
Subject	BCES Interlocal Agreement Amendment		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	City Manager		

Consent Agenda	☒
Ordinance/Reso	☐
Public Mtg / Hrg	☐
Other	☐
Quasi-Judicial	☐

Recommendation

Staff recommends that Council approve the BCES interlocal agreement amendment and authorize the City Manager to sign the amended interlocal agreement.

Motion for Consideration

I move to approve the amended BCES interlocal agreement and authorize the City Manager to sign the agreement.

Summary

For the past several years, the members of Benton County Emergency Services (BCES), along with Franklin County and the City of Pasco have been working on a single dispatch system for both counties. This has been a priority for the Kennewick City Council as well as the community and will provide better service to our citizens and more efficient operations for our organizations. A determination was made to move forward with Franklin County and Pasco joining the Benton county agencies existing dispatch operation of BCES by buying into the operations an amount equivalent to the reserves that have been accumulated at BCES by the existing member agencies.

In addition to the buy-in costs, a transition budget was established and Franklin County and Pasco agreed to fully fund all transition costs in order to enable a smooth cutover for them to join BCES. BCES has been working on the transition for several months and has established a go live date of August 6th. In order to make all of this occur, the BCES interlocal agreement is required to be amended to incorporate Franklin County and Pasco as member agencies to BCES. The interlocal agreement also provides a mechanism for other agencies to join BCES as a contract agency.

There has been a lot of work and cooperation amongst all agencies to get to this point of being able to adopt an amended interlocal agreement that allows Franklin County and Pasco to become a member of BCES. This agreement has been reviewed and vetted by all parties and is in final form for adoption. The execution of this agreement will allow BCES to finalize the details to achieve a smooth transition on the go live date of August 6th.

Alternatives

None recommended.

Fiscal Impact

The transition costs have been fully funded by Franklin County and Pasco. There are not anticipated to be any significant ongoing operating costs with the addition of Franklin County and Pasco, but rather anticipated efficiencies in the ongoing operations.

Through

Dept Head Approval

City Mgr Approval

Marie Mosley
Jun 01, 12:47:10 GMT-0700 2018

Attachments: Agreement

☐ Recording
Required?

WHEN RECORDED RETURN TO:

City of Richland
Attn: City Attorney
505 Swift Boulevard MS-07
Richland, WA 99352

**SECOND AMENDED AND RESTATED
INTERLOCAL AGREEMENT FOR BENTON COUNTY EMERGENCY SERVICES**

THIS SECOND AMENDED AND RESTATED INTERLOCAL AGREEMENT is made and entered into by and between the following entities (collectively, the “Parties”):

Benton County, a political subdivision of the State of Washington;
Franklin County, a political subdivision of the State of Washington;
City of Kennewick, a Washington municipal corporation;
City of Richland, a Washington municipal corporation;
City of West Richland, a Washington municipal corporation;
City of Prosser, a Washington municipal corporation;
City of Benton City, a Washington municipal corporation;
City of Pasco, a Washington municipal corporation;
Benton County Fire Protection District Nos. 1, 2, and 4, all of which are Washington special purpose districts; and
Public Utility District #1 of Benton County, a Washington special purpose district.

I. RECITALS

WHEREAS, the Interlocal Cooperation Act, Chapter 39.34 RCW, authorizes public agencies to make the most efficient use of their powers by enabling them to cooperate with each other based on mutual advantage, and to collectively exercise the rights and powers they hold individually through the execution of an interlocal cooperative agreement; and

WHEREAS, RCW 38.52.070 authorizes and directs each county, city and town within the State of Washington to establish a local organization for emergency management in accordance with the State Emergency Management Plan and Program, and permits the State Director of Emergency Management to authorize two or more counties, cities and towns to join in the establishment and operation of a local organization for emergency management; and

WHEREAS, Benton County Emergency Services (“BCES”) is such a local organization created in 1996 pursuant to the Interlocal referenced in Section 7, and the Parties to this Agreement wish to continue that organization under the terms of this Second Amended and Restated Interlocal Agreement; and

WHEREAS, in addition to emergency management services, Benton County Emergency Services, through establishment of the Southeast Communications Center, has also provided communication and dispatching for public safety and emergencies for some jurisdictions located in incorporated and unincorporated Benton County, and for any agencies contracting for such services; and

WHEREAS, the cities of Kennewick, Richland, West Richland, Prosser, Benton City, Benton County and Benton County Fire District Nos. 1, 2 and 4, and with limited participation by Benton County Public Utility District #1 (“Benton PUD”) (collectively, the “Existing Partners”) intend to continue to provide county-wide operation of emergency dispatch services under the terms of this Agreement, and, along with the city of Pasco and Franklin County (the “New Partners”), all Parties to this Agreement now intend to provide bi-county operation of emergency dispatch services, with each Party participating to the extent identified herein; and

WHEREAS, the Existing Parties have operated BCES pursuant to the Amended and Restated Interlocal Cooperation Agreement for Benton County Emergency Services effective January 23, 2012 (“2012 BCES Interlocal Agreement”); and

WHEREAS, BCES has established a digital 800MHz radio system that provides and will continue to provide viable public safety communications for many years into the future; and

WHEREAS, Benton County, the cities of Kennewick and Richland, and Benton PUD provide a single microwave system exclusively located in Benton County (hereinafter “Benton County Microwave System”); and

WHEREAS, Benton PUD is a limited voting member of the BCES Executive Board authorized to vote exclusively on the Benton County Microwave System and related funding issues and in return for such rights it agreed in the 2012 BCES Interlocal Agreement not to exercise its right of first refusal to acquire ownership of microwave equipment from the State of Washington that are part of the Benton County Microwave System; and

WHEREAS, Franklin County and public safety agencies within that county operate under a separate microwave system exclusively located in Franklin County (hereinafter “Franklin County Microwave System”).

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and in accordance with RCW 39.34, RCW 38.52 and Section 6 of the 2012 BCES Interlocal Agreement, the Parties hereto agree to this Second Amended and Restated Interlocal Agreement as follows:

II. AGREEMENT

1. INCORPORATION OF RECITALS

The recitals set forth above are hereby incorporated into this Agreement by reference.

2. PURPOSE

The purpose of this Agreement is to provide for the effective and economical operations of Benton County Emergency Services (BCES), a local administrative entity and joint venture between the above-referenced Parties (also referred to as the “Organization”).

3. ORGANIZATIONAL STRUCTURE

Benton County Emergency Services consists of two (2) divisions: Benton County Emergency Management (BCEM) and Southeast Communications Center (SECOMM).

A. General. The Organization shall consist of an Executive Board, Strategic Advisory Team, Customer Agency Groups and various committees as created by the Executive Board.

1. Appointment of Administrative Jurisdiction; Duration. An Administrative Jurisdiction shall be designated by the Executive Board. The Administrative Jurisdiction shall serve unless or until such service is terminated by the Executive Board, or until the Administrative Jurisdiction withdraws after having provided a minimum of nine (9) month’s written notice of intent to withdraw. The City of Richland is currently designated as the Administrative Jurisdiction. All employees staffing BCES shall be employees of the Administrative Jurisdiction.
2. Duties of Administrative Jurisdiction. The Administrative Jurisdiction shall have full responsibility for the operation of the Organization, and shall provide all necessary support for the Organization. The Administrative Jurisdiction shall perform its duties pursuant to a contractual agreement with Benton County Emergency Services that shall automatically renew every five (5) years, subject to any renegotiations between the Administrative Jurisdiction and the Executive Board. This contractual agreement shall be fully executed by December 1, 2017. The Administrative Jurisdiction shall appoint a BCES Director, which appointment shall be subject to confirmation by the Executive Board. The BCES Director shall be removed only at the direction of the Administrative Jurisdiction.
3. Governing Policies. BCES shall follow the policies established by the Administrative Jurisdiction for all efforts related to Finance, Human Resources, Legal, Risk & Safety, and Purchasing. To ease future transition between Administrative Jurisdictions, BCES shall operate and maintain an independent email system.

B. Executive Board Duties; Membership; Voting. The Executive Board shall be the governing body of the administrative entity known as Benton County Emergency Services, and shall be responsible for approving BCES-specific policies, contracts, the annual budget, and confirmation of the Administrative Jurisdiction's appointment of the BCES Director. The Executive Board shall also be responsible for ensuring the Parties' compliance with the legal requirements of RCW 38.52.

1. Subject to the voting procedures and restrictions set forth herein, the Executive Board shall consist of one representative from the Benton County Commissioner's Office, one representative from the Franklin County Commissioner's Office, one representative from each of the cities of Kennewick, Richland, Prosser, West Richland, Benton City, and Pasco, a single representative collectively representing Benton County Fire Protection District Nos. 1, 2 and 4, and one representative from Benton PUD.
2. Whenever they are entitled to vote, Benton County, Franklin County and the cities of Kennewick, Pasco and Richland shall be allowed two (2) votes each. Whenever they are entitled to vote, West Richland, Prosser, Benton City and Benton PUD shall have one (1) vote each. Whenever they are entitled to vote, Benton County Fire Protection District Nos. 1, 2 and 4 shall collectively share a single vote. Benton PUD is only entitled to vote on the annual Benton County Microwave System assessment, the cost of Benton County Microwave System operations, replacement of Benton County Microwave System equipment, and Benton County Microwave System expansion or reduction. Specifically, but without limitation, the Benton PUD representative shall not have voting rights for matters relating to the BCES organizational structure and operations.
3. A simple majority of the number of members of the Executive Board shall be a quorum, and a simple majority of votes shall prevail unless otherwise set forth herein. Attendance or non-attendance of the Benton PUD's representative shall not be counted or considered with respect to quorum determination.
4. The following are the only representatives authorized to vote on matters associated with Southeast Communications Center (SECOMM):
 - Representatives for the cities of Kennewick, Richland, Pasco, and West Richland* and Prosser*;
 - Representatives for the counties of Benton and Franklin;
 - The representative for Benton County Fire Protection District Nos. 1, 2 and 4 casting a single vote for the three entities.*

*Note: No future contracted subscribers to SECOMM shall be entitled to vote.

5. The following are the only representatives authorized to vote on matters related to the 800MHz system:
 - Representatives for the cities of Kennewick and Richland;
 - The representative for the county of Benton.

6. The following are the only representatives authorized to vote on matters associated with operation and maintenance of the Benton County Microwave System and related funding:
 - Representatives for the cities of Kennewick and Richland;
 - The representative for the county of Benton;
 - The representative for Benton PUD.
7. The following are the only representatives authorized to vote on items associated with Benton County Emergency Management (BCEM):
 - Representatives for the cities of Kennewick, Richland, West Richland, Prosser and Benton City;
 - The representative for the county of Benton.
8. For items not specifically associated with the Benton County Microwave System, the 800 MHz system, Southeast Communications Center, or Benton County Emergency Management, all representatives, except the Benton PUD representative, may vote.
9. Absence of a representative at a meeting where such a representative is entitled to vote on an issue will result in forfeiture of voting rights for that meeting.

C. Strategic Advisory Team. Working directly with BCES leadership, the Strategic Advisory Team (SAT) will assist in developing strategies for addressing issues such as establishing standardized procedures and incorporating changes in technology. To facilitate the policy-making role of the Executive Board, it may assign to the SAT certain policy reviews, projects, and tasks. The Strategic Advisory Team may consist of one (1) representative from each of the following:

- | | |
|--|--|
| • Kennewick Fire Department | • Connell Police Department |
| • Kennewick Police Department | • Connell Fire Department |
| • Richland Police Department | • Pasco Police Department |
| • Richland Fire Department | • Pasco Fire Department |
| • West Richland Police Department | • West Benton Fire and Rescue |
| • Benton County Sheriff's Office | • North Franklin County Hospital District |
| • Franklin County Sheriff's Office | • City of Prosser |
| • Franklin County Fire Protection Districts 1, 2, 3, 4 & 5 (1 Rep) | • Benton County Fire Protection Districts 1, 2, 4, 5 & 6 (1 Rep) |

The SAT representative will be the agency Chief or Sheriff and a senior level executive from the City of Prosser.

D. Customer Agency Group. The Customer Agency Group (CAG) is established to allow customers of BCES to communicate suggestions, ideas, or concerns regarding service, operational policies, and/or procedural issues. The CAG will be comprised of two divisions: Law Enforcement and Fire/EMS. Each division will elect a chairperson to represent the concerns of their division to the BCES Director or at joint CAG meetings. The Customer

Agency Group may consist of one (1) representative from each of the following:

- Kennewick Police Department
- Kennewick Fire Department
- Richland Police Department
- Richland Fire Department
- West Richland Police Department
- Benton County Sheriff's Office
- Franklin County Sheriff's Office
- City of Benton City
- Franklin County Fire Protection Districts 1, 2, 3, 4 & 5 (1 Rep)
- Walla Walla Fire Protection District 5
- Connell Police Department
- Connell Fire Department
- Pasco Police Department
- Pasco Fire Department
- West Benton Fire and Rescue
- North Franklin County Hospital District
- City of Prosser Police Department
- Benton PUD
- Benton County Fire Protection Districts 1, 2, 4, 5, & 6 (1 Rep)

1. Issues that impact only one division will be communicated to the BCES Director from the chair of the division. Any recommendations made by either division must be approved by a majority of the agencies before they can be submitted to the Director for consideration. Items for which there is no majority support will require the use of the agency input process.
2. Should an issue be relevant to both divisions, a meeting may be called by the BCES Director or either division chairperson. Attendees to such meeting will be limited to the BCES Director, the SECOMM Communications Manager and/or Emergency Management Manager, and both division chairpersons.
3. Working groups or sub-committees may be created by either division to address operational issues for which operational-level employees or subject matter experts should be involved. These groups and/or sub-committees will report directly to their division chairperson. Additionally, to expedite the development of recommendations that are sound and have the greatest likelihood of success, recommendations will be vetted with a senior subject matter expert dispatcher for additional input. The dispatcher would have no vote in the process of moving forward with an issue.

E. BCES Director. The Director, under direction of the Administrative Jurisdiction, shall maintain and operate Benton County Emergency Services, and shall be responsible for the implementation of the directives of the Executive Board and the policies and procedures of the Executive Board or the Administrative Jurisdiction, as the case may be. The Director shall be responsible for developing, organizing, and coordinating emergency preparedness planning, training and implementation. The Director shall be responsible for organizing, developing and coordination of E-911 and bi-county communication systems, and shall have such other duties and responsibilities as the Administrative Jurisdiction designates from time to time.

F. Notice to Benton PUD. Benton PUD shall receive notice and an informational packet for all Executive Board Meetings. Packets will be provided electronically the week prior to a

scheduled Executive Board Meeting, and will identify the issues that Benton PUD may vote upon. Should there be a matter upon which Benton PUD is entitled to vote at the scheduled meeting, Benton PUD must have a representative present at that meeting. Benton PUD may vote only on matters upon which Benton PUD is entitled to vote pursuant to section 3(B)(6) of this Agreement. No voting will occur for any matters set forth in Section 3(B)(6) without advance notice to Benton PUD as provided herein. If Benton PUD believes it is entitled to vote on a matter identified in an Executive Board packet, but such packet does not so indicate, Benton PUD must raise the issue at the upcoming Executive Board meeting, or it will be deemed to have waived any voting rights not exercised at that meeting.

4. FINANCES

Benton County Emergency Services maintains four separate funds consisting of:

- One (1) fund for Benton County Emergency Management;
- One (1) fund for Southeast Communications Center;
- One (1) fund for the acquisition, maintenance and operation of the 800MHz; and
- One (1) fund for the maintenance and operation of the Benton County Microwave System.

These funds are maintained and administered by the Administrative Jurisdiction in lieu of the Treasurer of the City of Kennewick, the most populous entity. All monies received for the benefit and use of Benton County Emergency Services, including financial contributions by the Parties to this Agreement in accordance herewith, shall be deposited into the appropriate fund.

- A. Benton County Emergency Management (EM Operations) Fund. Except for Benton PUD, Pasco, and Franklin County, each Party to this Agreement shall contribute to the cost of emergency management upon such fair and equitable basis as shall be determined by the Executive Board. If, in any case, the Executive Board is unable to agree upon the proper contributions by the Parties hereto, the decisions shall be referred to the State Emergency Management Council for arbitration, and the Council's decision shall be final and binding upon the Parties hereto. Except for Benton PUD, Franklin County and Pasco, each party shall pay its share of the cost of emergency management into the Benton County Emergency Management Fund which is maintained and administered by the Administrative Jurisdiction. The Executive Board shall have the authority to proportionately levy, by percentage of total budget responsibility, additional fees to cover unexpected liabilities, including uninsured civil judgments. If the cost overrun or liability is the result of a single agency, the entire cost will be borne by that agency.
- B. Southeast Communications Center (SECOMM Operations) Fund. SECOMM shall be financed by the proceeds of a telephone excise tax that shall be imposed at the same rate by both Benton and Franklin counties, an annual levy upon the Parties, except for Benton PUD and City of Benton City, and by contract fees paid by contracting agencies as determined by the Executive Board. Each Party hereto shall contribute its share of the costs of the typical and customary

operation and administration of SECOMM as established by the Executive Board. Such contributions shall be determined annually by the Executive Board for inclusion in the Parties' annual budgets. The assessment for any user or member entering SECOMM mid-budget year shall be determined by the Executive Board and pro-rated relative to the months of service remaining in the existing budget year. In the first annual budget developed after BCES begins providing Franklin County and Pasco with communication and dispatching for public safety and emergencies, the SECOMM budget funding model will substitute population data for calls for service data wherever calls for service data has been used to allocate agency assessments. Funding models for subsequent SECOMM budgets shall be determined by the Executive Board. Assessments shall be paid in periodic installments on a schedule determined by the Executive Board. In the event an unforeseen exigent circumstance or uninsured civil judgment results in costs to the Organization in excess of the budgeted expenses for operation and administration, the Executive Board is authorized to proportionately levy, by percentage of total budget responsibility, additional fees to cover the unexpected liability. Such excess costs shall be promptly remitted, upon demand, to Benton County Emergency Services. If the cost overrun is attributable to a single agency's action or inaction, the entire cost overrun shall be borne by that agency.

- C. 800MHz Fund. The 800MHz Fund shall be used for the maintenance and operation of any 800MHz radio system, whether analog or digital, utilized by BCES. The Executive Board is authorized to levy annual radio assessments upon all Parties who use radios under the 800MHz system, and to impose contract fees upon any contracting agencies for use of the same. Assessments shall be determined annually by the Executive Board for inclusion in the Parties' annual budgets. Assessments shall be paid in periodic installments on a schedule determined by the Executive Board. In the event an unforeseen exigent circumstance or uninsured civil judgment results in costs to the Organization in excess of the budgeted expenses for operation and administration of the 800MHz system, the Executive Board is authorized to proportionately levy, by percentage of the Parties' total 800 MHz budget responsibility, additional fees to cover the unexpected liability. Such excess costs shall be promptly remitted, upon demand, to Benton County Emergency Services. If the cost overrun is attributable to a single agency's action or inaction, the entire cost overrun shall be borne by that agency.
- D. Benton County Microwave System Fund. The Benton County Microwave System Fund shall be used for the maintenance and operation of the Benton County Microwave System utilized by BCES. The Executive Board is authorized to levy annual assessments upon all Parties who use the Benton County Microwave System, and to impose contract fees upon any contracting agencies. Such assessments shall be determined annually by the Executive Board for inclusion in the Parties' annual budgets. Assessments shall be paid in periodic installments on a schedule determined by the Executive Board. In the event an unforeseen exigent circumstance or uninsured civil judgment results in costs to the Organization in excess of the budgeted expenses for maintenance and operation of the Benton County Microwave System, the Executive Board is authorized to proportionately levy, by percentage of the Parties' total Benton County Microwave System budget responsibility, additional fees to cover the unexpected liability.

Such excess costs shall be promptly remitted, upon demand, to Benton County Emergency Services. If the cost overrun is attributable to a single agency's action or inaction, the entire cost overrun shall be borne by that agency. Neither Franklin County nor any of the Parties to this Agreement located therein shall acquire or be deemed to have acquired any ownership interest whatsoever in any property or equipment that comprises the Benton County Microwave System.

1. Franklin County Microwave System. Although the Benton County Microwave System and the Franklin County Microwave System are technically interconnected and create a Bi-County Microwave System utilized by BCES, Benton County and those Parties to this Agreement who are located therein are the only Parties obligated to contribute to the Benton County Microwave System as provided under Section 4.D above. Franklin County shall be solely responsible for all costs associated with maintenance, operation and improvements to the Franklin County Microwave System. Neither Benton County nor any of those Parties to this Agreement located therein shall acquire any ownership interest whatsoever in any property or equipment that comprises the Franklin County Microwave System. Franklin County shall defend, indemnify and hold harmless Benton County and those Parties to this Agreement who are located therein for all claims related in any way to, Franklin County's maintenance or operation of the Franklin County Microwave System as it presently exists or is modified in the future. "Claim" means any loss, claim, suit, action, liability, damage or expense of any kind or nature whatsoever, including but not limited to attorneys' fees and costs, attributable to personal or bodily injury, sickness, disease or death, or injury to or destruction of property, including the loss of uses resulting therefrom.
- E. The BCES Director, upon approval by the Executive Board, is authorized to make expenditures on behalf of the Organization in accordance with the policies and procedures of the Administrative Jurisdiction.
- F. An annual budget for the Organization shall be prepared by the BCES Director in accordance with the policies and procedure of the Administrative Jurisdiction. The annual budget requires Executive Board approval.
- G. Contribution to SECOMM Fund. Within thirty (30) calendar days of the date of execution of this Agreement by all Parties, Franklin County and Pasco shall each make an irrevocable contribution of Five Hundred Thousand Dollars (\$500,000) to the SECOMM Fund. Failure to make the contributions as provided herein shall result in suspension of services to the non-compliant Party by BCES.
- H. Radio System Upgrade (SUA). Beginning with the first annual BCES budget developed after BCES begins providing Franklin County and Pasco with communication and dispatching for public safety and emergencies, and continuing with each successive BCES budget thereafter, the allocation of costs to support the trunked radio system shall be equally divided between

Benton County, Franklin County, and the cities of Kennewick, Pasco and Richland. Contributions made by Franklin County and Pasco shall not create, nor be construed to create, any ownership interest in the trunked radio system.

5. PROPERTY AND EQUIPMENT

- A. Ownership Interests Maintained. Except as authorized by the Executive Board with respect to transfer by FEMA of ownership of assets acquired with CSEPP funds, the digital 800MHz radio system, and the Benton County Microwave System Fund, the ownership interests in property, equipment, or funds acquired by or through Benton County Emergency Management shall continue to be shared by Benton County and the cities of Kennewick, Richland, West Richland, Prosser, and Benton City in proportion to the financial and in-kind contribution of each party in the year such property, equipment, or monies was acquired, unless provided otherwise herein. Franklin County and Pasco shall take no ownership interest whatsoever in any property, equipment or monies belonging to BCES as of the effective date of this Agreement. Any ownership interest acquired thereafter by Franklin County and/or city of Pasco shall be only as provided herein.
- B. Benton PUD Property Interests. Buildings and towers owned by Benton PUD, and site or ground leasehold interests held by Benton PUD at the Prosser site, the Joe Butte Site, and the Umatilla Ridge site will remain in their ownership or leasehold interests. Benton PUD agrees that, in return for the rights granted under this Agreement, it will not exercise its right of first refusal to acquire any microwave system or parts thereof from the State, and agrees to allow the State to transfer such assets to the joint ownership of Benton County and the cities of Kennewick and Richland in the following percentages: fifty percent (50%) to Benton County; twenty-five percent (25%) to Kennewick; twenty-five percent (25%) to Richland. Benton PUD will not have a right to or ownership in any BCES assets, including the Benton County Microwave System, unless this Agreement is amended so as to grant Benton PUD ownership interests in particular assets.
- C. Specific Properties Owned Solely By Benton County, Richland and Kennewick. All Parties hereto acknowledge that the federal government may have ownership interests or rights with respect to equipment purchased with funds provided by the federal government. All Parties further acknowledge and agree that the digital 800MHz radio system, the real property and improvements located at 651 Truman Avenue in Richland, Washington, the leasehold interest and 800 MHz equipment used by Benton County Emergency Services and the Parties hereto at the several existing sites and the Benton County Microwave System used by Benton County Emergency Services shall be owned exclusively by Benton County, and the cities of Richland and Kennewick as follows: fifty percent (50%) ownership by Benton County; twenty-five percent (25%) ownership by Kennewick; twenty-five percent (25%) ownership by Richland. The contributions by Pasco and Franklin County required pursuant to section 4.G above do not create any ownership interests in the above assets by those entities.

- D. Ownership Interests – SECOMM Fund. Property, equipment, or monies acquired through the Southeast Communications Center Fund on and after the day following the effective date of this Agreement shall be owned in equal shares by Benton County, Franklin County and the cities of Kennewick, Richland and Pasco, except to the extent acquired through revenue of E911 taxes as set forth below. Benton County, Franklin County and the cities of Kennewick, Pasco and Richland are the only Parties to this Agreement responsible for contributing toward capital expenditures in the budget process.
- E. Ownership Interests – E911 Taxes. Property, equipment, or monies acquired through the receipt of E911 taxes prior to and after the effective date of this Agreement shall be the property of Benton and Franklin Counties based on the percentage of E911 tax funds contributed by each county toward said property, equipment or monies.

6. PUBLIC RECORDS REQUESTS

- A. To comply with BCES's obligation to respond to public records requests, and to minimize legal risk to the Parties, the Parties agree that all original records prepared, owned, used, or retained by BCES shall be provided to and maintained by the Administrative Jurisdiction.
- B. When a public records request is received by BCES under the Washington State Public Records Act, Chapter 42.56 RCW, staff assigned to support BCES will complete a search for responsive records and respond to the request pursuant to the Public Records policy established by the Administrative Jurisdiction. To the extent legal review is needed to respond to a request, the City Attorney for the Administrative Jurisdiction will provide the review. The Parties acknowledge that the Administrative Jurisdiction has ultimate authority to release or withhold records pursuant to the Washington State Public Records Act.

7. DURATION OF AGREEMENT; TERMINATION

This Agreement shall become effective only upon execution by all Parties and filing with each County Auditor in compliance with RCW 39.34.040. Upon the effective date, this Agreement shall replace all prior oral agreements, contracts, interlocals and amendments thereto, including those agreements that have been recorded with the Benton County Auditor, and shall specifically, but without limitation, supersede the Interlocal Agreement for Benton County Emergency Services recorded with the Benton County Auditor on October 1, 1996, the Interlocal Agreement for Benton County Emergency Services Interlocal Cooperation Agreement effective September 1, 2006, Amendment 1 thereto dated May 11, 2009, and the 2012 BCES Interlocal Agreement. The initial term of this Agreement shall be ten (10) years, after which this Agreement shall automatically extend for successive five (5) year terms unless one or more Parties objects to extending the Agreement no later than six (6) months prior to expiration. Objections to extension of this Agreement shall be submitted in writing to the Executive Board.

8. AMENDMENTS

Amendments to this Agreement shall only be made upon an affirmative vote of at least twelve (12) votes in favor of amendment, without any vote by Benton PUD, which shall not have a vote on amendments. This section shall not affect how the Board operates and conducts its business.

9. WITHDRAWALS

Any Party may withdraw from this Agreement upon providing six (6) month's advanced written notice to the Executive Board. A withdrawing Party shall remain liable for obligated payments, and shall be refunded any payments made but not obligated prior to the date of actual withdrawal. Any Party so withdrawing shall be responsible for complying with Washington State law regarding its obligations to provide emergency management and dispatch services. Upon the act of withdrawing from this Agreement, the withdrawing Party shall be deemed to have forfeited and released all ownership interest it may have in any property, equipment or monies it may have or otherwise been eligible to receive under this Agreement.

10. ALLOCATION OF LIABILITY; INDEMNIFICATION

A. Each party shall be solely responsible for its own wrongful or negligent conduct. Each party promises to indemnify and hold harmless and release all other Parties from any loss, claim or liability arising from or out of the negligent tortious actions or inactions of its employees, officers and officials. Such liability shall be apportioned among the Parties or other at-fault persons or entities in accordance with the laws of the State of Washington. Nothing herein shall be interpreted to:

1. Waive any defense arising out of RCW Title 51.
2. Limit the ability of a Party to exercise any right, defense, or remedy which a Party may have with respect to third parties or the employee(s) whose action or inaction gave rise to loss, claim or liability, including, but not limited to, an assertion that the employee(s) acted beyond the scope of employment.
3. Cover or require indemnification or payment of any judgment against any individual or agency for intentionally wrongful conduct outside the scope of employment of any individual, or for judgment for punitive damages against any individual or agency. Payment of punitive damage awards, fines or sanctions shall be the sole responsibility of the individual against whom said judgment is rendered and/or his or her agency employer, should that employer voluntarily elect to make said payment. This Agreement does not require indemnification of any punitive damage awards or for any order imposing fines or sanctions.

11. SEVERABILITY

If any part of this Agreement is held to be illegal or unenforceable by a court of competent jurisdiction, to the extent possible and practicable, the remaining parts of the Agreement shall remain in effect and be binding upon all Parties hereto.

12. NO SEPARATE LEGAL ENTITY

No separate legal entity is created upon execution of this Interlocal Agreement.

13. GOVERNING LAW; VENUE

Jurisdiction and venue for any action relating to the interpretation, enforcement, or any dispute arising from this Agreement shall be in Benton County Superior Court. This Agreement shall be construed in accordance with the laws of the State of Washington.

14. WAIVER

No waiver by any Party hereto of any terms or conditions of this Agreement shall be deemed or construed to be a waiver of any other term or condition, nor shall the waiver of any breach be deemed or construed to constitute a waiver of any subsequent breach, whether of the same or any other term or condition of this Agreement.

15. NO THIRD PARTY RIGHTS

Nothing in this Agreement shall create or be deemed to create any rights in any person or entity not a party to this Agreement.

[Signature Page to Follow]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the dates identified next to their signatures below.

BENTON COUNTY, WASHINGTON

FRANKLIN COUNTY, WASHINGTON

By: James Beaver Date
Chairman, Benton County Commission

By: Robert Koch Date
Chairman, Franklin County Commission

By: Jerome Delvin Date
Benton County Commissioner

By: Brad Peck Date
Franklin County Commissioner

By: Shon Small Date
Benton County Commissioner

By: Rick Miller Date
Franklin County Commissioner

Attest:

Attest:

Clerk of the Board

Clerk of the Board

Approved as to Form:

Approved as to Form:

Ryan Brown
Chief Deputy Prosecuting Attorney, Civil

By:
Franklin County Deputy Prosecutor

[Signatures Continue Below]

CITY OF PASCO

By: Dave Zabell Date
Pasco City Manager

Attest:

Daniela Erickson, City Clerk

Approved as to Form:

Lee Kerr, Pasco City Attorney

CITY OF RICHLAND

By: Cynthia D. Reents, ICMA-CM Date
Richland City Manager

Attest:

Marcia Hopkins, City Clerk

Approved as to Form:

Heather Kintzley, Richland City Attorney

CITY OF KENNEWICK

By: Marie E. Mosley Date
Kennewick City Manager

Attest:

Terry Wright, City Clerk

Approved as to Form:

Lisa Beaton, Kennewick City Attorney

CITY OF WEST RICHLAND

By: Brent Gerry Date
Mayor

Attest:

City Clerk Julie Richardson

Approved as to Form:

Bronson Brown
West Richland City Attorney

[Signatures Continue Below]

CITY OF PROSSER

CITY OF BENTON CITY

By: Randy Taylor Date
Mayor

By: Linda Lehman Date
Mayor

Attest:

Attest:

Rachel Shaw, City Clerk

Stephanie Haug, City Clerk

Approved as to Form:

Approved as to Form:

Howard Saxton, Prosser City Attorney

Lee Kerr, City Attorney for Benton City

BENTON COUNTY FIRE PROTECTION DISTRICTS 1, 2, AND 4

By: Jerry F. Morris, Commission Chair
BCFPD #1

Attest: _____

Date: _____

By: Barry Orth, Commission Chair
BCFPD #2

Attest: _____

Date: _____

By: A.J. Hill, Commission Chair
BCFPD #4

Attest: _____

Date: _____

[Signatures Continue Below]

PUBLIC UTILITY DISTRICT #1 OF BENTON COUNTY (BENTON PUD)

By: Chad Bartram
General Manager

Attest: _____

Date: _____

Council Agenda Coversheet



Agenda Item Number	3.e.	Council Date	06/05/2018
Agenda Item Type	General Business Item		
Subject	Six-Year Transportation Improvement Plan		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	Public Works		

Consent Agenda	☒
Ordinance/Reso	☐
Public Mtg / Hrg	☐
Other	☐
Quasi-Judicial	☐

Recommendation

Staff recommends a public hearing be set for June 19, 2018, to consider adopting the Six-Year Transportation Improvement Plan (2019-2024).

Motion for Consideration

I move to set the date of June 19, 2018 for a public hearing to adopt the Six-Year Transportation Improvement Plan (2019-2024.)

Summary

By state law the City Council is required annually to adopt the Six-Year Transportation Plan (STIP). The new six year plan will cover the years 2019 through 2024. The plan is required to be constrained to transportation projects that are either funded, or likely to be funded within the period. The plan is further constrained to projects that are on the federal aid routes (normally arterials and major collector streets).

Alternatives

None recommended

Fiscal Impact

None

Through	Heath Mellotte May 23, 15:09:36 GMT-0700 2018
Dept Head Approval	Cary Roe May 30, 12:17:21 GMT-0700 2018
City Mgr Approval	Marie Mosley May 31, 22:48:37 GMT+0700 2018

Attachments:

☐ Recording
Required?

Council Agenda Coversheet 	Agenda Item Number	3.f.	Council Date	06/05/2018	Consent Agenda	☒
	Agenda Item Type	Final Plat			Ordinance/Reso	☐
	Subject	Southridge Estates Phases 1 & 2			Public Mtg / Hrg	☐
	Ordinance/Reso #		Contract #		Other	☐
	Project #	FP 18-01	Permit #	PLN-2018-00549	Quasi-Judicial	☐
	Department	Planning				

Recommendation

That City Council authorize the Mayor (or in his absence Mayor Pro Tem) to sign the final plat of Southridge Estates Phases 1 & 2 contingent upon payment of fees and bonding for incomplete sidewalks.

Motion for Consideration

I move to authorize the Mayor (or in his absence Mayor Pro Tem) to sign the final plat of Southridge Estates Phases 1 & 2 contingent upon payment of fees and bonding for incomplete sidewalks.

Summary

A final plat application has been submitted by Ben Kruse (8205 N. Division Street, Spokane, WA 99208) for the final plat of Southridge Estates Phases 1 & 2. The plat consists of 51 lots on approximately 15.12 acres located between W. Hildebrand Boulevard and Ridgeline Drive, and east of S. Sherman Street at 6050 Ridgeline Drive. The Comprehensive Plan Land Use designation is Low Density Residential, and the property is zoned Residential Low Density. The preliminary plat of Southridge Estates was approved by City Council on September 6, 2005 (Res. 05-29). A 3 year extension for plat expiration was granted on December 22, 2016.

Staff has reviewed the final plat application and has found it to be in conformance with all applicable City development regulations. With the exception of payment of fees and bonding for incomplete sidewalks conditions of the preliminary plat have been met. Following Council approval and plat signatures, the plat can be recorded and lots can be sold to individual owners. Prior to the City plat signatures fees will be paid and bonding will be in place.

Alternatives

No alternatives were reviewed or are recommended as the applicant has met the applicable standards.

Fiscal Impact

None

Through	Wes Romine May 30, 11:08:50 GMT-0700 2018	Attachments: 
Dept Head Approval	Gregory McCormick May 31, 07:53:43 GMT-0700 2018	
City Mgr Approval	Marie Mosley May 31, 23:02:49 GMT+0700 2018	
		☐ Recording Required?

SOUTHRIDGE ESTATES
PHASE 1 AND 2
A SUBDIVISION OF A PORTION OF LOT 2, SP 2221 AND A
PORTION OF THE SE 1/4 OF THE NE 1/4 OF OF SECTION 17
T 8 N, R 29 E, W.M.,
CITY OF KENNEWICK
BENTON COUNTY, WASHINGTON
JOB NO. 17-193 APRIL 20, 2018
SHEET 1 OF 2

APPROVALS

FRONTIER COMMUNICATIONS	TITLE	DATE
CASCADE NATURAL GAS CORPORATION	TITLE	DATE
CHARTER COMMUNICATION	TITLE	DATE

THE ANNEXED PLAT IS HEREBY APPROVED BY AND FOR THE CITY OF KENNEWICK,
STATE OF WASHINGTON.

CITY OF KENNEWICK PLAT ADMINISTRATOR	DATE
FP 18-01/PLN-2018-00549 1-1789-101-2221-004	
KENNEWICK CITY ENGINEER	DATE
MAYOR, CITY OF KENNEWICK	DATE
ATTEST:	
CITY CLERK	DATE

KENNEWICK IRRIGATION DISTRICT APPROVAL

I HEREBY CERTIFY THAT THE PROPERTY DESCRIBED HEREIN IS LOCATED WITHIN THE BOUNDARIES OF THE
KENNEWICK IRRIGATION DISTRICT, THAT THE IRRIGATION EASEMENTS SHOWN ON THIS PLAT ARE ADEQUATE TO
SERVE ALL LOTS SHOWN HEREON. I FURTHER CERTIFY THAT THOSE LOTS WHICH ARE ENTITLED TO IRRIGATION
WATER UNDER THE OPERATING RULES AND REGULATION OF THE DISTRICT HAVE SATISFIED THE REQUIREMENTS
OF RCW 58.17.310 AND THAT ALL ASSESSMENTS HAVE BEEN PAID THROUGH THE YEAR 20__ A.D.

KENNEWICK IRRIGATION DISTRICT	DATE
-------------------------------	------

PUBLIC UTILITY DISTRICT CERTIFICATE

THE UTILITY EASEMENTS ARE HEREBY APPROVED BY BENTON COUNTY PUBLIC UTILITY DISTRICT NO. 1.

BENTON PUD	DATE
------------	------

BENTON COUNTY TREASURER

I HEREBY CERTIFY THAT THE TAXES ON THE LAND DESCRIBED HEREON HAVE BEEN PAID TO AND
INCLUDING THE YEAR ____ A.D.

BENTON COUNTY TREASURER	DATE
-------------------------	------

BENTON COUNTY ASSESSOR	DATE
------------------------	------

DEDICATION:
WE, SOUTHRIDGE TRI-CITIES DEVELOPEMENT LLC, HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE TRACT OF LAND
DESCRIBED HEREON AND THAT WE HAVE CAUSED SAID LAND TO BE SURVEYED AND PLATTED INTO LOTS AND BLOCKS AS
SHOWN HEREON AND THAT THE STREET RIGHT-OF-WAYS AND THE UTILITY EASEMENTS ARE HEREBY DEDICATED TO THE USE
OF THE PUBLIC AND THAT SAID SUBDIVISION SHALL HEREAFTER BE DESIGNATED BY THE NAME "SOUTHRIDGE ESTATES PHASE
1 AND 2".

BEN KRUSE	MANAGING PARTNER	DATE
-----------	------------------	------

ACKNOWLEDGMENT

STATE OF WASHINGTON SS }
COUNTY OF BENTON

I THE UNDERSIGNED, A NOTARY IN AND FOR THE STATE OF WASHINGTON HEREBY CERTIFY
THAT ON THIS ____ DAY OF _____, 2017

BEN KRUSE

PERSONALLY APPEARED BEFORE ME, KNOWN TO ME TO BE THE INDIVIDUAL WHO EXECUTED THE
FOREGOING "DEDICATION", AND ACKNOWLEDGED TO ME THAT HE SIGNED SAID INSTRUMENT AS HIS FREE
AND VOLUNTARY ACT AND DEED FOR THE USES AND PURPOSES THEREIN MENTIONED, AND ON OATH
STATED THAT HE IS AUTHORIZED TO EXECUTE SAID INSTRUMENT.

IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND
YEAR FIRST ABOVE WRITTEN.

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON

RESIDING AT _____

MY COMMISSION EXPIRES: _____

MGS PASCO, INC. MAKES NO WARRANTIES AS TO MATTERS OF UNWRITTEN TITLE SUCH AS
ADVERSE POSSESSION, ACQUIESCENCE, ESTOPPLE, ETC.

PREPARED BY:
MGS PASCO, INC.
6303 BURDEN BLVD., SUITE E
PASCO, WA 99301
(509) 544-7802

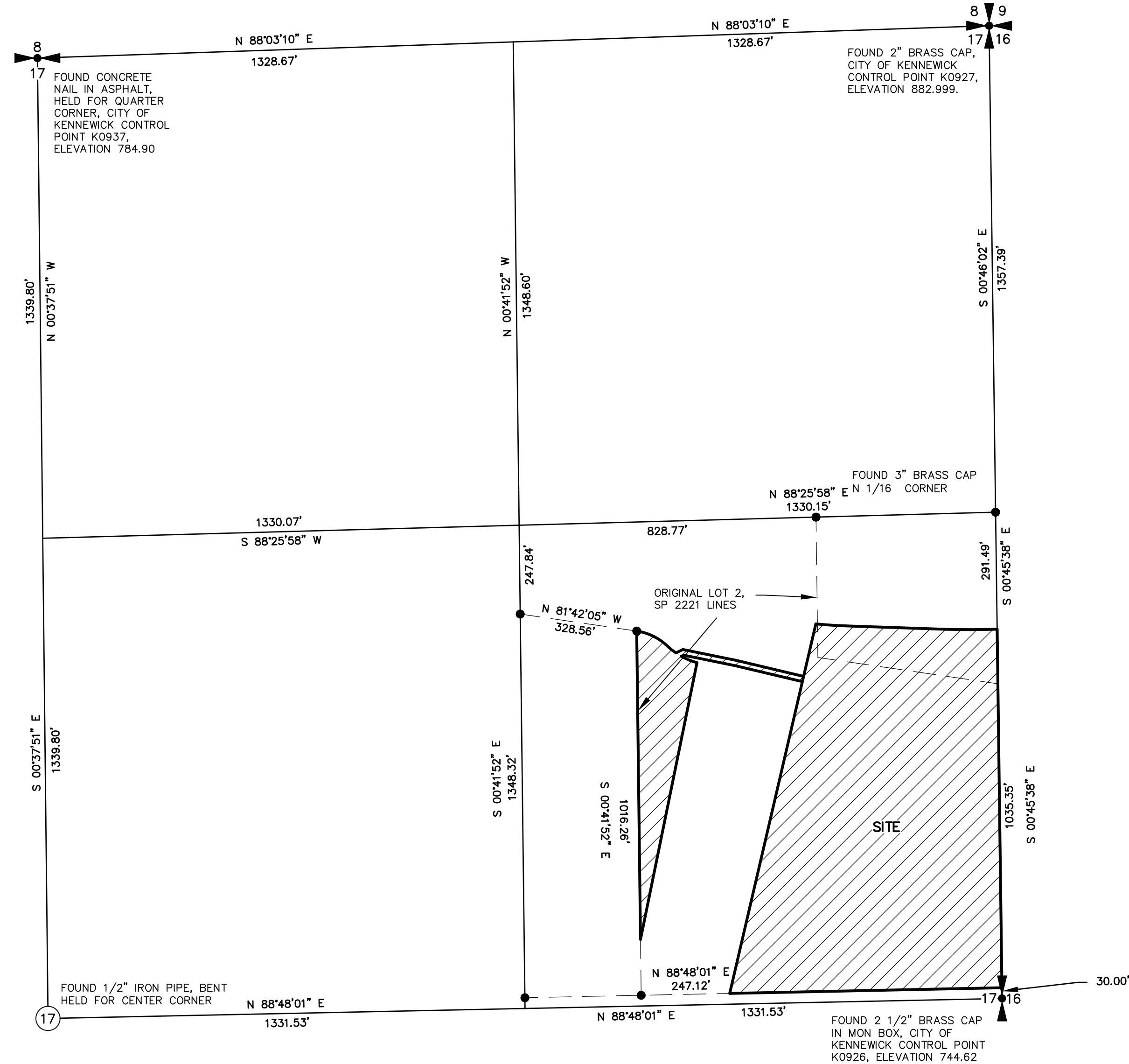
- LEGEND
- INDICATES FOUND 5/8" IRON REBAR, HELD PER SR NO. 2, UNLESS OTHERWISE NOTED.
 - ⊙ INDICATES SET 5/8" x 30" IRON REBAR WITH YPC STAMPED: "BETHJE 38490"
 - INDICATES SET 5/8" x 30" IRON REBAR WITH YPC STAMPED: "BETHJE 38490" IN MONUMENT CASE
 - INDICATES FOUND CAP IN MON CASE, HELD PER SR NO. 3
 - AC INDICATES ACRES
 - AF# INDICATES AUDITORS FILE NUMBER.
 - C1 INDICATES CURVE ANNOTATION, SEE CURVE TABLE
 - YPC INDICATES YELLOW PLASTIC CAP
 - "RL" INDICATES CURRENT ZONING DESIGNATION
 - [XXX XXX] INDICATES INDICATES STREET ADDRESS

- SURVEY REFERENCE
- WASHINGTON DEPARTMENT OF NATURAL RESOURCES SURVEY, BOOK 1, PAGE 1037, DATED 1986
 - CHRISTENSON SHORT PLAT, VOLUME 1, PAGE 2221
 - WIEBER SURVEY, VOLUME 1, PAGE 4417
 - TOMKINS SURVEY, VOLUME 1, PAGE 4595

PERIMETER DESCRIPTION

THAT PARCEL OF LAND BEING A PORTION OF LOT 2 OF THAT CERTAIN SHORT PLAT, RECORDED UNDER VOLUME 1 OF SHORT PLATS AT PAGE 2221, RECORDS OF BENTON COUNTY, WASHINGTON AND BEING IN A PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 17, TOWNSHIP 8 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN, BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS; BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 2; THENCE NORTH 00°45'38" WEST ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER, 1000.35 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF W HILDEBRAND BOULEVARD; THENCE SOUTH 88°42'22" WEST ALONG SAID RIGHT-OF-WAY LINE, 31.75 FEET; THENCE ALONG SAID RIGHT-OF-WAY LINE, ALONG THE ARC OF A 2035.00 FOOT RADIUS TANGENT CURVE TO THE RIGHT, THE LONG CHORD OF WHICH BEARS NORTH 89°40'54" WEST FOR A CHORD DISTANCE OF 114.50 FEET THROUGH A CENTRAL ANGLE OF 03°13'27" FOR AN ARC DISTANCE OF 114.52 FEET; THENCE NORTH 88°04'11" WEST ALONG SAID RIGHT-OF-WAY LINE, 275.33 FEET; THENCE ALONG SAID RIGHT-OF-WAY LINE ALONG AN ARC OF A 1235.00 FOOT RADIUS TANGENT CURVE TO THE RIGHT, THE LONG CHORD OF WHICH BEARS NORTH 86°06'07" WEST FOR A CHORD DISTANCE OF 84.81 FEET THROUGH A CENTRAL ANGLE OF 03°56'07" FOR AN ARC DISTANCE OF 84.83 FEET; THENCE SOUTH 13°07'21" WEST, 150.44 FEET; THENCE NORTH 76°39'41" WEST, 194.51 FEET; THENCE NORTH 78°30'44" WEST, 150.63 FEET; THENCE SOUTH 63°34'19" WEST, 21.50 FEET; THENCE ALONG THE ARC OF A 194.00 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT, THE LONG CHORD OF WHICH BEARS NORTH 51°05'23" WEST FOR A CHORD DISTANCE OF 31.47 FEET THROUGH A CENTRAL ANGLE OF 91°8'11" FOR AN ARC DISTANCE OF 31.50 FEET; THENCE ALONG THE ARC OF A 156.00 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, THE LONG CHORD OF WHICH BEARS NORTH 64°04'53" WEST FOR A CHORD DISTANCE OF 94.56 FEET THROUGH A CENTRAL ANGLE OF 35°17'11" FOR AN ARC DISTANCE OF 96.07 FEET TO THE WESTERLY LINE OF SAID LOT 2; THENCE SOUTH 00°41'52" EAST ALONG THE WESTERLY LINE OF SAID LOT 2, 860.38 FEET; THENCE NORTH 11°32'45" EAST, 788.19 FEET; THENCE NORTH 74°13'19" WEST, 2.33 FEET; THENCE ALONG THE ARC OF A 194.00 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT, THE LONG CHORD OF WHICH BEARS NORTH 67°35'33" WEST FOR A CHORD DISTANCE OF 44.80 FEET THROUGH A CENTRAL ANGLE OF 13°15'34" FOR AN ARC DISTANCE OF 44.90 FEET; THENCE NORTH 63°34'19" EAST, 7.01 FEET; THENCE SOUTH 78°30'44" EAST, 145.23 FEET; THENCE SOUTH 76°39'41" EAST, 194.32 FEET; THENCE SOUTH 13°07'21" WEST, 893.33 FEET TO THE SOUTH LINE OF SAID LOT 2 AND BEING THE NORTHERLY RIGHT-OF-WAY LINE OF RIDGELINE DRIVE, THENCE NORTH 88°48'01" EAST ALONG SAID SOUTH LINE, 759.84 FEET TO THE POINT OF BEGINNING; CONTAINING 16.50 ACRES MORE OR LESS; TOGETHER WITH AND SUBJECT TO EASEMENTS, RESERVATIONS, COVENANTS AND RESTRICTIONS APPARENT OR OF RECORD.

BASIS OF BEARING: NAD 83/91 WASHINGTON STATE
PLANE COORDINATE SYSTEM, SOUTH ZONE COMBINED
EAST LINE OF SOUTHEAST QUARTER OF THE
NORTHEAST QUARTER OF SECTION 17.



NOTES:

- TRACTS "A" AND "B" ARE FOR NON-RESIDENTIAL USE AND WILL ALSO SERVE AS ACCESS, PEDESTRIAN AND UTILITIES EASEMENTS.
- ALL NEW RIGHT-OF-WAYS SHOWN ARE DEDICATED TO THE CITY OF KENNEWICK WITH THIS PLAT.
- TRACT "C" AND "D" ARE FOR NON-RESIDENTIAL USE AND WILL ALSO SERVE AS A STORM WATER AND ACCESS EASEMENT.
- TRACT "A" IS ALSO A SIDEWALK, UTILITY AND LANDSCAPE EASEMENT PER AF NO. 2016-037878 WITH A 1 FOOT NO ACCESS EASEMENT ALONG THE NORTH 1.00' OF TRACT "A".
- LOT 6 FRONTAGE WIDTH 30.38' MAXIMUM DRIVEWAY WIDTH 13'
LOT 7 FRONTAGE WIDTH 32.42' MAXIMUM DRIVEWAY WIDTH 15'
LOT 30 FRONTAGE WIDTH 35.63' MAXIMUM DRIVEWAY WIDTH 18'
LOT 25 FRONTAGE WIDTH 33.25' MAXIMUM DRIVEWAY WIDTH 17'
- LOTS 8 AND 47'S DRIVEWAYS ARE REQUIRED TO ACCESS S. LINCOLN PL. LOTS 41 AND 49'S DRIVEWAYS ARE REQUIRED TO ACCESS S. LINCOLN ST.
- TRACTS "E" AND "F" ARE FOR NON-RESIDENTIAL USE AND WILL SERVE AS SIDEWALK, IRRIGATION AND UTILITIES EASEMENT. 10.00' UTILITIES EASEMENT PER AF NO. 1995-025046 WILL REMAIN.

AUDITOR'S CERTIFICATE

FILED FOR RECORD AT ____ MINUTES PAST ____ THIS ____
DAY OF _____, 2018 AND RECORDED IN VOLUME ____
OF PLATS, PAGE _____, RECORDS OF BENTON COUNTY, WASHINGTON
AT THE REQUEST OF MGS PASCO, INC.

BENTON COUNTY AUDITOR BY DEPUTY COUNTY AUDITOR

FEE NO. INDEX No.

PARENT PARCEL NUMBER

1-1789-101-2221-004
OWNER: MADER TRUSTEES FRANK AND LAVONNE
ADDRESS: 77228 MADER-RUST LN, ECHO, OR 97826

BENCH MARK:

CITY OF KENNEWICK CONTROL POINT K0926
3" BRASS CAP IN CONCRETE (BOXED) ● THE
SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SECTION 17
ELEVATION = 744.62 CITY OF KENNEWICK DATUM (NAVD88)

SURVEYOR'S CERTIFICATE

I KEVIN L. BETHJE, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF WASHINGTON
(REGISTRATION No. 38490) HEREBY CERTIFY THAT THE SURVEY SHOWN HEREON IS BASED ON
AN ACTUAL FIELD SURVEY OF THE LAND DESCRIBED HEREON AND THAT SAID SURVEY IS TRUE
AND CORRECT TO THE BEST OF MY KNOWLEDGE. SAID SURVEY WAS PERFORMED BY ME OR
UNDER MY DIRECT SUPERVISION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY
RECORDING ACT AT THE REQUEST OF BEN KRUSE IN DECEMBER 2017.

KEVIN L. BETHJE, PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 38490

DATE



SOUTHRIDGE ESTATES PHASE 1 AND 2

A SUBDIVISION OF A PORTION OF
LOT 2, SP 2221 AND A PORTION
OF THE SE 1/4 OF THE NE 1/4
OF OF SECTION 17
T 8 N, R 29 E, W.M.,
CITY OF KENNEWICK
BENTON COUNTY, WASHINGTON

JOB NO. 17-193 APRIL 20, 2018

SHEET 2 OF 2

LEGEND

- INDICATES FOUND 5/8" IRON REBAR, HELD PER SR NO. 2, UNLESS OTHERWISE NOTED.
- INDICATES SET 5/8" x 30" IRON REBAR WITH YPC STAMPED: "BETHUE 38490"
- INDICATES SET 5/8" x 30" IRON REBAR WITH YPC STAMPED: "BETHUE 38490" IN MONUMENT CASE
- INDICATES FOUND CAP IN MON CASE, HELD PER SR NO. 3
- AC INDICATES ACRES
- AF# INDICATES AUDITORS FILE NUMBER.
- C1 INDICATES CURVE ANNOTATION, SEE CURVE TABLE
- YPC INDICATES YELLOW PLASTIC CAP
- *RL* INDICATES CURRENT ZONING DESIGNATION
- [XXX XXX] INDICATES INDICATES STREET ADDRESS

SURVEY REFERENCE

- WASHINGTON DEPARTMENT OF NATURAL RESOURCES SURVEY, BOOK 1, PAGE 1037, DATED 1986
- CHRISTENSEN SHORT PLAT, VOLUME 1, PAGE 2221
- WEBER SURVEY, VOLUME 1, PAGE 4417
- TOMKINS SURVEY, VOLUME 1, PAGE 4595

NOTES:

- TRACTS "A" AND "B" ARE FOR NON-RESIDENTIAL USE AND WILL ALSO SERVE AS ACCESS, PEDESTRIAN AND UTILITIES EASEMENTS.
- ALL NEW RIGHT-OF-WAYS SHOWN ARE DEDICATED TO THE CITY OF KENNEWICK WITH THIS PLAT.
- TRACT "C" AND "D" ARE FOR NON-RESIDENTIAL USE AND WILL ALSO SERVE AS A STORM WATER AND ACCESS EASEMENT.
- TRACT "A" IS ALSO A SIDEWALK, UTILITY AND LANDSCAPE EASEMENT PER AF NO. 2016-037878 WITH A 1 FOOT NO ACCESS EASEMENT ALONG THE NORTH 1.00' OF TRACT "A".
- LOT 6 FRONTAGE WIDTH 30.38' MAXIMUM DRIVEWAY WIDTH 13'
LOT 7 FRONTAGE WIDTH 32.42' MAXIMUM DRIVEWAY WIDTH 15'
LOT 30 FRONTAGE WIDTH 35.63' MAXIMUM DRIVEWAY WIDTH 18'
LOT 25 FRONTAGE WIDTH 33.25' MAXIMUM DRIVEWAY WIDTH 17'
- LOTS 9 AND 47'S DRIVEWAYS ARE REQUIRED TO ACCESS S. LINCOLN PL. LOTS 41 AND 49'S DRIVEWAYS ARE REQUIRED TO ACCESS S. LINCOLN ST.
- TRACTS "E" AND "F" ARE FOR NON-RESIDENTIAL USE AND WILL SERVE AS SIDEWALK, IRRIGATION AND UTILITIES EASEMENT. 10.00' UTILITIES EASEMENT PER AF NO. 1995-025046 WILL REMAIN.

CURVE TABLE

CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING	CHORD DIST.
C1	25.00'	25°03'19"	10.93'	S 12°15'00" E	10.85'
C2	25.00'	53°07'48"	23.18'	N 62°14'07" E	22.36'
C3	25.00'	91°28'35"	39.91'	N 45°27'38" W	35.81'
C4	25.00'	92°05'35"	40.18'	N 42°45'17" E	36.00'
C5	750.00'	5°21'56"	70.24'	S 86°07'06" W	70.21'
C6	400.00'	11°25'54"	79.81'	N 89°09'04" E	79.68'
C7	500.00'	1°47'45"	15.67'	N 86°01'51" W	15.67'
C8	75.00'	54°09'02"	70.88'	S 13°50'34" E	68.27'
C9	1012.00'	0°55'41"	16.39'	N 00°11'11" W	16.39'
C10	1012.00'	10°02'24"	177.33'	N 05°40'14" W	177.10'
C11	288.00'	18°54'48"	95.07'	S 01°14'02" E	94.64'
C12	288.00'	3°13'08"	16.18'	S 09°49'56" W	16.18'
C13	650.00'	9°25'18"	106.89'	N 86°29'17" W	106.77'
C14	250.00'	10°21'37"	45.21'	S 86°01'07" E	45.14'
C15	250.00'	1°12'49"	5.29'	S 80°13'54" E	5.29'
C16	512.00'	11°26'30"	102.24'	N 05°43'15" E	102.07'
C17	75.00'	45°01'14"	58.93'	N 22°30'37" W	57.43'
C18	75.00'	44°43'16"	58.54'	S 69°34'11" W	57.07'
C19	1200.00'	3°43'21"	77.96'	S 86°12'30" E	77.95'
C20	2000.00'	3°13'27"	112.55'	S 89°40'54" E	112.53'
C21	1235.00'	3°56'07"	84.83'	S 86°06'07" E	84.81'
C22	2035.00'	3°13'27"	114.52'	S 89°40'54" E	114.50'
C23	2050.00'	1°37'12"	57.96'	N 89°30'58" E	57.96'
C24	2050.00'	1°36'16"	57.40'	S 88°52'19" E	57.40'
C25	1250.00'	3°17'06"	71.67'	S 85°41'21" E	71.66'
C26	95.00'	5°26'46"	9.03'	N 02°43'23" W	9.03'
C27	1250.00'	0°44'17"	16.10'	S 87°42'02" E	16.10'
C28	55.00'	56°10'48"	53.93'	S 82°36'37" W	51.79'
C29	18.00'	40°53'04"	12.84'	N 74°57'45" E	12.57'
C30	95.00'	2°08'47"	3.56'	N 85°40'06" W	3.56'
C31	95.00'	1°19'41"	2.20'	N 87°24'20" W	2.20'
C32	18.00'	28°53'34"	9.08'	S 78°46'12" E	8.98'
C33	18.00'	11°59'30"	3.77'	N 85°19'40" E	3.76'
C34	55.00'	74°51'27"	71.86'	N 89°45'38" W	66.86'
C35	55.00'	37°07'13"	35.63'	S 34°15'02" W	35.01'
C36	95.00'	5°08'48"	8.53'	S 89°21'25" W	8.53'
C37	55.00'	15°44'55"	15.12'	S 07°48'59" W	15.07'
C38	55.00'	32°36'21"	31.30'	S 16°21'39" E	30.88'
C39	18.00'	45°53'47"	14.42'	N 09°42'56" W	14.04'
C40	55.00'	78°41'52"	75.54'	S 52°34'53" W	69.74'
C41	55.00'	88°04'11"	84.54'	N 44°02'05" W	76.46'
C42	55.00'	34°38'06"	33.25'	N 51°58'55" W	32.74'
C43	55.00'	63°54'18"	61.34'	N 02°42'44" W	58.21'
C44	55.00'	61°11'53"	5.95'	N 32°20'22" E	5.95'
C45	18.00'	40°53'04"	12.84'	S 14°59'46" W	12.57'
C46	492.00'	81°2'47"	70.53'	N 04°06'24" E	70.47'
C47	25.00'	90°00'35"	39.27'	N 53°13'05" E	35.36'
C48	670.00'	0°06'54"	1.34'	N 81°50'05" W	1.34'
C49	670.00'	6°20'25"	74.14'	N 85°03'44" W	74.10'
C50	670.00'	2°58'00"	34.69'	N 89°42'56" W	34.69'

CURVE TABLE

CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING	CHORD DIST.
C51	25.00'	104°25'53"	45.57'	S 38°58'59" E	39.52'
C52	25.00'	53°07'48"	23.18'	S 52°05'32" W	31.37'
C53	25.00'	92°51'28"	40.52'	N 33°11'46" W	36.23'
C54	25.00'	87°08'32"	38.02'	N 56°48'14" E	34.46'
C55	270.00'	2°09'02"	10.13'	N 89°52'35" E	10.13'
C56	55.00'	10°09'41"	96.15'	S 36°50'53" E	84.36'
C57	95.00'	14°34'34"	24.17'	S 05°56'40" W	24.10'
C58	18.00'	40°53'04"	12.84'	N 19°05'55" E	12.57'
C59	55.00'	39°50'35"	38.25'	S 19°37'10" W	37.48'
C60	55.00'	33°46'14"	32.42'	S 17°11'15" E	31.95'
C61	55.00'	31°39'12"	30.38'	S 49°53'58" E	30.00'
C62	55.00'	55°29'34"	53.27'	N 86°31'40" E	51.21'
C63	18.00'	40°11'42"	12.63'	S 78°52'44" W	12.37'
C64	95.00'	3°41'34"	6.12'	S 82°52'13" E	6.12'
C65	95.00'	2°19'57"	3.87'	S 85°52'58" E	3.87'
C66	420.00'	8°35'39"	63.00'	S 89°25'48" E	62.94'
C67	730.00'	4°48'55"	61.35'	S 85°50'35" W	61.33'
C68	420.00'	2°50'14"	20.80'	N 84°51'15" E	20.80'
C69	480.00'	1°54'58"	16.05'	N 86°05'28" W	16.05'
C70	730.00'	0°33'01"	7.01'	S 88°31'34" W	7.01'
C71	1032.00'	1°49'25"	32.85'	N 00°38'03" W	32.84'
C72	1032.00'	4°28'51"	80.71'	N 08°14'07" W	80.69'
C73	1032.00'	0°12'53"	3.87'	N 10°34'59" W	3.87'
C74	268.00'	16°21'05"	76.48'	S 02°30'53" E	76.22'
C75	268.00'	5°46'51"	27.04'	S 08°33'05" W	27.03'
C76	532.00'	5°49'20"	54.06'	N 08°31'51" E	54.04'
C77	532.00'	5°37'11"	52.18'	N 02°48'35" E	52.16'
C78	770.00'	4°22'21"	58.76'	S 86°36'54" W	58.75'
C79	380.00'	8°33'57"	56.81'	N 87°43'06" E	56.76'
C80	770.00'	0°59'36"	13.35'	S 83°55'55" W	13.35'
C81	380.00'	2°51'57"	19.01'	S 86°33'57" E	19.01'
C82	520.00'	1°47'45"	16.30'	N 86°01'51" W	16.30'
C83	992.00'	5°52'58"	101.85'	N 06°13'59" W	101.81'
C84	992.00'	1°30'57"	26.25'	N 09°55'57" W	26.25'
C85	308.00'	11°08'49"	59.92'	S 05°07'01" E	59.83'
C86	25.00'	82°14'01"	35.88'	N 40°39'37" W	32.88'
C87	630.00'	2°01'09"	22.20'	N 82°47'13" W	22.20'
C88	630.00'	6°58'48"	76.75'	N 87°17'11" W	76.70'
C89	630.00'	0°25'21"	4.65'	S 89°00'44" W	4.65'
C90	156.00'	35°17'11"	96.07'	N 64°04'53" W	94.56'
C91	194.00'	9°18'11"	31.50'	S 51°05'23" E	31.47'
C92	194.00'	51°31'7"	17.68'	S 58°21'07" E	17.67'
C93	194.00'	13°15'34"	44.90'	S 67°35'33" E	44.80'
C94	75.00'	46°00'39"	60.23'	S 63°55'24" E	58.62'
C95	75.00'	43°02'56"	56.35'	N 66°32'42" W	55.03'
C96	25.00'	66°25'19"	28.98'	S 57°59'19" E	27.39'
C97	25.00'	35°23'34"	15.44'	N 17°58'26" E	15.20'

LINE TABLE

LINE	BEARING	DISTANCE
L1	N 13°13'57" E	12.48'
L2	N 88°48'04" E	11.34'
L3	N 36°38'09" W	23.75'
L4	N 81°46'38" W	41.96'
L5	N 63°34'19" E	21.50'
L6	S 63°34'19" W	7.01'
L7	N 74°13'19" W	2.33'
L8	S 17°15'34" E	17.55'
L9	S 45°00'00" W	21.50'
L10	S 45°00'00" E	14.19'
L11	S 00°16'39" W	74.77'
L12	N 88°48'01" E	122.33'
L13	S 00°45'38" E	35.00'
L14	N 88°48'01" E	28.52'
L15	S 88°48'01" W	25.74'

AUDITOR'S CERTIFICATE

FILED FOR RECORD AT _____ MINUTES PAST _____ THIS _____
DAY OF _____, 2018 AND RECORDED IN VOLUME _____
OF PLATS, PAGE _____, RECORDS OF BENTON COUNTY, WASHINGTON
AT THE REQUEST OF MGS PASCO, INC.

BENTON COUNTY AUDITOR

BY DEPUTY COUNTY AUDITOR

FEE NO.

INDEX No.

SURVEYOR'S CERTIFICATE

I KEVIN L. BETHUE, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF WASHINGTON (REGISTRATION NO. 38490) HEREBY CERTIFY THAT THE SURVEY SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY OF THE LAND DESCRIBED HEREON AND THAT SAID SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, SAID SURVEY WAS PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF BEN KRUSE IN DECEMBER, 2017.

KEVIN L. BETHUE, PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 38490

DATE



60 30 0 60 90 120
SCALE 1 INCH = 60 FEET

PARENT PARCEL NUMBER

1-1789-101-2221-004
OWNER: MADER TRUSTEES FRANK AND LAVONNE
ADDRESS: 77226 MADER-RUST LN, ECHO, OR 97826

BENCH MARK:

CITY OF KENNEWICK CONTROL POINT K0926
3" BRASS CAP IN CONCRETE (BOXED) ● THE
SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SECTION 17
ELEVATION = 744.62 CITY OF KENNEWICK DATUM (NAVDS8)

Council Agenda Coversheet 	Agenda Item Number	3.g.	Council Date	06/05/2018	Consent Agenda	☒	
	Agenda Item Type	Final Plat				Ordinance/Reso	☐
	Subject	Southcliffe Phase 4				Public Mtg / Hrg	☐
	Ordinance/Reso #		Contract #		Other	☐	
	Project #	FP 18-02	Permit #	PLN-2018-00891	Quasi-Judicial	☐	
	Department	Planning					

Recommendation

That City Council authorize the Mayor (or in his absence the Mayor Pro Tem) to sign the final plat of Southcliffe Phase 4 contingent upon payment of fees.

Motion for Consideration

I move to authorize the Mayor (or in his absence the Mayor Pro Tem) to sign the final plat of Southcliffe Phase 4 contingent upon payment of fees.

Summary

A final plat application has been submitted by Terri Hash (2064 Morency Drive, Richland, WA 99352) for the final plat of Southcliffe Phase 4. The plat consists of 10 lots on approximately 4.4 acres and located north of Bob Olson Parkway and west of S. Sherman Street at the end of W. 23rd Avenue. The Comprehensive Plan Land Use Designation is Low Density Residential and the property is zoned Residential Low Density (RL). The preliminary plat of Southcliffe was approved by the Hearing Examiner decision dated November 27, 2012.

Staff has reviewed the final plat application and has found it to be in conformance with all applicable City development regulations. With the exception of payment of fees, conditions of the preliminary plat have been met. Following Council approval and plat signatures, the plat can be recorded and lots can be sold to individual owners. Prior to the City signatures fees will be paid.

Alternatives

No alternatives were reviewed or are recommended as the applicant has met the applicable standards.

Fiscal Impact

None.

Through	Wes Romine May 30, 12:52:48 GMT-0700 2018	Attachments: 
Dept Head Approval	Gregory McCormick May 31, 08:30:10 GMT-0700 2018	
City Mgr Approval	Marie Mosley May 31, 23:09:56 GMT+0700 2018	
		☐ Recording Required?

PLAT OF
SOUTHCLIFFE PHASE IV
KENNEWICK, WASHINGTON
NW 1/4, SW 1/4 OF SECTION 8, T. 8 N., R. 29 E., W.M.

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N3°19'54"W	16.95
L2	S16°52'40"E	3.23
L3	S16°52'40"E	6.76

Curve Table					
CURVE	LENGTH	RADIUS	DELTA	CH. BRNG.	CHORD
C1	102.42	166.00	35°21'00"	S34°33'10"E	100.80
C2	69.25	166.00	23°54'12"	S64°10'46"E	68.75
C3	4.09	166.00	1°24'48"	S76°50'16"E	4.09
C4	5.96	598.00	0°34'16"	N77°15'32"W	5.96
C5	53.70	598.00	5°08'44"	N74°24'02"W	53.69
C6	93.72	220.00	24°24'31"	S35°54'17"E	93.02
C7	50.46	220.00	13°08'30"	S54°40'48"E	50.35
C8	67.78	420.00	9°14'46"	S65°52'26"E	67.70
C9	108.31	420.00	14°46'31"	S77°53'04"E	108.01
C10	82.94	420.00	11°18'52"	N89°04'14"E	82.80
C11	100.28	380.00	15°07'10"	N87°45'14"W	99.98
C12	40.26	25.00	92°16'11"	N34°03'34"W	36.05
C13	38.98	170.00	13°08'17"	N5°30'23"E	38.90
C14	27.22	480.00	3°14'55"	S2°41'13"E	27.21
C15	19.89	130.00	8°45'55"	S3°19'12"W	19.87
C16	46.59	25.00	106°46'31"	S61°05'25"W	40.13
C17	28.33	380.00	4°16'17"	N63°23'11"W	28.32
C18	41.82	180.00	13°18'43"	N54°35'41"W	41.73
C19	140.14	180.00	44°36'26"	N25°38'07"W	136.63
C20	10.37	400.00	1°29'09"	N84°09'23"E	10.37
C21	154.10	400.00	22°04'23"	S84°03'51"E	153.15
C22	82.22	400.00	11°46'37"	S67°08'21"E	82.07
C23	202.18	200.00	57°55'09"	S32°17'28"E	193.68
C24	47.22	150.00	18°02'06"	N7°57'18"E	47.02
C25	28.35	500.00	3°14'55"	N2°41'13"W	28.35
C26	78.21	220.00	20°22'08"	S13°30'58"E	77.80
C27	12.30	420.00	1°40'42"	N84°15'10"E	12.30

SURVEYOR'S CERTIFICATION

I, DAVID P. BAALMAN, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF WASHINGTON, (REG. 41028) HEREBY CERTIFY THAT THIS PLAT CORRECTLY REPRESENTS A SURVEY CONDUCTED UNDER MY DIRECT SUPERVISION, THAT THE DISTANCES, COURSES AND ANGLES ARE SHOWN TRUE AND CORRECT THEREON, AND THAT THE MONUMENTS HAVE BEEN SET AND LOT CORNERS STAKED ON THE GROUND AS SHOWN ON THE MAP.

DAVID P. BAALMAN

DATE



SHEET 1 OF 2

RSI ROGERS SURVEYING INC., P.S.
1455 COLUMBIA PARK TRAIL
RICHLAND, WA. 99352
PHONE: (509) 783-4141
FAX: (509) 783-8984
www.rogerssurveying.com

05218-PLAT.DWG 3-24-18 DPB

FND WSRS BC
PER ROS 2569

N07°22'40"W 484.80'

S75°14'40"E 287.80'

S16°52'40"E 156.87'

N07°22'40"W 849.46'

1" = 30'

1/16
FND J.A. JONES BC
PER ROS 2569

SURVEYOR'S NOTES:

1. BASIS OF BEARINGS: THE PLAT OF SOUTHCLIFFE PHASE III ACCORDING TO THE PLAT THEREOF RECORDED IN VOL. 15 OF PLATS, PAGE 567, RECORDS OF BENTON COUNTY, WASHINGTON.
2. ● = MONUMENTS TO BE SET UPON ROAD CONSTRUCTION COMPLETION.
3. ○ = SET 5/8" REBAR W/ ORANGE PLASTIC CAP STAMPED "DPB 41028".
4. ● = FOUND 5/8" REBAR W/ ORANGE PLASTIC CAP STAMPED "DPB 41028" PER THE PLAT OF SOUTHCLIFFE PHASE I, OR MONUMENT AS NOTED.
5. (C) = COMPUTED (P) = PLAT (M) = MEASURED

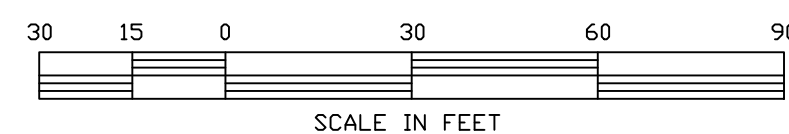
AUDITOR'S CERTIFICATE:

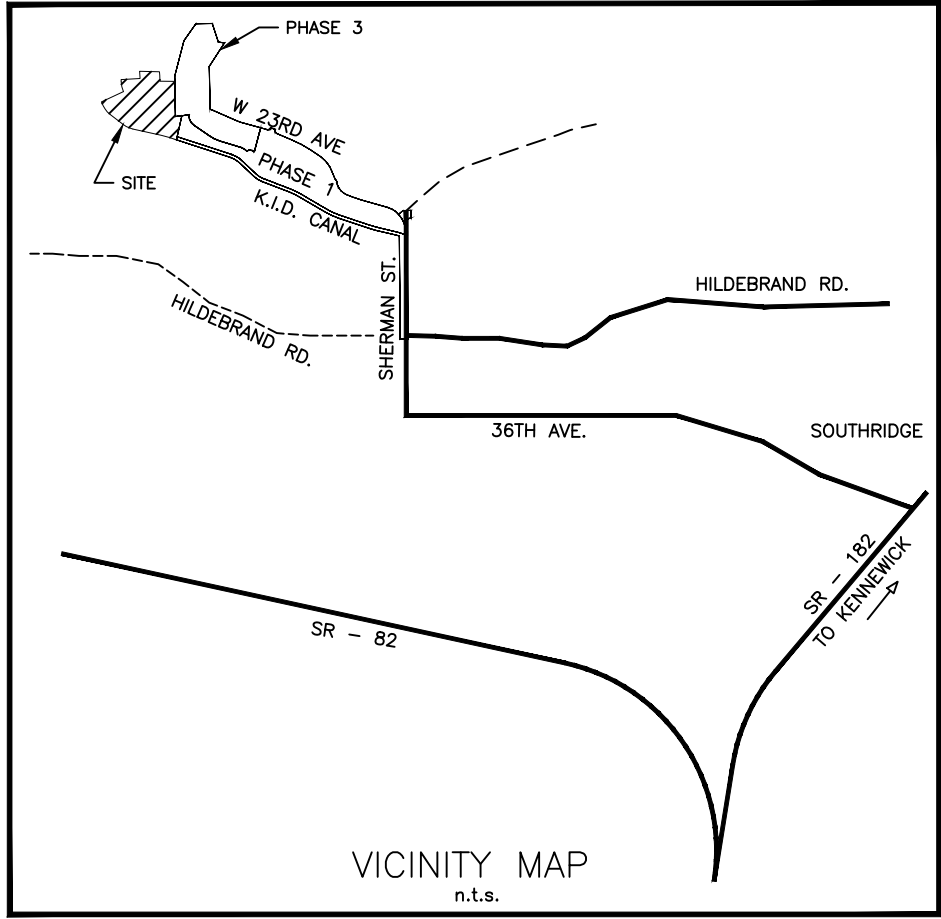
FILED FOR RECORD THIS _____ DAY OF _____, 20____, A.D., AT _____
MINUTES PAST _____ M. AND RECORDED IN VOLUME _____ OF PLATS,
PAGE _____, AT THE REQUEST OF MILO BAUDER.

BENTON COUNTY AUDITOR

FEE NUMBER

BY DEPUTY





PLAT OF SOUTHCLIFFE PHASE IV KENNEWICK, WASHINGTON NW 1/4, SW 1/4 OF SECTION 8, T. 8 N., R. 29 E., W.M.

APPROVALS:

THE UTILITY EASEMENTS SHON HEREON ARE HEREBY APPROVED BY THE UTILITIES OF WASHINGTON.

BENTON COUNTY P.U.D. NO. 1	TITLE	DATE
CASCADE NATURAL GAS CORP.	TITLE	DATE
CHARTER COMMUNICATIONS	TITLE	DATE

THE PLAT IS HEREBY APPROVED BY AND FOR THE CITY OF KENNEWICK, BENTON COUNTY, WASHINGTON.

FP 18-02/PLN-2018-0891
CITY OF KENNEWICK FILE NUMBER

SIGNATURE, CITY OF KENNEWICK PLAT ADMINISTRATOR	DATE
SIGNATURE, KENNEWICK CITY ENGINEER	DATE
SIGNATURE, MAYOR, CITY OF KENNEWICK	DATE
CITY CLERK, CITY OF KENNEWICK	DATE

CITY OF KENNEWICK NOTES:

1. [] = ADDRESSES SHOWN IN BRACKETS ARE SUBJECT TO CHANGE BY THE CITY OF KENNEWICK. ZIP CODE: 99338.

TREASURER'S CERTIFICATE:

I HEREBY CERTIFY THAT THE TAXES ON THE LAND DESCRIBED HEREON HAVE BEEN PAID TO AND INCLUDING THE YEAR 20____.

BENTON COUNTY TREASURER	DATE
BENTON COUNTY ASSESSOR	DATE

IRRIGATION APPROVAL:

I HEREBY CERTIFY THAT THE PROPERTY DESCRIBED HEREON IS LOCATED WITHIN THE BOUNDARIES OF THE KENNEWICK IRRIGATION DISTRICT BUT THAT THIS PROPERTY IS NOT CLASSIFIED AS IRRIGABLE LAND AND IS NOT ENTITLED TO IRRIGATION WATER UNDER THE EXISTING OPERATING RULES AND REGULATIONS OF THIS DISTRICT. I FURTHER CERTIFY THAT THE IRRIGATION EASEMENTS SHOWN ON SAID PLAT ARE ADEQUATE TO SERVE ALL LOTS SHOWN HEREON PER THE REQUIREMENTS OF RCW 58.17.310.

KENNEWICK IRRIGATION DISTRICT	DATE
-------------------------------	------

IRRIGATION DISTRICT NOTES:

1. NO GRADING MAY BE PERFORMED OR ANY PERMANENT STRUCTURE BUILT WITHIN THE BUREAU OF RECLAMATION RIGHT OF WAY WITHOUT AN APPROVED PERMIT FROM THE KENNEWICK IRRIGATION DISTRICT AND/OR UNITED STATES BUREAU OF RECLAMATION, WHEN APPLICABLE.

2. THIS PROPERTY IS LOCATED WITHIN THE BOUNDARIES OF THE KENNEWICK IRRIGATION DISTRICT AND IN THE IMMEDIATE VICINITY OF IRRIGATION INFRASTRUCTURE. PLEASE REFER TO www.kid.org FOR FURTHER INFORMATION.

OWNERS CERTIFICATE:

KNOW ALL PERSONS BY THESE PRESENTS THAT BAUDER-YOUNG PROPERTIES, LLC, A WASHINGTON LIMITED LIABILITY COMPANY, ARE THE OWNERS OF THE LAND SHOWN ON THE PLAT OF SOUTHCLIFFE, PHASE I. HEREBY DECLARE SAID PLAT AND DEDICATE TO THE PUBLIC, FOR THE USE OF THE PUBLIC FOREVER, ALL EASEMENTS AND RIGHT OF WAYS AS SHOWN HEREON.

MILO B. BAUDER, PARTNER
BAUDER-YOUNG PROPERTIES, LLC,
A WASHINGTON LIMITED LIABILITY CO.

GRANT YOUNG, PARTNER
BAUDER-YOUNG PROPERTIES, LLC,
A WASHINGTON LIMITED LIABILITY CO.

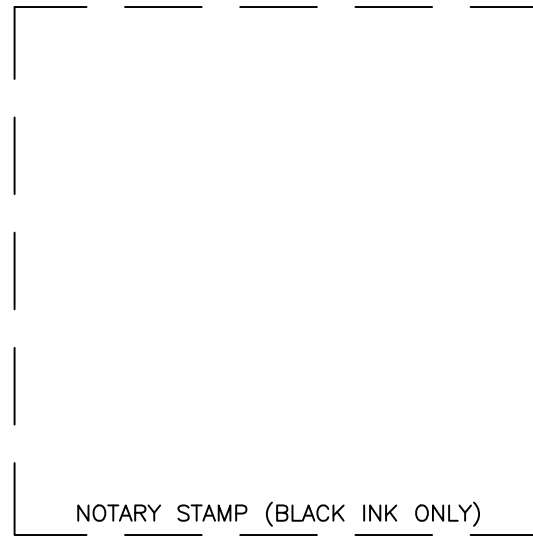
ACKNOWLEDGMENT:

STATE OF WASHINGTON } S.S.
COUNTY OF BENTON }

THIS IS TO CERTIFY ON THIS _____ DAY OF _____, 20____, A.D. PERSONALLY APPEARED BEFORE ME, MILO B. BAUDER, PARTNER OF BAUDER-YOUNG PARTNERSHIP, LLC, A WASHINGTON LIMITED LIABILITY COMPANY, TO ME KNOWN TO BE THE INDIVIDUAL IN AND WHO SIGNED THE ABOVE "OWNER'S CERTIFICATE", AND ACKNOWLEDGED TO ME THAT HE SIGNED THE SAME AS HIS VOLUNTARY ACT AND DEED. IN WITNESS THEREOF, I HAVE SET MY HAND AND OFFICIAL SEAL THE DAY AND YEAR FIRST ABOVE WRITTEN.

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON

MY COMMISSION EXPIRES: _____



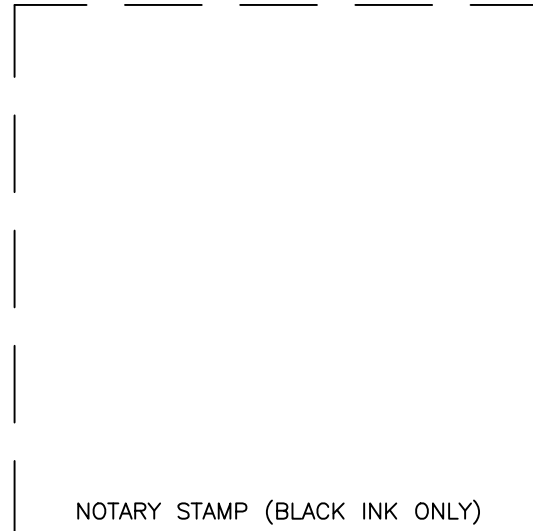
ACKNOWLEDGMENT:

STATE OF WASHINGTON } S.S.
COUNTY OF BENTON }

THIS IS TO CERTIFY ON THIS _____ DAY OF _____, 20____, A.D. PERSONALLY APPEARED BEFORE ME, GRANT YOUNG, PARTNER OF BAUDER-YOUNG PROPERTIES, LLC, A WASHINGTON LIMITED LIABILITY COMPANY, TO ME KNOWN TO BE THE INDIVIDUAL IN AND WHO SIGNED THE ABOVE "OWNER'S CERTIFICATE", AND ACKNOWLEDGED TO ME THAT HE SIGNED THE SAME AS HIS VOLUNTARY ACT AND DEED. IN WITNESS THEREOF, I HAVE SET MY HAND AND OFFICIAL SEAL THE DAY AND YEAR FIRST ABOVE WRITTEN.

NOTARY PUBLIC IN AND FOR THE STATE OF _____

MY COMMISSION EXPIRES: _____



LEGAL DESCRIPTION:

THAT PORTION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8 TOWNSHIP 8 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN, SITUATE IN THE CITY OF KENNEWICK, BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 10 OF THE PLAT OF SOUTHCLIFFE PHASE III, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 567, RECORDS OF BENTON COUNTY;

THENCE SOUTH 01°03'45" EAST 271.68 FEET ALONG THE WEST LINE OF SAID PLAT TO THE SOUTHERLY RIGHT OF WAY MARGIN OF WEST 23RD AVENUE AND TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 420.00 FEET, THENCE EASTERLY 12.30 FEET ALONG THE ARC OF SAID CURVE AND ALONG SAID RIGHT OF WAY MARGIN THROUGH A CENTRAL ANGLE OF 01°40'42" (THE LONG CHORD OF SAID CURVE BEARS NORTH 84°15'10" EAST 12.30 FEET)

THENCE NORTH 83°24'48" EAST 38.09 FEET ALONG SAID RIGHT OF WAY MARGIN TO THE SOUTHERLY CORNER OF TRACT 'B' OF THE PLAT OF SOUTHCLIFFE PHASE I, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 476, RECORDS OF BENTON COUNTY;

THENCE SOUTH 12°47'51" WEST 191.71 FEET, MORE OR LESS, ALONG THE WEST LINE OF TRACTS 'B' AND 'A' OF SAID PLAT OF SOUTHCLIFFE PHASE I TO THE CENTERLINE OF THE KENNEWICK IRRIGATION DISTRICT AP CANAL EASEMENT;

THENCE NORTH 71°49'40" WEST 65.38 FEET ALONG SAID CENTERLINE TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 573.00 FEET; THENCE NORTHWESTERLY 57.17 FEET ALONG THE ARC OF SAID CURVE AND ALONG SAID CENTERLINE THROUGH A CENTRAL ANGLE OF 05°43'00";

THENCE NORTH 77°32'40" WEST 223.80 FEET ALONG SAID CENTERLINE TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 191.00 FEET; THENCE NORTHWESTERLY 84.40 FEET ALONG THE ARC OF SAID CURVE AND ALONG SAID CENTERLINE THROUGH A CENTRAL ANGLE OF 25°19'00";

THENCE NORTH 52°13'40" WEST 127.20 FEET ALONG SAID CENTERLINE TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 191.00 FEET; THENCE NORTHWESTERLY 117.84 FEET ALONG THE ARC OF SAID CURVE AND ALONG SAID CENTERLINE THROUGH A CENTRAL ANGLE OF 35°21'00";

THENCE NORTH 16°52'40" WEST 3.23 FEET ALONG SAID CENTERLINE

THENCE NORTH 65°04'47" EAST 185.65 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 220.00 FEET, THENCE NORTHWESTERLY 78.21 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 20°22'08" (THE LONG CHORD OF SAID CURVE BEARS NORTH 13°30'58" WEST 77.80 FEET)

THENCE NORTH 03°19'54" WEST 16.95 FEET

THENCE NORTH 86°40'06" EAST 148.12 FEET

THENCE NORTH 03°19'54" WEST 56.81 FEET

THENCE SOUTH 88°22'19" EAST 153.64 FEET

THENCE SOUTH 04°18'41" EAST 28.04 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE WEST, HAVING A RADIUS OF 520.00 FEET; THENCE SOUTHERLY 29.48 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°14'55";

THENCE SOUTH 01°03'55" EAST 15.44 FEET

THENCE SOUTH 89°08'20" EAST 115.06 FEET

TO THE POINT OF BEGINNING.

CONTAINING: 4.71 ACRES, MORE OR LESS.

AUDITOR'S CERTIFICATE:

FILED FOR RECORD THIS _____ DAY OF _____, 20____, A.D., AT _____
MINUTES PAST _____ M. AND RECORDED IN VOLUME _____ OF PLATS,
PAGE _____, AT THE REQUEST OF MILO BAUDER.

BENTON COUNTY AUDITOR	FEE NUMBER
BY DEPUTY	



RSI ROGERS
SURVEYING INC., P.S.
1455 COLUMBIA PARK TRAIL
RICHLAND, WA. 99352
PHONE (509) 783-4141
FAX: (509) 783-8984
www.rogerssurveying.com

Council Agenda Coversheet 	Agenda Item Number	3.h.	Council Date	06/05/2018	Consent Agenda	☒
	Agenda Item Type	Contract/Agreement/Lease			Ordinance/Reso	☐
	Subject	Toyota Center Ice Plant Design			Public Mtg / Hrg	☐
	Ordinance/Reso #		Contract #		Other	☐
	Project #		Permit #		Quasi-Judicial	☐
	Department	Finance				

Recommendation

Staff recommends that Council approve amending the Toyota Center budget and authorize the City Manager to sign a contract for the design of the Toyota Center Ice Plant with KDF Architecture in the amount of \$258,000.

Motion for Consideration

I move to approve amending the Toyota Center budget and authorize the City Manager to sign a contract for the design of the Toyota Center Ice Plant with KDF Architecture in the amount of \$258,000.

Summary

The City and VenuWorks have selected KDF Architecture and sub-consultants to develop a design for the ice plant replacement project based upon the team assembled and their experience with similar projects. The replacement is necessary due to failure of components of the existing system and life safety issues related to the use of ammonia in the cooling equipment. The project being designed is primarily mechanical equipment in nature but will include a utilitarian building to house the new equipment to address the life safety concerns and provide back-up capabilities to both sheets of ice at the Toyota Center and Arena. The intent is also to design and construct the final project to allow for future expansion of campus facilities.

The necessity of this project has previously been discussed with City Council in a workshop study session in early March. Additionally, the project has been reviewed and discussed in more detail with the Joint Coliseum Advisory Committee (JCAC). Completing the design will result in a construction cost estimate and allow for bidding the project during the summer.

Alternatives

None recommended.

Fiscal Impact

\$258,000 - 404.010.594.75.63.01. The funding for this project will be provided via a transfer from the City's Capital Improvement Fund from available reserves.

Through	John Noble May 29, 16:03:25 GMT-0700 2018	Attachments: 
Dept Head Approval	Dan Legard May 30, 10:49:26 GMT-0700 2018	
City Mgr Approval	Marie Mosley May 31, 23:16:48 GMT+0700 2018	
		☐ Recording Required?



CONTRACT BETWEEN CITY AND CONSULTANT

THIS CONTRACT, is made between the City of Kennewick, PO Box 6108, 210 W. 6th Ave., Kennewick, Washington, (hereinafter referred to as the "City"), and KDF Architecture Inc. (hereinafter referred to as the "Consultant").

WITNESSETH:

1) SCOPE OF WORK AND CONTRACT CONTENTS

- a) The Consultant shall furnish all services, labor and related equipment necessary to conduct and complete the work as designated in this Contract. The Consultant shall provide Architectural services for the City of Kennewick Toyota Center new refrigeration building.
- b) This Contract consists of this Contract, and other documents listed below issued prior to the execution of this contract and all modifications and change orders issued subsequent thereto. These form the entire Contract and all are as fully a part of the Contract as if attached to this Contract or repeated herein. In the event of a conflict between documents the order of precedence will be the order listed below. An enumeration of the Contract documents is set forth below:
 - (i) This Contract No. 18-025 between the City and Consultant.
 - (ii) Exhibit A: Scope of Work

2) GENERAL REQUIREMENTS

- a) The Consultant shall attend status, progress, and coordination meetings with the designated City of Kennewick representatives, or such federal, community, state, city or county officials, groups or individuals as may be requested by the City. If additional meetings are requested, the City will provide the Consultant sufficient notice prior to those meetings requiring Consultant participation.
- b) The Consultant shall prepare a monthly progress report if requested, in a form approved by the City, that will outline in written and/or graphical form the various phases and the order of performance of the work in sufficient details so that the progress of the work can easily be evaluated.

3) TIME FOR BEGINNING AND COMPLETION

The Consultant shall not begin any work under the terms of this Contract until authorized in writing by the City. Consultant agrees to use best efforts to complete all work described under this Contract by March 31, 2019.

4) PAYMENT

a) The City shall pay the Consultant a not to exceed sum of Two Hundred Fifty Eight Thousand (\$258,000) to complete the services rendered under this Contract. Payment as identified in this section shall be full compensation for all work performed or services rendered, and for all labor, materials, supplies, equipment, and incidentals necessary to complete the work specified in Exhibit A, Scope of Work.

b) Progress payments for the Basic Services in each phase shall total the following percentages of the total Basic Compensation payable of \$235,000:

Schematic Design Phase:	Fifteen	percent	(15%)
Design Development Phase:	Twenty	percent	(20%)
Construction Documents Phase:	Thirty-Five	percent	(35%)
Bidding or Negotiation Phase:	Five	percent	(5%)
Construction Phase:	Twenty-Five	percent	(25%)
Total Basic Compensation	One Hundred	percent	(100%)

Reimbursables – not to exceed \$8,000.00

Additional Services – energy grant assistance – not to exceed \$15,000.00

c) Invoices not in dispute by the City will be paid net thirty (30) days and shall reference the contract number and/or purchase order applicable to the work. The invoice shall provide sufficient detail on the work being billed and include detailed receipts for any invoices

d) Partial payments to cover the percentage of work completed may be requested by the Consultant. These payments shall not be more than one (1) per month.

e) Pre-approved travel, meals and lodging will be reimbursed at cost and only when consultant travels at least 50 miles per one way trip. Reimbursable expenses are limited to the following: coach airfare, ground transportation (taxi, shuttle, car rental), hotel accommodations at the government rate, personal or company vehicle use at the then-current federal mileage rate, and meals at the current federal per-diem meal allowance.

f) Reimbursement for extra services/reimbursable expenses are not authorized under this Contract unless detailed in the Scope of Work or agreed upon in writing as a modification to this Contract.

g) The Consultant will allow access to the City, the State of Washington, the Federal Grantor Agency, the Comptroller General of the United States, or any of their duly authorized

representatives to any books, documents, papers, and records which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts, and transcriptions. Unless otherwise provided, said records must be retained for three years from the date of receipt of final payment. If any litigation, claim, or audit arising out of, in connection with, or relating to this contract is initiated before the expiration of the three-year period, the records shall be retained until such litigation, claim, or audit involving the records is completed.

5) INDEPENDENT CONTRACTOR

- a) The Consultant, and any and all employees of the Consultant or other persons engaged in the performance of any work or services required of the Consultant under this Contract, are independent contractors and shall not be considered employees of the City. Any and all claims that arise at any time under any Workers' Compensation Act on behalf of said employees or other persons while so engaged, and any and all claims made by a third party as a consequence of any act or omission on the part of the Consultant's employees or other persons engaged in any of the work or services required to be provided herein, shall be the sole obligation and responsibility of the Consultant.

6) OWNERSHIP OF DOCUMENTS

- a) All designs, drawings, specifications, documents, reports and other work products prepared pursuant to this Contract, shall become the property of the City upon payment to the Consultant of the fees set forth in this Contract. The City acknowledges the Consultant's plans and specifications, including all documents on electronic media, as instruments of professional services. The plans and specifications prepared under this Contract shall become the property of the City upon completion of the services and payment in full of all payment due to the Consultant. The City may make or permit to be made any modifications to the plans and specifications without the prior written authorization of the Consultant. The City agrees to waive any claim against the Consultant arising from any unauthorized reuse of the plans and specifications, and to indemnify and hold the Consultant harmless from any claim, liability or cost arising or allegedly arising out of any reuse of the plans and specifications by the City or its agent not authorized by the Consultant.

7) TERMINATION

- a) This Contract may be terminated by either party upon thirty (30) days' written notice. In the event this contract is terminated by the Consultant, the City shall be entitled to reimbursement of costs occasioned by such termination by the Consultant. In the event the City terminates this Contract, the City shall pay the Consultant for the work performed, which shall be an amount equal to the percentage of completion of the work as mutually agreed between the City and the Consultant.
- b) If any work covered by this Contract shall be suspended or abandoned by the City before the Consultant has completed the assigned work, the Consultant shall be paid an amount equal to the costs incurred up to the date of termination or suspension as mutually agreed upon between the City and the Consultant.

8) DISPUTE RESOLUTION

- a) The City and the Consultant agree to negotiate in good faith for a period of thirty (30) days from the date of notice of all disputes between them prior to exercising their rights under this Contract, or under law.
- b) All disputes between the City and the Consultant not resolved by negotiation between the parties may be arbitrated only by mutual agreement of the City and the Consultant. If not mutually agreed to resolve the claim by arbitration, the claim will be resolved by legal action.

9) DEBARMENT CERTIFICATION

- a) The Consultant certifies that neither the Consultant nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in this contract by any federal or state department or agency. Further, the Consultant agrees not to enter into any arrangements or contracts related to completion of the work contemplated under this Contract with any party that is on the "General Service Administration List of Parties Excluded from Federal Procurement or Non-procurement Programs" which can be found at:
www.sam.gov and
<http://www.lni.wa.gov/TradesLicensing/PrevWage/AwardingAgencies/default.asp>

10) VENUE, APPLICABLE LAW AND PERSONAL JURISDICTION

- a) In the event that either party deems it necessary to initiate a legal action to enforce any right or obligation under this Contract, the parties agree that any such action shall be initiated in the Superior Court of the State of Washington situated in Benton County. The parties agree that all questions shall be resolved by application of Washington law, and that the parties to such action shall have the right of appeal from such decision of the Superior Court in accordance with the laws of the State of Washington. The Consultant hereby consents to the personal jurisdiction of the Superior Court of the State of Washington situated in Benton County.

11) ATTORNEY'S FEES

- a) The parties agree that should legal action be necessary to enforce any of the provisions of this Contract, that the prevailing party will be awarded its reasonable attorney's fees and costs in action, including costs and attorney's fees on appeal if appeal is taken.

12) INSURANCE

The Consultant shall procure and maintain for the duration of the Contract insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

- a) No Limitation. Consultant's maintenance of insurance as required by this Contract shall not be construed to limit the liability of the Consultant to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

- b) Minimum Scope of Insurance. Consultant shall obtain insurance of the types described below:
1. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.
 2. Commercial General Liability insurance shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors and personal injury and advertising injury. The City shall be named as an insured under the Consultant's Commercial General Liability insurance policy with respect to the work performed for the City.
 3. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
 4. Professional Liability insurance appropriate to the Consultant's profession.
- c) Minimum Amounts of Insurance. Consultant shall maintain the following insurance limits:
1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
 2. Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate.
 3. Professional Liability insurance shall be written with limits no less than \$1,000,000 per claim and \$1,000,000 policy aggregate limit.
- d) Other Insurance Provisions. The Consultant's insurance coverage shall be primary insurance with respect to the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.
- e) Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. best rating of not less than A:VII.
- f) Verification of Coverage. Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements evidencing the insurance requirements of the Consultant before commencement of the work, including, but not limited to, the additional insured endorsement.
- g) Notice of Cancellation. The Consultant shall provide the City with written notice of any policy cancellation within two (2) business days of Consultant's receipt of such notice.

- h) Failure to Maintain Insurance. Failure on the part of the Consultant to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five (5) business days' notice to the Consultant to correct the breach, immediately terminate the contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Consultant from the City.

13) INDEMNIFICATION / HOLD HARMLESS

- a) Consultant shall defend, indemnify, and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or resulting from the acts, errors or omissions of the Consultant or the Consultant's employees or agents in performance of this Contract, except for injuries and damages caused by the sole negligence of the City.
- b) Should a court of competent jurisdiction determine that this Contract is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, and volunteers, the Consultant's liability, including the duty and cost to defend, shall be only to the extent of the Consultant's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Consultant's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Contract.
- c) Unauthorized changes. In the event the Owner consents to, allows, authorizes or approves of changes to any plans, specifications, material selections, or other construction documents, and these changes are not approved in writing by the Architect, the Owner recognizes that such changes and the results thereof are not the responsibility of the Architect. Therefore, the Owner agrees to release the Architect from any liability arising from the construction, use or result of such changes. In addition, the Owner agrees, to the fullest extent permitted by law, to indemnify and hold the Architect harmless from any damage, liability or cost (including reasonable attorneys' fees and costs of defense) arising or resulting from such changes, except only those damages, liabilities and costs arising from the sole negligence or willful misconduct of the Architect.

14) STANDARD OF CARE

- a) The professional services will be furnished in accordance with the care and skill ordinarily used by members of the same profession practicing under similar conditions at the same time and in the same locality.

15) SUCCESSORS OR ASSIGNS

- a) All of the terms, conditions and provisions hereof shall inure to the benefit of and be binding upon the parties hereto, and their respective successors and assigns; provided,

however, that no assignment of the Contract shall be made without written consent of the parties to the Contract.

16) EQUAL OPPORTUNITY CONTRACT

- a) The Consultant agrees that s/he will not discriminate against any employee or job applicants for work under this Contract for reasons of race, sex, nationality, religious creed, or sexual orientation.

17) PARTIAL INVALIDITY

- a) Any provision of this Contract which is found to be invalid or unenforceable shall be ineffective to the extent of such invalidity or unenforceability, and the invalidity or unenforceability of such provision shall not affect the validity or enforceability of the remaining provisions hereof.

18) AMENDMENTS

- a) All amendments must be in writing and be approved and signed by both parties.

19) CHANGE IN LAW

- a) The parties hereto agree that in the event legislation is enacted or regulations are promulgated, or a decision of court is rendered, or any interpretive policy or opinion of any governmental agency charged with the enforcement of any such law or regulation is published that affects or may affect the legality of this Contract or any part thereof or that materially and adversely affects the ability of either party to perform its obligations or receive the benefits intended hereunder ("Adverse Change in Law"), then within fourteen (14) days following written notice by either party to the other party of such adverse change in law, the parties shall meet to negotiate in good faith an amendment which will carry out the original intention of the parties to the extent possible. If, despite good faith attempts, the parties cannot reach agreement upon an amendment within sixty (60) days after commencing negotiation, then this Contract may be terminated by either party as of the earlier of: (i) the effective date of the adverse change in law, or (ii) the expiration of a period of sixty (60) days following written notice of termination provided by one party to the other.

20) CONFIDENTIALITY

- a) In the course of performing under this Contract, Consultant, including its employees, agents or representatives, may receive, be exposed to, or acquire confidential information. Confidential information may include, but is not limited to, patient information, contract terms, sensitive employee information, or proprietary data in any form, whether written, oral, or contained in any computer database or computer readable form. Consultant shall: i) not disclose confidential information except as permitted by this Contract; (ii) only permit use of such confidential information by employees, agents and representatives having a need to know in connection with performance under this Contract; and (iii) advise each of its employees, agents, and representatives of their obligations to keep such information confidential.

21) CHANGES OF WORK

- a) When required to do so, and without any additional compensation, the Consultant shall make such changes and revisions in the completed work of this Contract as necessary to correct or revise any errors, omissions, or other deficiencies in the design, drawings, specifications, reports, and other similar documents which the Consultant is responsible for preparing or furnishing under this Contract.
- b) Should the City find it desirable for its own purposes to have previously satisfactorily completed work or parts thereof changed or revised, the Consultant shall make such revisions as directed by the City. This work shall be considered as Extra Work and will be paid for as herein provided under Section 22, Extra Work.

22) EXTRA WORK

- a) The City may desire to have the Consultant perform work or render additional services within the general scope of this Contract. Such work shall be considered as extra work and will be specified in a written supplement to this Contract which will set forth the nature of the scope, schedule for additional work, additional fees and the method of payment. Work under a supplemental Contract shall not proceed until authorized in writing by the City.

23) PUBLIC DISCLOSURE

- a) The parties to this Contract understand and acknowledge that the City is subject to the Public Records Act, RCW 42.56 et seq. If the City receives a public records request for this Contract and/or for documents and/or materials provided to the City under this Contract, generally such information will be a public record and must be disclosed to the public records requester. However, the City agrees to notify the Consultant if it receives such a public records request and the date the City plans to release the records. If the Consultant fails to obtain a protective order from the applicable court prior to the time the City releases the records to the public records requester, the Consultant shall be deemed to have given the City full authority to release the records on the date specified, and the Consultant understands it has thereby given up all rights to challenge the disclosure in any forum.

Signature Page Follows

This Contract may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. This Contract may be delivered by facsimile or other electronic means and those signatures shall be treated as original signatures for all applicable purposes. The person signing this Contract for KDF Architecture Inc. represents that he or she has full and proper authority to do so and to bind the party which they are representing. This Contract will become binding on the date of last execution hereon:

CITY OF KENNEWICK, WASHINGTON

KDF Architecture Inc.

Marie E. Mosley
City Manager

Signature

Date Signed: _____

Date Signed: _____

ATTEST:

Brian J. Andringa, Principal
Printed Name & Title

Terri L. Wright
City Clerk

1310 North 16th Avenue
Address

Yakima, WA 98902
City, State Zip

Date Signed: _____

Phone: 509-575-5408

APPROVED AS TO FORM:

Email: brian.andringa@kdfarchitecture.com

Lisa Beaton
City Attorney

Date Signed: _____

EXHIBIT A: Detailed Scope of Work

PROJECT DESCRIPTION

1. The project is a 2,000 sf mechanical room addition to the Toyota Center in Kennewick Washington. A precast utility tunnel will be a consideration for getting piping from the new mechanical room to the existing mechanical room. Conceptually, the building will be a slab-on-grade with the finish floor height to be determined, a flat roof structure sized to support roof top equipment, and with the exterior skin to be CMU block, glass and fascia panel to match existing. Floor to underside of structure is anticipated to be about 12'. Ideally, there will be a door connecting the new mechanical room to the existing mechanical room but this will be determined once the building location is set.

PROJECT SCOPE

1. Replace the existing ammonia refrigeration systems located within the existing two ice rinks with a new remote refrigeration building that can handle both rinks and sized for a future third rink. The secondary refrigerant brine (currently calcium chloride) will be replaced with either propylene glycol or ethylene glycol by the Toyota Center prior to August 15th (outside of this contract). This will allow 3-4 day window for connection of new system and maintain operations without interruption.
2. New chiller system for main rink and second sheet.
 - a. Redundancy: 1 sized for the two existing rinks and 1 sized for Main rink.
 - b. Ability to add 3rd rink in future.

PROJECT ASSUMPTIONS

1. It is assumed the project will follow the competitive bid process.
2. It is assumed the fire line connection point will have to move to accommodate the building addition as well as an existing drywell.
3. Building as-builts will be e-mailed to KDF.
4. If electronic copies are not available, as an additional service KDF may be required to convert the as-built drawings into Revit.
5. If required, the soils test will be coordinated by the City of Kennewick.
6. It is assumed a SEPA will not be required and is not a part of this proposal.
7. A series of bid alternates will be included in the documents including but not limited to, demo of old systems and utilidor/direct bury piping options.
8. Investigate and assist with energy grant opportunities and/or PUD rebates will be an additional service. KDF will provide a fee proposal for this task upon receiving information from mechanical and electrical engineers.
9. A specification will be required on this project. The City of Kennewick will provide Division 0 and all other sections will be by KDF and selected Engineers.
10. Engineers hired as part of KDF compensation are:
 - a. Structural Engineer: Leslie Engineering
 - b. Mechanical Engineer: Covert Engineers, Inc. (CEI)
 - c. Electrical Engineer: Picatti Engineering
 - d. On-site Civil Engineer: Leslie Engineering
 - e. Cost Estimator: Roen

PROJECT SCHEDULE (Estimated)

1. June 5 to August 10 – Schematic design, design development, construction documents, and permit review and submittal.
2. August 10 – August 31 Plan Review (permit)
3. August 30 to September 21 – Bidding and Contract Negotiations.
4. October 2 – Council award of Contract for Construction.
5. October 9 - Notice to proceed.
6. February 5, 2019 – Completion of Construction.
7. February 5 – March 31 – Project Closeout.

PROJECT TASKS

Schematic Design and Design Development

1. Verify accuracy of plan as-builts and develop electronic (Revit) model of affected area.
2. Complete an in-house IBC Code review.
3. Insert preliminary floor plan developed by Mechanical Engineer into Revit model.
4. Coordinate preliminary architectural drawings with structural, mechanical, electrical, and on-site civil drawings.
5. Assist the Cost Estimator in developing an estimated construction cost.
6. Three on-site meetings are included in this proposal for this phase.
7. KDF deliverables for this phase is a conceptual Demolition Plan, Site Plan, Floor Plan, Exterior Elevations and a Building Section.

Contract Documents

The Construction Documents shall set forth in detail the requirements for Construction of the Project. The Construction Documents shall include Drawings and Specifications that establish in detail the quality levels of materials and systems required for the project. One on-site meeting is included in this proposal for this phase. KDF will assist the Cost Estimator in developing an estimated construction cost.

Bidding

The Architect shall provide services to review submittals and respond to RFIs.

Construction Phase

The Architect shall provide construction phase services as set forth below.

1. The Architect shall review requests by the Contractor for additional information about the Contract Documents.
2. The Architect shall visit the site in order to observe the progress and quality of the Work completed by the Contractor. Three on-site meetings are included in this proposal for this phase.
3. The Architect shall review or take other appropriate action upon the Contractor's submittals such as Shop Drawings, Product Data and Samples.
4. The Architect shall prepare Change Orders and Construction Change Directives for the Owner's approval and execution in accordance with the Contract Documents.

COMPENSATION ANALYSIS

- a. Basis of compensation is a lump sum fee of \$235,000 invoiced on a percent complete per phase. Shown below is our estimated break down per discipline:
- | | |
|------------------------------|-----------|
| Architectural Services | \$108,500 |
| Structural Engineering | \$3,000 |
| Mechanical Engineering | \$93,000 |
| Electrical Engineering | \$15,500 |
| On-site Civil Engineering | \$6,000 |
| Cost Estimator (2 estimates) | \$9,000 |
- b. Reimbursable expenses are estimated not to exceed \$8,000.00.
- c. Additional services for grant opportunities and/or PUD rebates. KDF will provide a fee proposal. Estimated not to exceed \$15,000.00.

It should be noted that Surveying, a Geotech Report, and Metering are not included in this proposal.

Reimbursable Expenses

- 1) Reimbursable expenses are in addition to the Compensation of Services and Additional Services and are invoiced at 1.10 times the expense. These expenses include actual expenditures made by the Architect and the Architect's employees and consultants in the interest of the Project for the expenses listed in the following:
- a) Expense of transportation, lodging and meals in connection with the Project, and conference calls.
 - b) Pre-approved artist renderings beyond normal conceptual design, models, mock-ups, and presentation materials.
 - c) Expense of reproductions, postage and handling of Drawings, Specifications and other documents.
 - d) Expense of renderings, models and mock-ups requested by the Owner.
 - e) Expense fees paid for securing approval of authorities having jurisdiction over the project.
 - f) Expense of consultants not identified in Exhibit A, Project Assumptions, "Engineers hired as part of KDF compensation".

Council Agenda Coversheet 	Agenda Item Number	3.i.	Council Date	06/05/2018	Consent Agenda	☒	
	Agenda Item Type	Final Plat				Ordinance/Reso	☐
	Subject	Olympia Estate Phase II				Public Mtg / Hrg	☐
	Ordinance/Reso #		Contract #		Other	☐	
	Project #	FP 18-03	Permit #	PLN-2018-01093	Quasi-Judicial	☐	
	Department	Planning					

Recommendation

That the City Council authorize the Mayor (or in his absence the Mayor Pro Tem) to sign the final plat of Olympia Estates Phase II, contingent upon payment of fees.

Motion for Consideration

I move to authorize the Mayor (or in his absence the Mayor Pro Tem) to sign the final plat of Olympia Estates Phase II, contingent upon payment of fees.

Summary

The application has been submitted by Dan Swanson of KDS Development for the final plat of Olympia Estates Phase II. The plat consists 6.4 acres being divided into 23 lots and one tract, located generally at 3124 Olympia Street. The site is zoned Residential, Low Density which allows a minimum lot size of 7,500 square feet. The average lot size is 7,800 square feet. The Preliminary Plat of Olympia Estates (PP 15-05) was approved by the Hearing Examiner's Final Decision on September 13, 2016.

Staff has reviewed the final plat application and found it to be in conformance with all applicable City development regulations. With the exception of payment of fees, conditions of preliminary plat have been met. Following Council approval and plat signatures, the plat can be recorded and lots can be sold to individual owners.

Alternatives

No Alternatives were reviewed or are recommended as the applicant has met the applicable standards.

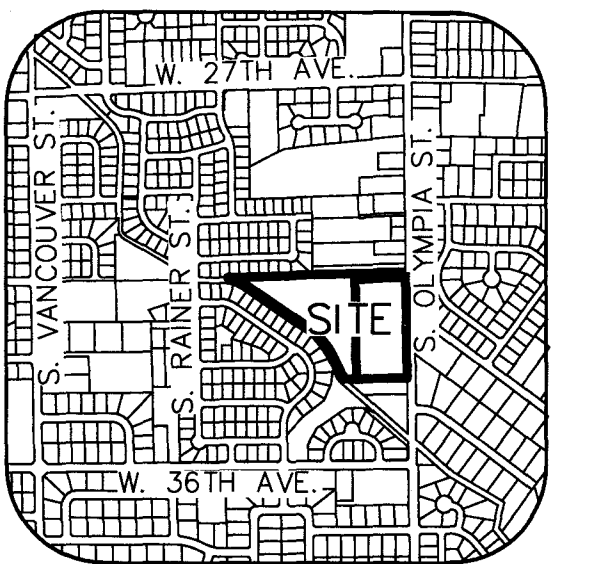
Fiscal Impact

None

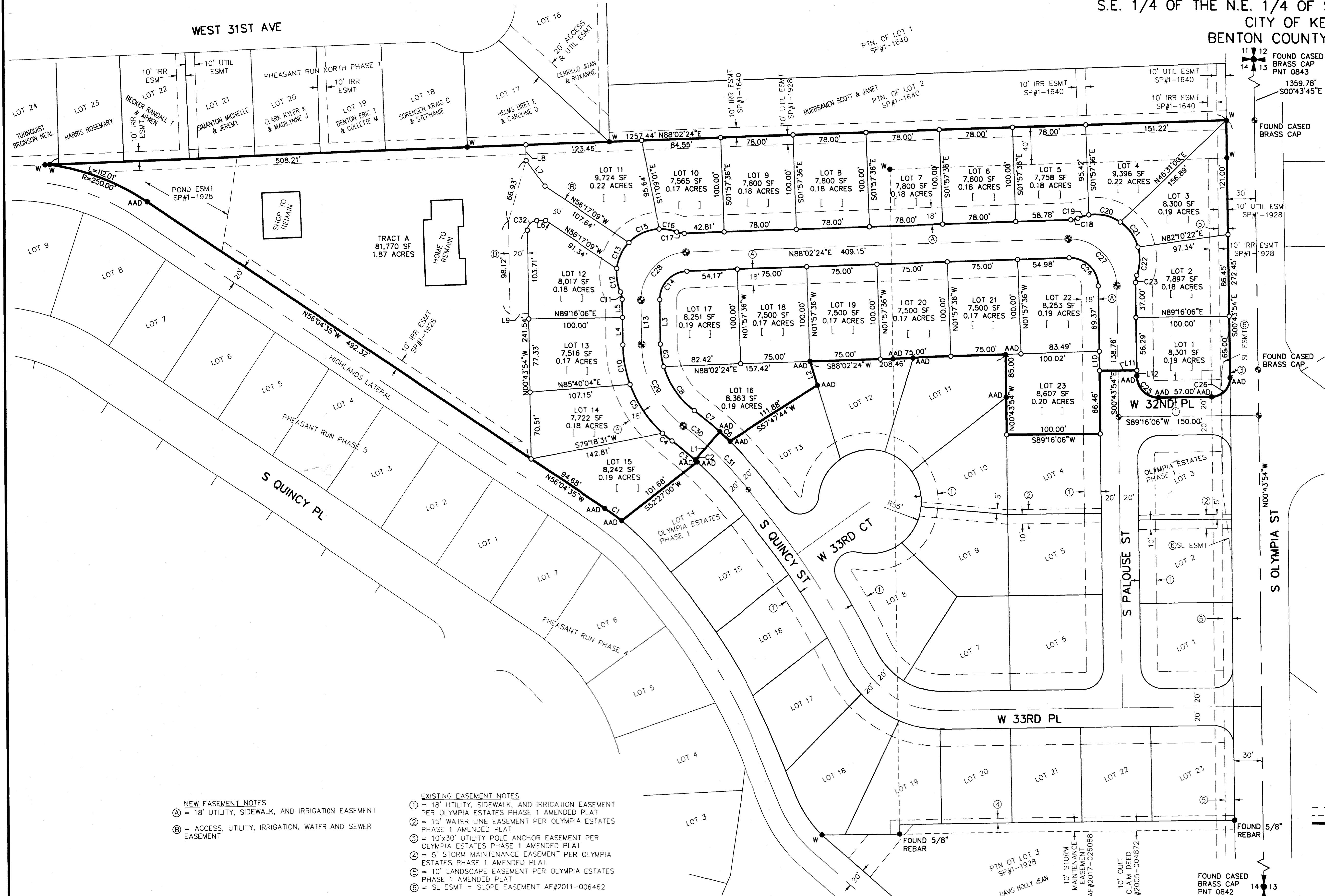
Through	Steve Donovan May 30, 10:45:06 GMT-0700 2018	Attachments: 
Dept Head Approval	Gregory McCormick May 31, 07:53:07 GMT-0700 2018	
City Mgr Approval	Marie Mosley May 31, 23:19:02 GMT+0700 2018	
		☐ Recording Required?

THE FINAL PLAT OF
OLYMPIA ESTATES PHASE 2

S.E. 1/4 OF THE N.E. 1/4 OF SEC. 14, T.08N., R.29E., W.M.,
CITY OF KENNEWICK,
BENTON COUNTY, WASHINGTON



VICINITY SKETCH
NOT TO SCALE



NEW EASEMENT NOTES
① = 18" UTILITY, SIDEWALK, AND IRRIGATION EASEMENT
② = 15" WATER LINE EASEMENT PER OLYMPIA ESTATES PHASE 1 AMENDED PLAT
③ = 10'x30' UTILITY POLE ANCHOR EASEMENT PER OLYMPIA ESTATES PHASE 1 AMENDED PLAT
④ = 5' STORM MAINTENANCE EASEMENT PER OLYMPIA ESTATES PHASE 1 AMENDED PLAT
⑤ = 10' LANDSCAPE EASEMENT PER OLYMPIA ESTATES PHASE 1 AMENDED PLAT
⑥ = SL ESMT = SLOPE EASEMENT AF#2011-006462

EXISTING EASEMENT NOTES
① = 18" UTILITY, SIDEWALK, AND IRRIGATION EASEMENT PER OLYMPIA ESTATES PHASE 1 AMENDED PLAT
② = 15" WATER LINE EASEMENT PER OLYMPIA ESTATES PHASE 1 AMENDED PLAT
③ = 10'x30' UTILITY POLE ANCHOR EASEMENT PER OLYMPIA ESTATES PHASE 1 AMENDED PLAT
④ = 5' STORM MAINTENANCE EASEMENT PER OLYMPIA ESTATES PHASE 1 AMENDED PLAT
⑤ = 10' LANDSCAPE EASEMENT PER OLYMPIA ESTATES PHASE 1 AMENDED PLAT
⑥ = SL ESMT = SLOPE EASEMENT AF#2011-006462

SURVEYOR'S CERTIFICATE:

I, AARON A. DYCK, A LICENSED LAND SURVEYOR IN THE STATE OF WASHINGTON, HEREBY CERTIFY THAT THE PLAT OF "OLYMPIA ESTATES PHASE 2", AS SHOWN HEREON, IS BASED ON AN ACTUAL FIELD SURVEY OF THE LAND DESCRIBED, AND THAT ALL COURSES AND DISTANCES ARE CORRECTLY SHOWN, AND THAT SAID PLAT IS STAKED ON THE GROUND AS INDICATED HEREON.

DATE _____



INDEX

1/4	SEC	T.	R.
14	08N	29E	

AUDITOR'S CERTIFICATE

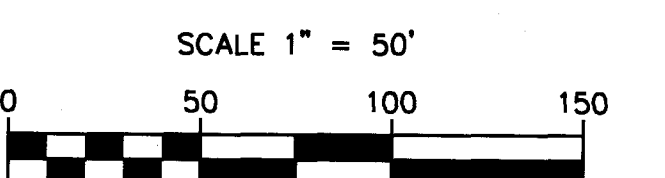
FILED FOR RECORD THIS _____ DAY OF _____, 2018 AT _____ MINUTES PAST _____, M., AND RECORDED IN VOLUME _____ OF PLATS PAGE _____, AT THE REQUEST OF AARON A. DYCK, P.L.S.

BENTON COUNTY AUDITOR
DEPUTY _____

FEE NO. _____

LEGEND

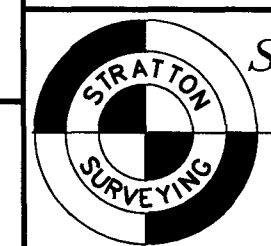
- = SET 5/8" REBAR W/ ORANGE PLASTIC CAP MARKED "STRATTON AAD 38021"
- = SET Cased BRASS CAP MARKED "38021"
- = FOUND AS INDICATED
- AAD● = FOUND 5/8" REBAR W/ ORANGE PLASTIC CAP MARKED "STRATTON AAD 38021"
- W● = FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP MARKED "WORLEY 13352"
- B.O.B. = BASIS OF BEARING
- = FOUND Cased BRASS CAP
- [] = ADDRESSES
- = EASEMENT
- = OLD LOT LINES
- = PROPERTY BOUNDARY



BASIS OF BEARING
NAD 83 PER RS#1-1540
HELD POINTS 0843 & 0842
DISTANCES SHOWN ARE GROUND

EQUIPMENT USED
A THREE-SECOND TOTAL STATION
SPECTRA PRECISION RTK GPS

FINAL PLAT FOR
KDS DEVELOPMENT



STRATTON SURVEYING & MAPPING, PC
313 NORTH MORAIN STREET
KENNEWICK, WA 99336
(509) 735-7364
FAX: (509) 735-6560
stratton@strattonsurvey.com

5006FP2.DWG	© 2018
DATE: 03/26/18	SHT. 1 OF 2
DRAWN BY: SPW	JOB # 5006

THE FINAL PLAT OF
OLYMPIA ESTATES PHASE 2
S.E. 1/4 OF THE N.E. 1/4 OF SEC. 14, T.08N., R.29E., W.M.,
CITY OF KENNEWICK,
BENTON COUNTY, WASHINGTON

CURVE TABLE					
CURVE	LENGTH	RADIUS	Δ	CH DIREC.	CHORD
C1	22.27	270.00	4°43'36"	N53°42'48"W	22.27
C2	3.05	370.00	0°28'20"	S47°53'27"E	3.05
C3	31.78	370.11	4°55'12"	N50°35'16"W	31.77
C4	13.00	130.00	5°43'53"	S50°10'58"E	13.00
C5	63.04	130.00	27°47'07"	S33°25'28"E	62.43
C6	14.87	410.00	2°04'41"	N47°05'17"W	14.87
C7	35.22	410.00	4°55'17"	N50°35'16"W	35.21
C8	57.90	90.00	36°51'37"	S34°37'06"E	56.91
C9	24.28	90.00	15°27'24"	S08°27'35"E	24.21
C10	42.66	130.00	18°48'00"	S10°07'54"E	42.46
C11	8.22	20.00	23°33'42"	N12°30'45"W	8.17
C12	25.51	47.00	31°06'05"	S08°44'33"E	25.20
C13	30.85	47.00	37°36'43"	S25°36'51"W	30.30
C14	46.48	30.00	88°46'18"	S43°39'15"W	41.97
C15	36.10	47.00	44°00'34"	S66°25'30"W	35.22
C16	19.01	47.00	23°10'20"	N79°59'03"W	18.88
C17	8.22	20.00	23°33'42"	S80°10'44"E	8.17
C18	7.76	20.00	22°13'44"	N76°55'32"E	7.71
C19	12.09	47.00	14°44'36"	S73°10'58"W	12.06
C20	35.69	47.00	43°30'14"	N77°41'37"W	34.84

CURVE TABLE					
CURVE	LENGTH	RADIUS	Δ	CH DIREC.	CHORD
C21	33.08	47.00	40°19'23"	N35°46'48"W	32.40
C22	30.45	47.00	37°06'57"	N02°56'22"E	29.92
C23	7.76	20.00	22°13'44"	S10°22'59"W	7.71
C24	47.77	30.00	91°13'42"	N46°20'45"W	42.88
C25	36.13	23.00	90°00'00"	S45°43'54"E	32.53
C26	31.42	20.00	90°00'00"	N44°16'06"E	28.28
C27	79.61	50.00	91°13'42"	N46°20'45"W	71.46
C28	77.47	50.00	88°46'18"	S43°39'15"W	69.95
C29	100.44	110.00	52°19'00"	S26°53'24"E	96.99
C30	33.50	390.00	4°55'17"	N50°35'16"W	33.49
C31	64.39	390.00	9°27'37"	N43°23'49"W	64.32
C32	15.71	10.00	90°00'00"	S44°16'06"W	14.14

LINE TABLE		
LINE	LENGTH	DIRECTION
L1	40.00	S41°52'23"W
L2	26.24	S17°11'14"E
L3	46.60	S00°43'54"E
L4	28.71	N00°43'54"W
L5	19.09	N00°43'54"W
L6	9.50	S89°16'06"W
L7	33.71	N36°04'32"W
L8	16.71	N00°43'54"W
L9	20.00	S89°16'06"W
L10	20.68	S00°43'54"E
L11	40.00	S89°16'06"W
L12	5.71	N00°43'54"W
L13	46.60	N00°43'54"W

IRRIGATION

THE PROPERTY DESCRIBED HEREIN IS LOCATED WHOLLY WITHIN THE BOUNDARIES OF THE KENNEWICK IRRIGATION DISTRICT. I HEREBY CERTIFY THAT THE IRRIGATION EASEMENTS AND RIGHT-OF-WAY SHOWN ON THIS SHORT PLAT ARE ADEQUATE TO SERVE THE LOTS LOCATED WITHIN THIS SHORT PLAT WHICH ARE OTHERWISE ENTITLED TO IRRIGATION WATER UNDER THE OPERATING RULES AND REGULATIONS OF THE DISTRICT, AND THAT ALL OTHER IRRIGATION DISTRICT REQUIREMENTS AS SPECIFIED BY RCW 58.17.310 HAVE BEEN PAID THROUGH THE YEAR 20____ A.D., AND HAS BEEN INSTALLED.

KENNEWICK IRRIGATION DISTRICT _____ DATE _____

APPROVALS

THE PLAT "OLYMPIA ESTATES PHASE 2" IS HEREBY APPROVED BY AND FOR THE CITY OF KENNEWICK, STATE OF WASHINGTON.

CITY OF KENNEWICK PLAT ADMINISTRATOR _____ DATE _____
FILE NO. FP 17-03 / PLN-2017-01001, PARCEL NO. 114891150002000 & 114891150001000.

KENNEWICK CITY ENGINEER _____ DATE _____

MAYOR, CITY OF KENNEWICK _____ DATE _____

CITY CLERK _____ DATE _____

THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY APPROVED BY CASCADE NATURAL GAS.

CASCADE NATURAL GAS _____ TITLE _____ DATE _____

THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY APPROVED BY FRONTIER.

FRONTIER _____ TITLE _____ DATE _____

THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY APPROVED BY CHARTER CABLEVISION.

CHARTER CABLEVISION _____ TITLE _____ DATE _____

THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY APPROVED BY BENTON P.U.D. No. 1

BENTON P.U.D. No. 1 _____ TITLE _____ DATE _____

TREASURERS CERTIFICATE

I HEREBY CERTIFY THAT THE TAXES ON THE LAND DESCRIBED HEREON HAVE BEEN PAID TO AND INCLUDING THE YEAR ____ A.D. PARCEL NO. 114891150002000 & 114891150001000

BENTON COUNTY TREASURER _____ DATE _____

BENTON COUNTY ASSESSOR _____ DATE _____

DESCRIPTION

AMENDED OLYMPIA ESTATES PHASE 1, TRACT A RECORDED IN BOOK 15 OF PLATS AT PAGE 568, RECORDS OF BENTON COUNTY, WASHINGTON.
AUDITOR'S FILE NO. 2017-026088

AMENDED OLYMPIA ESTATES PHASE 1 TRACT B RECORDED IN BOOK 15 OF PLATS AT PAGE 568, RECORDS OF BENTON COUNTY, WASHINGTON.
AUDITOR'S FILE NO. 2017-026088

TOGETHER WITH AND SUBJECT TO EASEMENTS, RESERVATIONS, COVENANTS AND RESTRICTIONS, OF RECORD AND IN VIEW.

DEDICATION

WE, THE UNDERSIGNED, HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE TRACT OF LAND DESCRIBED HEREON AND THAT WE HAVE CAUSED SAID LAND TO BE SURVEYED AND PLATTED INTO LOTS AND TRACTS AND THAT ALL STREETS, ROAD RIGHTS-OF-WAY, UTILITY EASEMENTS, SHOWN HEREON ARE HEREBY DEDICATED TO THE PUBLIC AND THAT THIS SUBDIVISION SHALL HEREAFTER BE KNOWN AND DESIGNATED BY THE NAME OLYMPIA ESTATES PHASE 2.

KDS DEVELOPMENT, LLC

SIGNED _____ TITLE _____ DATE _____

ACKNOWLEDGEMENT

STATE OF _____

COUNTY OF _____

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT _____ IS THE PERSON WHO APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT HE SIGNED THIS INSTRUMENT, ON OATH STATED THAT HE WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE _____ OF _____ OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

DATED: _____

NOTARY PUBLIC _____ MY APPOINTMENT EXPIRES _____

NOTARY STAMP
BLACK INK ONLY



AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS _____ DAY OF _____, 2018 AT _____ MINUTES PAST _____ M., AND RECORDED IN VOLUME _____ OF PLATS PAGE _____, AT THE REQUEST OF AARON A. DYCK, P.L.S.
BENTON COUNTY AUDITOR _____
DEPUTY _____ FEE NO. _____

FINAL PLAT FOR
KDS DEVELOPMENT

STRATTON SURVEYING & MAPPING, PC
313 NORTH MORAIN STREET
KENNEWICK, WA 99336
(509) 735-7364
FAX: (509) 735-6560
stratton@strattonsurvey.com

5006FP2.DWG	© 2018
DATE: 03/26/18	SHT. 2 OF 2
DRAWN BY: SPW	JOB # 5006

Council Agenda Coversheet 	Agenda Item Number	3.j.	Council Date	06/05/2018	Consent Agenda	☒
	Agenda Item Type	Resolution			Ordinance/Reso	☒
	Subject	Waterline Easement - 7016 W Grandridge Blvd			Public Mtg / Hrg	☐
	Ordinance/Reso #	18-16	Contract #		Other	☐
	Project #	P1707	Permit #		Quasi-Judicial	☐
	Department	Public Works				

Recommendation

Staff recommends that Council adopt Resolution No. 18-16.

Motion for Consideration

I move to adopt Resolution No. 18-16.

Summary

This Project will replace an existing 8" A.C. waterline on both N. Colorado St. (between W. Deschutes Ave. and W. Grandridge Blvd.) and N. Young St. (between W. Deschutes Ave. to W. Quinault Ave.) with a new 12" Diameter Ductile Iron waterline in anticipation of the Vista Field Development. A new PRV vault will also be installed in the NE corner of W. Deschutes Ave. and N. Colorado St. N. Colorado St. and N. Young St. will be planed and overlayed following this waterline installation.

As a part of this project, the new waterline route will cross a portion of the Toyota Center/Three Rivers Convention Center parking lot (see attached map) in order to tie into the existing main line. The City will need to grant itself a 15-foot waterline easement in order to install and maintain this new waterline connection.

Alternatives

None recommended.

Fiscal Impact

None.

Through	Travis Hunt May 30, 11:19:07 GMT-0700 2018	Attachments: 
Dept Head Approval	Cary Roe May 30, 14:12:29 GMT-0700 2018	
City Mgr Approval	Marie Mosley Jun 01, 10:15:42 GMT-0700 2018	
		☒ Recording Required?

CITY OF KENNEWICK
RESOLUTION NO. 18-16

A RESOLUTION GRANTING A UTILITY EASEMENT TO THE CITY OF
KENNEWICK (7016 WEST GRANDRIDGE BOULEVARD)

WHEREAS, the City of Kennewick is the owner of certain real property legally described as follows:

A 15.00 foot wide waterline easement lying in a portion of the West half of Section 32, Township 9 North, Range 29 East, Willamette Meridian, Benton County, Washington with 7.50 feet lying on each side of described line:

Commencing at the Northern most point of Lot 3, Binding Site Plan 4355 as Recorded in Volume 1 of Surveys, Page 4355, Records of Benton County, Washington, thence along the Northern boundary of said Lot 3, S 44°04'48" W, a distance of 506.11 feet; Thence continuing along the Northern boundary of said Lot 3, S 35°32'57" W, a distance of 104.49 feet; Thence continuing along the Northern boundary of said Lot 3, S 45°00'19" W, a distance of 1.56 feet to the Western most corner of said Lot 3; Thence along the Western boundary line of said Lot 3, S 45°55'11" E, a distance of 145.75 feet; Thence S 44°04'13" W, a distance of 34.81 more or less to a point on the westerly line of a 60.00 wide utility easement which is also the westerly right of way of the vacated Quinault Avenue, as recorded per ordinance 5010, A.F. # 2003-052970 Records of Benton County, Washington, and the True point of Beginning; Thence S 44°04'13" W, a distance of 221.14 feet; Thence S 89°49'57" W, a distance of 26.24 feet more or less to the easterly right of way line of North Young Street;

Side lines to be shorten or lengthen to intersect west right of way line of vacated Quinault Avenue and east right of way line of North Young Street. Contains 3,710 square feet more or less; and

WHEREAS, it is the desire of the City of Kennewick to connect a new waterline to the existing waterline in the roadway along North Young Street, then cut across a portion of the coliseum parking lot; and

WHEREAS, it is necessary to grant an easement over that city-owned property to provide said service; and

WHEREAS, the installation and location of such watermain and the granting of an easement to pass and re-pass over the easement to construct, operate, and maintain the utility will not materially affect or interfere with the use of the property; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON that the Mayor and City Clerk are hereby authorized to execute an easement to the City of Kennewick on a form substantially as annexed hereto.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON, this 5th day of June, 2018, and signed in authentication of its passage this 5th day of June, 2018.

Attest:

DON BRITAIN, Mayor

TERRI L. WRIGHT, City Clerk

RESOLUTION NO. 18-16 filed and recorded in the office of the City Clerk of the City of Kennewick, Washington, this 6th day of June, 2018.

Approved as to Form:

LISA BEATON, City Attorney

TERRI L. WRIGHT, City Clerk

Return to:
City of Kennewick
City Clerk's Office
PO Box 6108
Kennewick, WA 99336

WATERLINE EASEMENT

Parcel ID #: 1-3299-300-0010-003

THE GRANTOR, CITY OF KENNEWICK, for value received, hereby grants and conveys to **THE GRANTEE, The City of Kennewick**, its successors and assigns, a permanent easement over, under and across the following described land, situate in the County of Benton, State of Washington.

A 15.00 foot wide waterline easement lying in a portion of the West half of Section 32, Township 9 North, Range 29 East, Willamette Meridian, Benton County, Washington with 7.50 feet lying on each side of described line:

Commencing at the Northern most point of Lot 3, Binding Site Plan 4355 as Recorded in Volume 1 of Surveys, Page 4355, Records of Benton County, Washington, thence along the Northern boundary of said Lot 3, S 44°04'48" W, a distance of 506.11 feet; Thence continuing along the Northern boundary of said Lot 3, S 35°32'57" W, a distance of 104.49 feet; Thence continuing along the Northern boundary of said Lot 3, S 45°00'19" W, a distance of 1.56 feet to the Western most corner of said Lot 3; Thence along the Western boundary line of said Lot 3, S 45°55'11" E, a distance of 145.75 feet; Thence S 44°04'13" W, a distance of 34.81 more or less to a point on the westerly line of a 60.00 wide utility easement which is also the westerly right of way of the vacated Quinault Avenue, as recorded per ordinance 5010, A.F. # 2003-052970 Records of Benton County, Washington, and the True point of Beginning; Thence S 44°04'13" W, a distance of 221.14 feet; Thence S 89°49'57" W, a distance of 26.24 feet more or less to the easterly right of way line of North Young Street;

Side lines to be shorten or lengthen to intersect west right of way line of vacated Quinault Avenue and east right of way line of North Young Street.

Contains 3,710 square feet more or less

Said easement is for the following purposes:

To install, maintain, repair and access a water line.

The covenants herein contained shall run with the land and are binding upon all subsequent owners thereof.

Dated: _____

CITY OF KENNEWICK

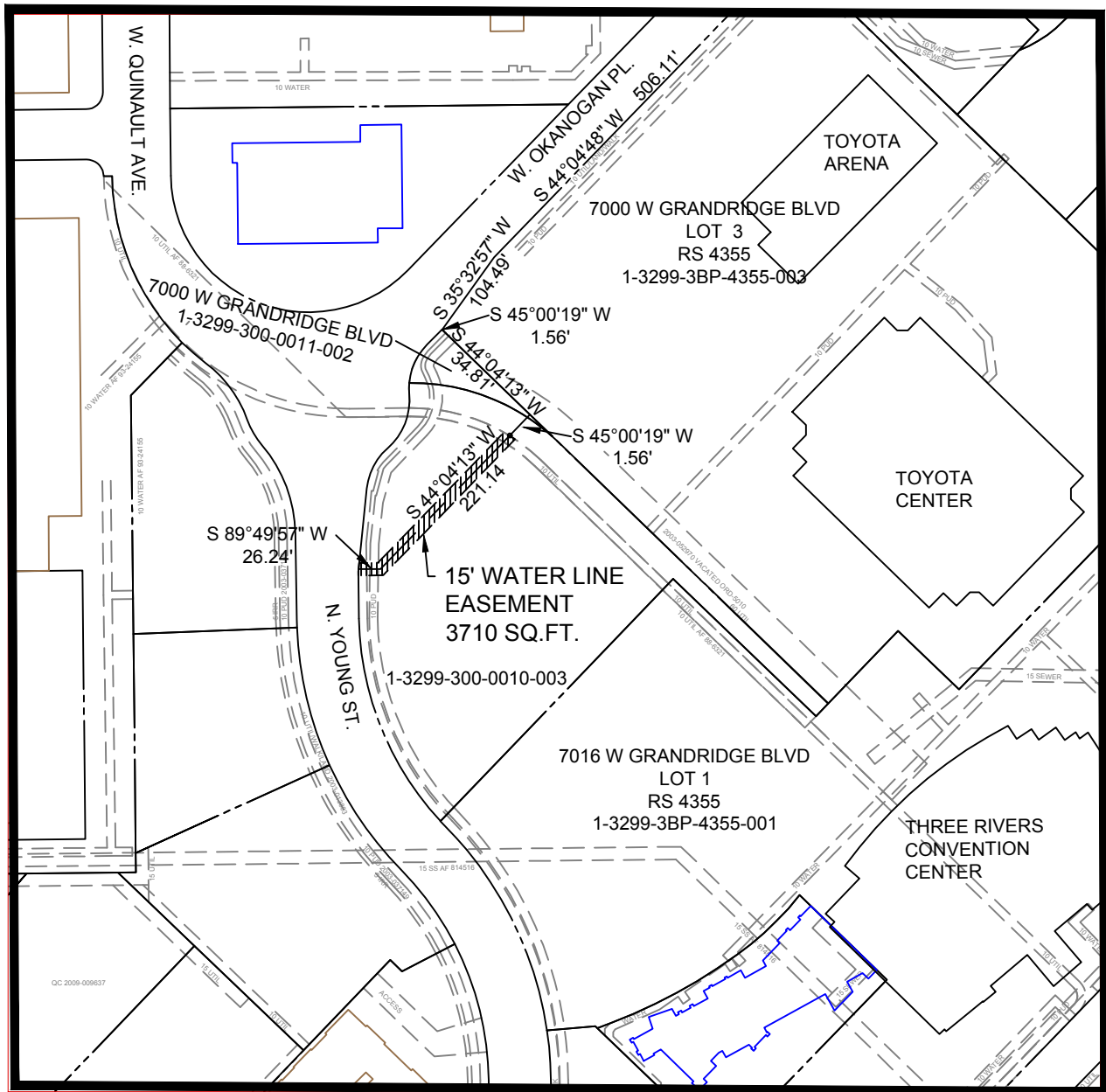
Don Britain, Mayor

STATE OF WASHINGTON)
)ss.
COUNTY OF _____)

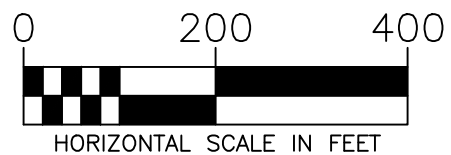
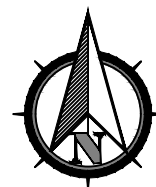
I certify that on this _____ day of _____, 201_, before me, the undersigned Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Don Britain, of the City of Kennewick, Washington, the corporation that executed the foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said municipal corporation for the uses and purposes therein mentioned, and on oath stated that they are authorized to execute said instrument.

Witness my hand and official seal hereto affixed the day and year first above written.

Notary Public in and for the State of Washington
residing at _____
My Commission Expires: _____



**PUBLIC WORKS
ENGINEERING
DIVISION**



Council Agenda Coversheet 	Agenda Item Number	5.a.(1)	Council Date	06/05/2018	Consent Agenda	☐
	Agenda Item Type	Ordinance			Ordinance/Reso	☒
	Subject	LOCAL Program Financing - KPD Fleet			Public Mtg / Hrg	☐
	Ordinance/Reso #	5758	Contract #		Other	☐
	Project #		Permit #		Quasi-Judicial	☐
	Department	Finance				

Recommendation

Council approve Ordinance 5758 authorizing the purchase of replacement police vehicles and a financing contract through the State of Washington's Local Option Capital Asset Lending (LOCAL) program.

Motion for Consideration

I move adoption of Ordinance 5758 authorizing the acquisition of replacement vehicles for the Police Department and authorizing the City Treasurer to enter into a financing agreement with the State of Washington.

Summary

The 2017/2018 adopted budget included approximately \$1.3 million dollars to complete the replacement of 22 Police Department patrol vehicles, 2 K-9 vehicles and mobile data terminals (MDTs), with an original assumption that the entire amount would be financed through the State of Washington's LOCAL program. The Police Department's patrol vehicles are replaced every 5 years and the City has utilized the LOCAL program to fund this replacement on several previous occasions, most recently in 2013. The LOCAL program allows local governments to partner with Washington State and other local agencies within the state to issue debt on a larger scale, which allows participants to take advantage of the State's AA+ bond rating in order to receive lower interest rates and reduced borrowing costs.

In 2017, a decision was made to purchase 2 K-9 vehicles using available reserves within the Police Department's fleet replacement fund, rather than financing the vehicles along with the rest of the patrol fleet replacement in 2018. As a result, the remaining 2018 fleet replacement consists of 22 Patrol vehicles, along with 22 MDTs and installation of other necessary equipment. Additionally, 5 existing vehicles will be handed down to the SWAT team. The revised estimate for the financing required for these vehicle replacements is \$1,153,000. Based on this revised estimate, annual debt service is now anticipated to be approximately \$248,000 per year, or \$496,000 for a full biennium. This assumes an interest rate of 2.5%, based on the most recent rates available through the LOCAL program, with an additional 0.5% added as a contingency as interest rates are anticipated to rise by August of this year when the financing will be completed. The Equipment Rental Fund's 2017/2018 adopted budget has funds included for the repayment of this financing using contributions made to the fund from the Capital Improvement Fund pursuant to City Council's budget policy; therefore no additional budget appropriation will be required.

Alternatives

None recommended. Other alternatives of financing could be utilized, but would result in higher borrowing costs and an increased interest rate.

Fiscal Impact

It is now anticipated that \$1,153,000 of the patrol fleet replacement will be financed through the LOCAL program. Annual debt service is estimated at \$248,000 and will be paid from the Equipment Rental Fund using reserves and ongoing contributions from the City's capital program established for the Police Vehicle Replacement Program.

Through		Attachments: Ordinance Exhibit 1 Exhibit 2 Exhibit 3
Dept Head Approval	Dan Legard May 30, 09:16:23 GMT-0700 2018	
City Mgr Approval	Marie Mosley Jun 01, 10:22:09 GMT-0700 2018	
		☐ Recording Required?

CITY OF KENNEWICK
ORDINANCE NO. 5758

AN ORDINANCE OF THE CITY OF KENNEWICK, WASHINGTON,
AUTHORIZING THE ACQUISITION OF REPLACEMENT VEHICLES FOR
THE POLICE DEPARTMENT AND EXECUTION OF A FINANCING
CONTRACT AND RELATED DOCUMENTATION FOR SAID EQUIPMENT

WHEREAS, the City of Kennewick has executed a Notice of Intent (“NOI”) to the Office of State Treasurer, in the form attached hereto as Exhibit 1, in relation to the acquisition of and the financing of the acquisition of replacement police vehicles under the provisions of RCW 39.94; and

WHEREAS, it is deemed necessary and advisable that the City acquire the equipment identified in the NOI (the “Property”); and

WHEREAS, it is deemed necessary and advisable that the City enter into a Local Agency Financing Contract with the Office of the State Treasurer, in the form attached hereto as Exhibit 2 (the “Financing Contract”), in an amount not to exceed \$1,153,000, plus related financing costs, in order to acquire the Property and finance the acquisition of the Property; and

WHEREAS, the City will undertake to acquire the Property on behalf of and as agent of the Washington Finance Officers Association (the “WFOA”) pursuant to the terms of the Financing Contract, and in accordance with all applicable purchasing statutes and regulations applicable to the City; and

WHEREAS, the City desires to appoint Dan Legard as set forth in Exhibit 3 as the duly appointed Treasurer of the City of Kennewick and representative of the City in connection with the acquisition of the Property and execution of the Financing Contract; NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Dan Legard, duly appointed Treasurer of the City of Kennewick, set forth in Exhibit 3, is hereby appointed as a representative of the City in connection with the acquisition of the Property and execution of the Financing Contract and all other related documents.

Section 2. The form of the Financing Contract attached hereto as Exhibit 2 is hereby approved and Dan Legard is hereby authorized and directed to execute and deliver the Financing Contract, in an amount not to exceed \$1,153,000, plus related financing costs, and in substantially the form attached hereto with such changes as may be approved by Dan Legard for the acquisition of the Property and financing of the acquisition for the Property and related financing costs.

Section 3. The City hereby authorizes the acquisition of the Property as agent of the WFOA in accordance with the terms and provisions of the Financing Contract.

Section 4. Dan Legard is hereby authorized to execute and deliver to the Office of the State Treasurer all other documentation, agreements and certificates, and to take all other action, which they deem necessary or appropriate in connection with the financing of the replacement of police vehicles, including, but not limited to, any amendments to the NOI and agreements relating to initial and ongoing disclosure in connection with the offering of securities related to the financing.

Section 5. This ordinance shall become effective immediately upon its adoption.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON, this 5th day of June, 2018 and signed in authentication of its passage this 5th day of June, 2018.

Attest:

DON BRITAIN, Mayor

TERRI L. WRIGHT, City Clerk

ORDINANCE NO. 5758 filed and recorded in
the office of the City Clerk of the City of Kenne-
wick, Washington this 6th day of June, 2018.

Approved as to Form:

LISA BEATON, City Attorney

TERRI L. WRIGHT, City Clerk

DATE OF PUBLICATION _____

Notice of Intent

State of Washington LOCAL PROGRAM

Local Agency Information

Legal Name: City of Kennewick

County: Benton

Address: 210 W. 6th Avenue, Kennewick WA 99336

Contact Person: Dan Legard

Phone: 509-585-4477

E-mail: dan.legard@ci.kennewick.wa.us

MCAG No.: 0201

Zip: 99336

Title: Finance Director

Fax: 509-585-4254

Property (Real Estate or Equipment)

Property description (include quantity, if applicable): 22 patrol vehicles (7 sedans and 15 interceptors) as well as mobile data terminals (MDT's) for all vehicles

Purpose of property (Please be specific and include dept. of use): Replacement of existing patrol vehicles for the City's Police Department

Total cost: \$ 1,350,000

Maximum amount to finance: \$ 1,350,000

Finance term: 5 Years

Useful life: 5 Years

Desired financing date: August, 2018

If **real estate**, the Real Estate Worksheet: ☐ Is attached ☐ Will be provided by (date):

If **equipment**, select how the property purchase price will be paid:

☒ Reimbursement to Local Agency. *If expenditures are made prior to the COP closing date, a Reimbursement Resolution will be required with your financing documents. To comply with IRS requirements, expenditures made more than 60 days prior to the date of the resolution cannot be reimbursed.*

☐ Direct payment to vendor. *Confirm the vendor is registered in the Statewide Vendor System at <http://des.wa.gov/services/ContractingPurchasing/Business/VendorPay/Pages/default.aspx> or call 360.407.8180.*

Security Pledge

☐ Voted general obligation of local government ☒ Non-voted general obligation of local government

Other Information

If any of the following apply, please provide a complete discussion on a separate page:

☐ Yes ☒ No Is the local agency a party to significant litigation?

☒ Yes ☐ No Has the agency received a bond rating in the last two years? If yes, bond rating(s): AA
(attach rating agency letter)

The Local Agency reasonably expects to be reimbursed for original expenditures made to acquire the personal/real property from sale proceeds of certificates of participation in a Personal/Real Property Financing Lease with the State Treasurer in the maximum amount expected to be financed as identified above. The Local Agency reasonably expects that the personal/real property will be used for its governmental purpose and not by any nongovernmental person for private business use.

Signature: 

Date: 4/30/18

Printed Name: DAN LEGARD

Title: Finance Director

LOCAL AGENCY FINANCING CONTRACT, SERIES 2018C
(Personal Property)

by and between the

STATE OF WASHINGTON

and

The City of Kennewick
a municipal corporation
("Local Agency")

Relating to

State of Washington
Certificates of Participation, Series 2018C
State and Local Agency Personal Property

Dated as of Aug 30, 2018

TABLE OF CONTENTS

	<u>Page</u>
ARTICLE I DEFINITIONS; CONSTRUCTION; MISCELLANEOUS PROVISIONS; SUPPLEMENTS.....	2
Section 1.1 Definitions, Construction, Miscellaneous Provisions, Supplements	2
Section 1.2 Notice of Intent, Personal Property Certificate and Certificate Designating Authorized Local Agency Representative.....	2
Section 1.3 Performance by Representatives.....	2
Section 1.4 Installment Sale and Purchase of Property	2
Section 1.5 Agency Installment Payments.....	2
Section 1.6 Term.....	3
ARTICLE II SALE AND PURCHASE OF PROPERTY	3
Section 2.1 Local Agency Financing Contract Consolidated with Master Financing Contract.....	3
Section 2.2 Appointment as Agent; Acquisition of Property; Revision and Substitution of Property	3
Section 2.3 Title to the Property	4
Section 2.4 Security Interests.....	5
Section 2.5 Disclaimer of Warranties	5
ARTICLE III AGENCY INSTALLMENT PAYMENTS; CONDITIONAL PAYMENT BY STATE; FULL FAITH AND CREDIT OBLIGATION	6
Section 3.1 Agency Installment Payments.....	6
Section 3.2 Sources of Payment of Agency Installment Payments	6
Section 3.3 No Set-Off.....	7
Section 3.4 Assignments by the Corporation.....	7
ARTICLE IV OPTIONAL PREPAYMENT OF AGENCY INSTALLMENT PAYMENTS	8
Section 4.1 Optional Prepayment	8
Section 4.2 Revision of Agency Installment Payments upon Optional Prepayment	8
Section 4.3 Discharge of Local Agency Financing Contract.....	8
ARTICLE V REPRESENTATIONS, WARRANTIES, COVENANTS AND AGREEMENTS.....	9
Section 5.1 Representations and Warranties of the Local Agency	9
Section 5.2 Covenants and Agreements of the Local Agency.....	10
ARTICLE VI EVENTS OF DEFAULT; REMEDIES.....	14
Section 6.1 Agency Event of Default	14
Section 6.2 Rights of State Upon Agency Event of Default.....	15
Section 6.3 No Remedy Exclusive; Non-Waiver	15

ARTICLE VII MISCELLANEOUS PROVISIONS	16
Section 7.1 Indemnification of State and the Corporation.....	16
Section 7.2 Third Party Beneficiaries	16
Section 7.3 Notices to Agency	17

Exhibit A – Notice of Intent

Exhibit B – Personal Property Certificate

Exhibit C – Certificate Designating Authorized Agency Representatives

Exhibit D – Schedule of Agency Installment Payments

LOCAL AGENCY FINANCING CONTRACT (Personal Property)

This Local Agency Financing Contract (the “Local Agency Financing Contract”), is entered into by and between the state of Washington (the “State”), acting by and through the State Treasurer (the “State Treasurer”), and the Local Agency (as defined on the cover hereto), a municipal corporation of the State (the “Local Agency”).

RECITALS

The Parties are entering into this Local Agency Financing Contract based upon the following facts and expectations:

1. Chapter 39.94 RCW (the “Act”) authorizes the State to enter into financing contracts for itself, including for state agencies, departments or instrumentalities, the state board for community and technical colleges, and any state institution of higher education (defined in Appendix 1 as “State Agencies”), for the use and purchase of real and personal property by the State; and

2. the Act also authorizes the State to enter into financing contracts on behalf of certain “other agencies” (defined in Appendix 1 as “Local Agencies”), including the Local Agency, for the use and acquisition for public purposes of real and personal property by such Local Agencies; and

3. the Act authorizes the State Finance Committee to consolidate existing or potential financing contracts into master financing contracts with respect to property acquired by one or more State Agencies or Local Agencies (together, “Agencies”); and

4. Chapter 43.33 RCW provides that the State Treasurer shall act as chair of the State Finance Committee and provide administrative assistance for the State Finance Committee, and the State Treasurer on behalf of the State Finance Committee has established a consolidated program for the execution and delivery of certificates of participation in master financing contracts in series from time to time in order to provide financing or refinancing for the costs of acquisition of such real and personal property by Agencies; and

5. the State Finance Committee has approved the form of this Local Agency Financing Contract by Resolution No. 1190 adopted on October 31, 2016; and

6. simultaneously with the execution and delivery of this Local Agency Financing Contract, the State is entering into a Master Financing Contract, dated as of the Dated Date (the “Master Financing Contract”) with the Washington Finance Officers Association (the “Corporation”), a Washington nonprofit corporation, to provide financing for the costs of acquisition of certain items of personal property by certain State Agencies and Local Agencies, including the Local Agency, under the terms set forth therein; and

7. the Local Agency has determined that it is necessary and desirable to enter into this Local Agency Financing Contract, in conjunction with the State’s entry into the Master

Financing Contract, to obtain financing or refinancing for the costs of acquisition of certain items of personal property described in Exhibit B (the "Property"), by the Local Agency;

NOW THEREFORE, in consideration of the mutual covenants and agreements contained herein and for other valuable consideration, the Parties hereto mutually agree as follows:

ARTICLE I

DEFINITIONS; CONSTRUCTION; MISCELLANEOUS PROVISIONS; SUPPLEMENTS

Section 1.1 Definitions, Construction, Miscellaneous Provisions, Supplements. Appendix 1 is incorporated as part of this Local Agency Financing Contract by this reference. Appendix 1 provides (i) definitions for the capitalized terms used and not otherwise defined in this Local Agency Financing Contract; (ii) certain rules for interpreting this Local Agency Financing Contract; (iii) miscellaneous technical provisions that apply to this Local Agency Financing Contract; and (iv) rules on how this Local Agency Financing Contract may be amended or supplemented.

Section 1.2 Notice of Intent, Personal Property Certificate and Certificate Designating Authorized Local Agency Representative. Exhibits A, B, C and D to this Local Agency Financing Contract are incorporated as part of this Local Agency Financing Contract by this reference. The Local Agency has delivered a Notice of Intent to the State Treasurer in the form of Exhibit A. In order to evidence its acceptance of the Property financed and acquired pursuant hereto, the Local Agency has executed and delivered, or will execute and deliver within 60 days from the Dated Date to the State Treasurer, a Personal Property Certificate in the form of Exhibit B. The Local Agency has delivered a Certificate Designating Authorized Agency Representatives to the State Treasurer in the form of Exhibit C. That Certificate is currently in force and has not been amended, withdrawn or superseded, and the signatures shown thereon are true and correct originals of the signatures of the persons who hold the titles shown opposite their names. The signature of any one of the individuals shown on that Certificate is sufficient to bind the Local Agency under this Local Agency Financing Contract with respect to any of the undertakings contemplated herein.

Section 1.3 Performance by Representatives. Any authority granted or duty imposed upon the State hereunder may be undertaken and performed by the State Treasurer or the Treasurer Representative. Any authority or duty imposed upon the Local Agency hereunder may be undertaken and performed by the Authorized Agency Representative.

Section 1.4 Installment Sale and Purchase of Property. The State agrees to sell to the Local Agency, and the Local Agency agrees to purchase from the State, all of the State's right, title and interest in and to the Property and all proceeds and profits from the Property, subject to the security interest granted pursuant to Section 2.4.

Section 1.5 Agency Installment Payments. In consideration of the sale of the Property and the covenants and agreements of the State in this Local Agency Financing Contract, the Local Agency promises to pay to the State the following amounts at the following times: (a) On each Agency Installment Payment Date, the Agency Installment Payment set forth in Exhibit D, consisting of an Agency Principal Component and/or an Agency Interest Component as set forth

in Exhibit D; and (b) all Additional Costs incurred by the State in connection with the sale of the Property to the Local Agency, the execution and delivery of the Certificates, and the observance and performance of the Series Agreements, within 30 days following receipt of an invoice from the State that includes (i) a brief description of each Additional Cost, (ii) the party to whom payment is due, (iii) the amount thereof, and (iv) such additional information as the Local Agency may reasonably request.

Section 1.6 Term. The term of this Local Agency Financing Contract shall commence on the Dated Date and shall terminate on the date on which all amounts due hereunder shall have been paid or the payment thereof duly provided for pursuant to Section 4.3 hereof.

ARTICLE II SALE AND PURCHASE OF PROPERTY

Section 2.1 Local Agency Financing Contract Consolidated with Master Financing Contract. The Local Agency acknowledges that the State Treasurer, acting on behalf of the State Finance Committee, has consolidated this Local Agency Financing Contract with the Master Financing Contract pursuant to RCW 39.94.030(1)(a).

Section 2.2 Appointment as Agent; Acquisition of Property; Revision and Substitution of Property.

(a) *Appointment as Agent*. The Local Agency accepts its appointment in the Master Financing Contract as agent of the Corporation in connection with the acquisition of the Property, and acknowledges that such appointment is irrevocable and shall not be terminated by any act of the Local Agency, the State Treasurer or otherwise.

(b) *Acquisition of Property*. The Local Agency agrees that (i) it has caused or will cause the Property to be acquired, as agent for the Corporation, with all reasonable dispatch; (ii) it will negotiate or call for bids for the purchase of the Property in accordance with the requirements and limitations, if any, imposed by State or local law with respect to the purchase of such Property by such Local Agency; (iii) it will make, execute, acknowledge and deliver any contracts, agreements, orders, receipts, documents, writings or instructions with or to any Person and do all other things that may be necessary or desirable to acquire the Property; and (iv) it will pay or cause to be paid the Costs of Acquisition of the Property from funds available to it pursuant to this Local Agency Financing Contract and the Master Financing Contract. The Local Agency shall file requisitions with the State Treasurer for the Acquisition Costs of the Property or reimbursement therefor in such form as the State Treasurer shall reasonably require. Neither the Corporation nor the State shall have any responsibility, liability or obligation with respect to the selection or procurement of any of the Property.

(c) *Revision and Substitution of Property*. The Local Agency, with the prior written consent of the State Treasurer, may revise any item of Property to be financed or refinanced and acquired pursuant hereto, or the description thereof; *provided*, that (i) such item of Property as so revised shall satisfy the requirements under this Local Agency Financing Contract and the Master Financing Contract with respect to the substitution of Property previously acquired; (ii) the Costs of Acquisition of such item of Property shall not be materially reduced thereby; and

(iii) any such revision shall not relieve the Local Agency of its obligation to acquire the Property in accordance herewith and with the Master Financing Contract.

After acquisition of an item of Property, the Local Agency, with the prior written consent of the State Treasurer as agent for the Corporation, may substitute for an item of Property acquired pursuant to this Local Agency Financing Contract other personal property by filing with the State Treasurer a certificate of the Local Agency stating that such substitute Property (i) has a remaining useful life equal to or greater than the Property for which it is being substituted; (ii) has a fair market value equal to or greater than the fair market value of the item of Property for which it is being substituted; (iii) is free and clear of all liens and encumbrances except a first priority security interest in favor of the Corporation under the Master Financing Contract; (iv) is essential to the Local Agency's ability to carry out its governmental functions and responsibilities; and (v) is expected to be used by such Local Agency for the term of this Local Agency Financing Contract. The State Treasurer's consent to any such substitution as agent for the Corporation will be conditioned upon receipt by the State Treasurer of an Opinion of Counsel to the effect that such substitution will not cause interest evidenced and represented by the Certificates to be includable in gross income for federal income tax purposes under the Code. The State Treasurer also may require the Local Agency to reimburse the State Treasurer for all costs incurred, if any, to obtain such Opinion of Counsel.

(d) *Payment for Property if Acquisition Fund Not Sufficient.* If money in the Acquisition Fund allocable to the Local Agency is not sufficient to pay the Acquisition Costs of the Property in full, the Local Agency shall cause the Acquisition Costs of such Property in excess of the allocable amount in the Acquisition Fund to be paid from other money of such Local Agency. Neither the Corporation nor the State Treasurer as agent for the Corporation for the disbursement of funds from the Acquisition Fund makes any representation or warranty, either express or implied, that the money which will be deposited into the Acquisition Fund allocable to the Local Agency will be sufficient to pay the Acquisition Costs of the Property. Neither the Corporation nor the State Treasurer as agent for the Corporation for the disbursement of funds from the Acquisition Fund shall have any obligation or liability for the payment of the Acquisition Costs of the Property other than from the proceeds of the Certificates and any other amounts that may be provided by the Local Agency. If the Local Agency shall pay or cause the payment of any Acquisition Costs in excess of the allocable amounts in the Acquisition Fund available for such purpose from other funds, the Local Agency shall not be entitled to any reimbursement from the Corporation or the State Treasurer as agent for the Corporation for the disbursement of funds from the Acquisition Fund for such payments, nor shall the Local Agency be entitled to any diminution, reduction, abatement, postponement, counterclaim, defense or set-off of the Agency Installment Payments, Additional Costs or other amounts otherwise required to be paid hereunder.

Section 2.3 Title to the Property. All right, title and interest in and to the Property shall transfer to and be vested in the Local Agency from the State without any further action by the Local Agency or the State immediately upon the acquisition thereof by the Local Agency as agent for the Corporation or reimbursement to the Local Agency for the Acquisition Costs thereof; provided, that the State and the Local Agency shall take such action and execute such documents (including without limitation bills of sale and other title documents) as may be

deemed necessary or desirable by the State or the Local Agency to evidence and confirm such transfer of title pursuant to this Local Agency Financing Contract.

The State assigns to the Local Agency during the term hereof, for so long as no Agency Event of Default, Event of Default or other event permitting termination of this Local Agency Financing Contract has occurred and is continuing hereunder, all representations, warranties and guaranties, if any, express or implied, with respect to the Property from the manufacturers, suppliers and vendors thereof, subject, however, to a reservation by the State and the Corporation of a right to independently enforce such warranties and guaranties.

Title to any and all additions, modifications, improvements, repairs or replacements to the Property shall be vested in the Local Agency, subject to the security interest of the Corporation until payment of all amounts due and owing with respect to such Property under this Local Agency Financing Contract.

Any Property constituting a motor vehicle subject to registration with the State Department of Licensing shall be registered with the Local Agency as the registered and legal owner thereof.

Section 2.4 Security Interests.

(a) *State Security Interest.* In order to secure the payment and performance by the State of its obligations under the Master Financing Contract, the State has granted to the Corporation a lien on and security interest in all right, title and interest of the State, whether now owned or hereafter acquired, in and to the Property and this Local Agency Financing Contract, including without limitation the Agency Installment Payments and all proceeds thereof. The Local Agency agrees to such grant and that its right, title and interest in and to the Property is subject to such first priority lien and security interest.

(b) *Local Agency Security Interest.* In order to secure the payment and performance by the Local Agency of its obligations under this Local Agency Financing Contract, the Local Agency grants to the Corporation a lien on and security interest in all right, title and interest of the Local Agency, whether now owned or hereafter acquired, in and to the Property. Accordingly, this Local Agency Financing Contract constitutes a security agreement. The Local Agency acknowledges and agrees that each provision of this Local Agency Financing Contract is also a provision of the security agreement.

If required by the Corporation, the Local Agency will execute and deliver to the Trustee such security agreements, financing statements and/or other instruments covering the Property and all accessions thereto.

Section 2.5 Disclaimer of Warranties. The Local Agency acknowledges and agrees that the Property is of a nature, size, design and capacity selected by the Local Agency pursuant to its own specifications, and not by the State or the Corporation, and that neither the State nor the Corporation is a manufacturer, supplier or a vendor of such Property.

The Corporation makes no warranty or representation, either express or implied, and assumes no responsibility, liability or obligation, as to the value, design, condition,

merchantability or fitness for a particular purpose or fitness for use of the Property, or as to the title thereto, or for the enforcement of the manufacturers', suppliers' or vendors' representations or warranties or guaranties, or any other representation or warranty with respect to the Property. In no event shall the Corporation be liable or responsible for any incidental, indirect, special or consequential damages in connection with or arising out of this Local Agency Financing Contract or the use by the Local Agency of the Property.

ARTICLE III
AGENCY INSTALLMENT PAYMENTS; CONDITIONAL PAYMENT BY STATE;
FULL FAITH AND CREDIT OBLIGATION

Section 3.1 Agency Installment Payments. Each Agency Installment Payment shall consist of an Agency Principal Component and/or an Agency Interest Component as set forth in Exhibit D to this Local Agency Financing Contract. Interest shall accrue and be calculated as determined by the State Treasurer, which determination shall be binding and conclusive against the Local Agency absent manifest error. Each Agency Installment Payment shall be paid to or upon the order of the State Treasurer by electronic funds transfer (or by other means acceptable to the State Treasurer) in lawful money of the United States of America at such place as the State Treasurer shall direct in writing not less than 10 Business Days prior to the Agency Installment Payment Date. Payments of Additional Costs shall be made to or upon the order of the State Treasurer. Each Agency Installment Payment shall be applied first to the Agency Interest Component, and then to the Agency Principal Component.

Section 3.2 Sources of Payment of Agency Installment Payments.

(a) *Local Agency Financing Contract.* The Local Agency acknowledges and agrees that the State is acquiring the Property from the Corporation for and on behalf of the Local Agency. Concurrently with the execution hereof, the State shall execute and deliver the Master Financing Contract pursuant to which the State agrees to make Installment Payments for the acquisition of the Property for and on behalf of the Local Agency, at such times and in such amounts as provided therein, which will be sufficient in the aggregate to pay the Purchase Price of the Property to be acquired by the State for and on behalf of the Local Agency, and interest thereon. The Local Agency pledges its full faith and credit to make the Agency Installment Payments that are required to be paid under this Local Agency Financing Contract.

Installment Payments allocable to the Purchase Price of the Local Agency Property and interest thereon shall be payable by the State solely from Agency Installment Payments to be made by the respective Local Agencies, including the Local Agency, except as otherwise provided in Sections 3.2(c) and 3.2(d) of the Master Financing Contract and Sections 3.2(b) and 3.2(c) of this Local Agency Financing Contract.

(b) *Intercept of Local Agency Share of State Revenues.* In the event that the Local Agency fails to make any payment due under this Local Agency Financing Contract, pursuant to RCW 39.94.030(1), the State Treasurer shall withhold an amount sufficient to make such payment from the Local Agency's share of State revenues or other amounts authorized or required by law to be distributed by the State to the Local Agency; but (i) only if the use of any such revenues or amounts to make such payments is otherwise authorized or permitted by State

law, and (ii) only to the extent the Local Agency is otherwise entitled to receive such share of State revenues or other amounts. Such withholding shall continue until all such delinquent payments have been made. Amounts withheld by the State Treasurer pursuant to this Section 3.2(b) shall be applied to make any such payment due under this Local Agency Financing Contract on behalf of the Local Agency, or to reimburse the State for any such payment made pursuant to Section 3.2(c). The Local Agency authorizes, approves and consents to any such withholding.

(c) *Conditional Payment of Local Agency Installment Payments.* Upon the failure of the Local Agency to make any Agency Installment Payment at such time and in such amount as required pursuant to this Local Agency Financing Contract, the State shall, to the extent of legally available appropriated funds and subject to any Executive Order reduction, make such payment into the Agency Installment Payment Fund (established under the Master Financing Contract) on behalf of such Local Agency within 15 Business Days after such Agency Installment Payment Date. The Local Agency shall reimburse the State for such payments made on its behalf immediately thereafter and in any case not later than 10 Business Days after such Agency Installment Payment Date, together with interest thereon at a rate equal to the State Reimbursement Rate. Anything herein to the contrary notwithstanding, failure of the Local Agency to reimburse the State for any such payment shall not constitute an Agency Event of Default, but the State may institute such legal action and pursue such other remedies against the Local Agency as the State deems necessary or desirable, including, but not limited to, actions for specific performance, injunction and/or the recovery of damages.

(d) *Payments by Local Agency Treasurer.* The treasurer of the Local Agency shall establish and/or maintain a special fund in the "bonds payable" category of accounts of the Local Agency for the purposes of paying the Local Agency's Agency Installment Payments and Additional Costs. The treasurer of the Local Agency shall remit each Agency Installment Payment to the State on each Agency Installment Payment Date and any Additional Costs when due hereunder from any legally available funds of the Local Agency.

Section 3.3 No Set-Off. The obligation of the Local Agency to make Agency Installment Payments from the sources set forth herein and to perform its other obligations hereunder shall be absolute and unconditional. The Local Agency shall make Agency Installment Payments as and when the same shall become due without diminution, reduction, postponement, abatement, counterclaim, defense or set-off as a result of any dispute, claim or right of action by, against or among the State, the Corporation, the Trustee, any Agency, and/or any other Person, or for any other reason; *provided*, that nothing in this Section 3.3 shall be construed to release or excuse the State from the observance or performance of its obligations hereunder.

Section 3.4 Assignments by the Corporation. The Local Agency acknowledges and agrees that, concurrently with the execution and delivery of this Local Agency Financing Contract, the Corporation will unconditionally assign to the Trustee pursuant to the Master Assignment, without recourse, (i) all of its rights to receive the Installment Payments under the Master Financing Contract, (ii) all of its remaining right, title and interest in, to and under the Master Financing Contract and this Local Agency Financing Contract, and in and to the Property (including any security interest therein), in consideration for the payment by the Trustee to the

State Treasurer, as agent of the Corporation, of the proceeds of the sale of the Certificates. The State and the Corporation have acknowledged and agreed that such assignment by the Corporation is intended to be a true sale of the Corporation's right, title and interest, and that upon such assignment the Corporation shall cease to have any rights or obligations under the Master Financing Contract or with respect to the Property, and the Trustee shall thereafter have all the rights and obligations of the Corporation under the Master Financing Contract as if the Trustee had been the original party thereto. Except where the context otherwise requires, every reference in the Master Financing Contract and this Local Agency Financing Contract to the Corporation shall be deemed to be a reference to the Trustee in its capacity as assignee of the Corporation.

ARTICLE IV OPTIONAL PREPAYMENT OF AGENCY INSTALLMENT PAYMENTS

Section 4.1 Optional Prepayment.

(a) The Local Agency may, at its option and upon approval of the State Treasurer, prepay its Agency Installment Payments then unpaid, in whole or in part on any date, by causing to be deposited with the State Treasurer money and/or Government Obligations in an amount sufficient for the State to provide for the payment or defeasance of the portion of its Installment Payments corresponding thereto in accordance with Section 4.1(a) or 4.1(b), respectively, of the Master Financing Contract, and to pay any Additional Costs in connection therewith.

(b) The Local Agency shall provide the State Treasurer with not less than 60 days' prior written notice of its intention to prepay any of its Agency Installment Payments, which notice shall specify the date of the date of such prepayment, and the amount and the Agency Installment Payment Dates of the Agency Installment Payments to be prepaid. The State Treasurer shall notify the Local Agency within 15 Business Days after receipt of such notice from the Local Agency as to the amount required to be paid in connection with such prepayment or provision for payment of the corresponding Installment Payments, including any Additional Costs in connection therewith. The determination by the State Treasurer of the amount to be paid by the Local Agency shall be binding and conclusive against such Local Agency, absent manifest error.

Section 4.2 Revision of Agency Installment Payments upon Optional Prepayment. The Agency Principal Component and Agency Interest Component of the Agency Installment Payment due on each Agency Installment Payment Date on and after the date of any prepayment pursuant to Section 4.1, as set forth in Exhibit D, shall be reduced by the State Treasurer to reflect such prepayment, in such amounts and on such Agency Installment Payment Dates as the Local Agency shall elect in its written notice to the State Treasurer, pursuant to Section 4.1(b).

Section 4.3 Discharge of Local Agency Financing Contract. All right, title and interest of the State and all obligations of the Local Agency under this Local Agency Financing Contract shall terminate and be completely discharged and satisfied (except for the right of the State and the Corporation and the obligation of the Local Agency to have the money and

Government Obligations set aside applied pursuant to Section 4.3(b) to make the remaining Agency Installment Payments) when either:

(a) all Agency Installment Payments and all Additional Costs and other amounts due hereunder have been paid in accordance herewith; or

(b) (i) the Local Agency shall have delivered a written notice to the State Treasurer of its intention to prepay all of the Agency Installment Payments remaining unpaid; (ii) the Local Agency shall have caused to be deposited with the State Treasurer (A) money and/or Government Obligations in accordance with Section 4.1; and (B) an Opinion of Counsel to the effect that such actions are permitted under this Local Agency Financing Contract, the Master Financing Contract and the Trust Agreement and will not cause interest evidenced and represented by the Certificates to be includable in gross income for federal income tax purposes under the Code; and (iii) for so long as any Agency Installment Payments remain unpaid, provision shall have been made satisfactory to the Corporation for payment of all Additional Costs.

ARTICLE V REPRESENTATIONS, WARRANTIES, COVENANTS AND AGREEMENTS

Section 5.1 Representations and Warranties of the Local Agency. The Local Agency represents and warrants as follows:

(a) The Local Agency is an “other agency” within the meaning of the Act, duly organized and validly existing under the Constitution and laws of the State.

(b) The Local Agency is authorized under the laws of the State and its charter or other constituent document, if any, to enter into and perform its obligations under this Local Agency Financing Contract.

(c) Neither the execution and delivery by the Local Agency of this Local Agency Financing Contract, nor the observance and performance of its terms and conditions, nor the consummation of the transactions contemplated by it, conflicts with or constitutes a breach of or default under any agreement or instrument to which the Local Agency is a party or by which the Local Agency or its property is bound, or results in the creation or imposition of any lien, charge or encumbrance whatsoever upon the Property, except as expressly provided in this Local Agency Financing Contract and the Master Financing Contract.

(d) The Local Agency has duly authorized, executed and delivered this Local Agency Financing Contract.

(e) This Local Agency Financing Contract constitutes valid and binding general obligation indebtedness of the Local Agency, enforceable against it in accordance with its terms, except as such enforceability may be affected by bankruptcy, insolvency, reorganization, moratorium and other laws relating to or affecting creditors’ rights generally, to the application of equitable principles, and to the exercise of judicial discretion in appropriate cases.

(f) The Property to be financed and acquired pursuant to this Local Agency Financing Contract is essential to the Local Agency's ability to carry out its governmental functions and responsibilities, and the Local Agency expects to make immediate and continuing use of the Property during the term of this Local Agency Financing Contract.

(g) The useful life of the Property is equal to or exceeds the term of this Local Agency Financing Contract.

(h) The obligations of the Local Agency under this Local Agency Financing Contract, together with all other outstanding indebtedness of the Local Agency, do not exceed any statutory or constitutional debt limit applicable to the Local Agency.

(i) The Local Agency makes no representation or warranty regarding the perfection of any security interest in the Property, the Master Financing Contract or this Local Agency Financing Contract for the benefit of the Corporation.

Section 5.2 Covenants and Agreements of the Local Agency. The Local Agency covenants and agrees as follows:

(a) *Preservation of Existence.* The Local Agency will do or cause to be done all things necessary to preserve its existence as an "other agency" within the meaning of the Act.

(b) *Budget.* The Local Agency shall take such action as may be necessary to include all the Agency Installment Payments and Additional Costs due hereunder in its annual budget and to make the necessary annual appropriations for all such Agency Installment Payments and Additional Costs.

(c) *Levy of Taxes.* If and to the extent authorized by law, the Local Agency covenants that it will levy taxes in such amounts and at such times as shall be necessary, within and as a part of the tax levy, if any, permitted to be made by the Local Agency without a vote of its electors, to provide funds, together with other legally available money, sufficient to make the Agency Installment Payments and the other payments required under this Local Agency Financing Contract.

(d) *Notice of Nonpayment.* The Local Agency shall give written notice to the State Treasurer and the Corporation prior to any Agency Installment Payment Date if the Local Agency knows prior to such date that it will be unable to make all or any portion of the Agency Installment Payment due on such date.

(e) *Tax Exemption.* The Local Agency shall not make any use of the proceeds of this Local Agency Financing Contract or the Certificates or of any other amounts, regardless of the source, or of any property, and shall not take or refrain from taking any action, that would cause the Master Financing Contract or the Certificates to be "arbitrage bonds" within the meaning of Section 148 of the Code. The Local Agency shall not use or permit the use of the Property or any part thereof by any Person other than a "governmental unit" as that term is defined in Section 141 of the Code, in such manner or to such extent as would result in the loss of the exclusion from gross income for federal income tax purposes of the Interest Component of the Installment Payments under Section 103 of the Code. The Local Agency shall not make any use

of the proceeds of this Local Agency Financing Contract or the Certificates or of any other amounts, and shall not take or refrain from taking any action, that would cause the Master Financing Contract or the Certificates to be “federally guaranteed” within the meaning of Section 149(b) of the Code, or “private activity bonds” within the meaning of Section 141 of the Code, or “hedge bonds” within the meaning of Section 149 of the Code. To that end, for so long as any Agency Installment Payments remain unpaid, the Local Agency, with respect to such proceeds and other amounts, will comply with all requirements under such Sections and all applicable regulations of the United States Department of the Treasury promulgated thereunder. The Local Agency will at all times do and perform all acts and things permitted by law which are necessary or desirable in order to assure that the Interest Components of the Installment Payments will not be included in gross income of the Owners of the Certificates for federal income tax purposes under the Code, and will take no action that would result in such interest being so included. The Local Agency shall comply with the applicable provisions of the Tax Certificate.

(f) *No Liens; Sale or Disposal; or Assignment.* The Local Agency shall not create, incur or assume any mortgage, pledge, lien, charge, encumbrance or claim on or with respect to the Property, except the rights of the Corporation as provided herein and in the Master Financing Contract. The Local Agency shall promptly, at its own expense, take such action as may be necessary to duly discharge any such mortgage, pledge, lien, charge, encumbrance or claim if the same shall arise at any time. The Local Agency shall not grant, sell, transfer, assign, pledge, convey or otherwise dispose of any of the Property or any interest therein during the term of this Local Agency Financing Contract, and any such attempted grant, sale, transfer, assignment, pledge, conveyance or disposal shall be void. The Local Agency may not grant, sell, assign, transfer, convey, pledge, hypothecate or grant any security interest in any of its right, title or interest in, to or under this Local Agency Financing Contract. Any attempted grant, sale, assignment, conveyance, pledge, hypothecation or security interest shall be void.

(g) *Performance.* The Local Agency shall punctually pay the Agency Installment Payments and any Additional Costs in conformity with the terms and provisions hereof, and will faithfully observe and perform all the covenants, terms and other obligations contained herein required to be observed and performed by the Local Agency. The Local Agency will not suffer or permit any default to occur hereunder, or do or permit anything to be done, or omit or refrain from doing anything, in any case where any such act done or permitted, or any such omission or refraining from doing anything, would or might be grounds for termination of this Local Agency Financing Contract. The Local Agency will not terminate this Local Agency Financing Contract for any cause, including but not limited to any acts or circumstances that may constitute failure of consideration, destruction of or damage to the Property, commercial frustration of purpose, any change in the tax or other laws of the United States of America or of the State or any political subdivision of the State, or any failure by the State or the Corporation to observe or perform any covenant, agreement, term, condition or other obligation contained herein or in the Master Financing Contract required to be observed and performed by it, whether express or implied, or the bankruptcy, insolvency, liquidation or reorganization of the Corporation.

(h) *Further Assurances.* The Local Agency will preserve and protect the rights of the State hereunder, and will warrant and defend such rights against all claims and demands of all Persons. The Local Agency will promptly execute, make, deliver, file and record any and all

further assurances, instruments and agreements, and do or cause to be done such other and further things, as may be necessary or proper to carry out the intention or to facilitate the performance hereof and for the better assuring and confirming to the State the rights and benefits provided to it hereunder.

(i) *Use of Property.* During the term of this Local Agency Financing Contract, the Local Agency will use the Property for the purposes of performing one or more of its essential governmental functions or responsibilities. The Local Agency will not permit the Property to be used or operated other than by authorized employees, agents and contractors of the Local Agency.

(j) *Financial Statements.* The Local Agency shall prepare annual financial statements and obtain audits thereof as required by law. Upon the Written Request of the State Treasurer, the Local Agency shall provide the State Treasurer with a copy of its most recent audited and unaudited financial statements.

(k) *Use; Repairs.* For so long as the Local Agency is in possession of the Property, the Local Agency shall be solely responsible for the maintenance and repair, both ordinary and extraordinary, of the Property. The Local Agency will (i) keep and maintain the Property in good repair, working order and condition, and protect the same from deterioration other than normal wear and tear; (ii) cause the Property to be used within its normal capacity, in the manner contemplated by the manufacturer's specification, and in compliance with the requirements of applicable laws, ordinances and regulations, the requirements of any warranties applicable thereto, and the requirements of any insurance or self-insurance program required under Section 5.2(p); (iii) cause the Property to be used and operated by or under the direction of competent persons only, and obtain all registrations, permits and licenses, if any, required by law for the operation of the Property; and (iv) will pay all costs, claims, damages, fees and charges arising out of its possession, use or maintenance of the Property. The Local Agency, at its expense, will furnish all parts, mechanisms and devices required to operate and maintain the Property.

(l) *Alterations.* The Local Agency will not make any alterations, additions or improvements to the Property without the prior written consent of the State Treasurer unless such alterations, additions or improvements (i) maintain or increase the value of the Property; or (ii) may be readily removed without damage to the Property. All such alterations, additions or improvements shall be deemed to be a part of the Property and shall be subject to the terms and provisions of this Local Agency Financing Contract.

(m) *Location; Inspection.* The Property will be located within the State. The Corporation will be entitled to inspect the Property during regular business hours upon at least one Business Day's prior notice. The Local Agency acknowledges, and consents and agrees to, the right of the Corporation to so inspect the Property.

(n) *Impositions and Charges.* If during the term of this Local Agency Financing Contract, any Imposition is imposed or incurred in connection with the sale and purchase of the Property by the Corporation to the State, or by the State to the Local Agency, or the ownership, operation, possession or use of the Property by the Corporation, the State or the Local Agency,

or the payment of the Agency Installment Payments by the Local Agency, or the payment of the Installment Payments payable therefrom by the State, or any fines, penalties or interest imposed on or with respect to any of the foregoing, the Local Agency shall pay all such Impositions and charges when due. The Local Agency at its own expense may contest any such Impositions and charges until it obtains a final administrative or judicial determination with respect thereto, unless the Property is encumbered by any levy, lien or any other type of encumbrance because of the Local Agency's failure to pay such Impositions or charges. If the State or the Corporation pays any such Impositions or charges for which the Local Agency is responsible or liable hereunder, the Local Agency shall reimburse the State or the Corporation, as applicable, therefor as Additional Costs hereunder. The Local Agency shall hold harmless the State and the Corporation from and against all such Impositions and charges during the term of this Local Agency Financing Contract.

(o) *Risk of Loss; Damage; Destruction; Condemnation.* The Local Agency assumes all risk of loss of or damage to the Property from any cause whatsoever, and the obligation of the Local Agency to pay the Agency Installment Payments or to perform any other obligation under this Local Agency Financing Contract shall in no way be released, discharged or otherwise affected for any reason, including without limitation (i) any defect in the condition, quality or fitness for use of, or title to, any portion of the Property, or (ii) any damage to, or abandonment, destruction, requisition, condemnation or taking of any portion of the Property. In the event of damage to any item of the Property, the Local Agency will immediately place the same in good repair, working order and condition as required by Section 5.2(k) hereof. If the Local Agency determines that any item of Property is lost, stolen, destroyed or damaged beyond repair, the Local Agency will prepay all of its obligations for Agency Installment Payments and terminate its obligations hereunder in accordance with Section 4.3(b) hereof.

(p) *Insurance.*

(i) The Local Agency shall maintain, or cause to be maintained, in full force and effect, comprehensive general liability insurance with respect to the Property in such amounts as may be reasonably determined by the Local Agency from time to time but in any event not less than \$1,000,000 per occurrence, or such greater amount as the State Treasurer may reasonably require from time to time. Such insurance may be carried under a blanket policy with umbrella coverage. Such insurance shall cover any and all liability of the Local Agency and its officials, officers, employees and volunteers. Such insurance shall include (A) coverage for any accident resulting in personal injury to or death of any person and consequential damages arising therefrom; and (B) comprehensive property damage insurance.

(ii) The Local Agency shall maintain or cause to be maintained in full force and effect fire and extended coverage insurance with respect to the Property in such amounts and covering such risks as the Local Agency may reasonably determine from time to time but in any event not less than the aggregate amount of the Agency Principal Components of Agency Installment Payments due hereunder which remain unpaid. Such insurance may be carried under a policy or policies covering other property of the Local Agency. In the alternative, the Local Agency may assume financial responsibility for any physical damage to and/or loss of the Property; *provided, however*, that if the Local

Agency elects this option, the Local Agency hereby covenants and agrees that it will promptly repair or replace the Property promptly upon any loss or damage thereto.

(iii) The insurance required under paragraphs (i) and (ii) above: (A) shall be provided by a financially responsible insurance company authorized to do business in the State; (B) shall name the State and the Trustee as additional insureds thereunder; (C) shall provide that the same may not be canceled or given notice of non-renewal, nor shall the terms of conditions thereof be altered, amended or modified, without at least 45 days' prior written notice being given by the insurer to the State Treasurer; and (D) may be provided in whole or in part through a funded program of self-insurance reviewed at least annually by an insurance actuary.

(iv) A certificate of insurance with respect to the required coverages shall be provided by the Local Agency to the State Treasurer annually on or prior to December 1 with respect to any required insurance maintained pursuant hereto.

(v) The Local Agency will pay or cause to be paid when due the premiums for all insurance policies required by this Section 5.2(p).

ARTICLE VI EVENTS OF DEFAULT; REMEDIES

Section 6.1 Agency Event of Default. Each of the following shall constitute an "Agency Event of Default" hereunder:

(a) Failure by the Local Agency to pay or cause to be paid any Agency Installment Payment required to be paid hereunder within 10 Business Days of the respective Agency Installment Payment Date;

(b) Failure by the Local Agency to observe or perform any covenant, agreement, term or condition on its part to be observed or performed hereunder, other than as set forth in paragraph (a) above, for a period of 30 days after written notice from the State Treasurer or the Trustee to the Local Agency specifying such failure and requesting that it be remedied; *provided, however,* that such period shall be extended for not more than 60 days if such failure cannot be corrected within such period, and the corrective action is commenced by the Local Agency within such period and diligently pursued until the failure is corrected;

(c) If any statement, representation, or warranty made by the Local Agency in this Local Agency Financing Contract or in any writing delivered by the Local Agency pursuant hereto or in connection herewith is false, misleading, or erroneous in any material respect; and

(d) Inability of the Local Agency to generally pay its debts as such debts become due, or admission by the Local Agency in writing of its inability to pay its debts generally or the making by the Local Agency of a general assignment for the benefit of creditors, or the institution of any proceeding by or against the Local Agency seeking to adjudicate it as bankrupt or insolvent, or seeking liquidation, winding-up, reorganization, reimbursement, adjustment, protection, relief or composition of it or its debts under any law relating to bankruptcy, insolvency or reorganization or relief of debtors, or seeking the entry of an order for relief or for

appointment of a receiver, trustee, or other similar officer of it or any substantial part of its property, or the taking of any action by the Local Agency to authorize any of the actions set forth above in this Section 6.1(d).

Notwithstanding the foregoing provisions of this Section 6.1, if by reason of *force majeure* the Local Agency is unable in whole or in part to carry out the covenants, agreements, terms and conditions on its part contained in this Local Agency Financing Contract, the Local Agency shall not be deemed in default during the continuance of such inability. The term “*force majeure*” means the following: acts of God; strikes; lockouts or other industrial disturbances or disputes; acts of public enemies; orders or restraints of any kind of the government of the United States of America or any of its departments, agencies or officials, or of its civil or military authorities; orders or restraints of the State or of any of its departments, agencies or officials or civil or military authorities of the State; wars, rebellions, insurrections; riots; civil disorders; blockade or embargo; landslides; earthquakes; fires; storms; droughts; floods; explosions; or any other cause or event not within the control of the Local Agency.

The State, with the prior written consent of the Corporation, may, at its election, waive any default or Agency Event of Default and its consequences hereunder and annul any notice thereof by written notice to the Local Agency to such effect, and thereupon the respective rights of the Parties hereunder shall be as they would have been if such default or Agency Event of Default had not occurred.

Section 6.2 Rights of State Upon Agency Event of Default. Whenever an Agency Event of Default hereunder shall have occurred and be continuing, the State shall have the following rights and may exercise any one or more of the following remedies:

(a) By written notice to the Local Agency, require that the Local Agency promptly return possession and use of the Property to the State at any location specified in the United States (at the cost and expense of the Local Agency) in good repair, working order and condition, ordinary wear and tear excepted;

(b) Take whatever action at law or in equity may appear necessary or desirable to collect the Agency Installment Payments then due and thereafter becoming due, or to enforce the observance or performance of any covenant, agreement or obligation of the Local Agency under this Local Agency Financing Contract;

(c) Exercise any other rights or remedies it may have hereunder or under applicable law; and

(d) Decline to execute any future financing contract on behalf of the Local Agency under the Act.

Section 6.3 No Remedy Exclusive; Non-Waiver. No remedy conferred upon or reserved to the State hereunder or under applicable law is intended to or shall be exclusive, and every such remedy shall be cumulative and shall be in addition to every other remedy given under this Local Agency Financing Contract or now or hereafter existing at law or in equity. No delay or omission to exercise any right or remedy accruing upon a default or an Agency Event of Default hereunder shall impair any such right or remedy or shall be construed to be a waiver of

such default or Agency Event of Default, but any such right or remedy may be exercised from time to time and as often as may be deemed necessary or expedient. In order to exercise any remedy reserved to the State hereunder, it shall not be necessary to give any notice, other than such notice as may be required hereunder. A waiver by the State of any default or Agency Event of Default hereunder shall not constitute a waiver of any subsequent default or Agency Event of Default hereunder, and shall not affect or impair the rights or remedies of the State in connection with any such subsequent default or Agency Event of Default.

ARTICLE VII MISCELLANEOUS PROVISIONS

Section 7.1 Indemnification of State and the Corporation. To the extent permitted by law, the Local Agency hereby releases the State and the Corporation from, agrees that the State and the Corporation shall not be liable for, and agrees to indemnify and hold the State and the Corporation and their respective directors, officers, officials, employees, and agents harmless from, any liability for any loss or damage to property or any injury to or death of any person that may be occasioned by any cause whatsoever arising out of the ownership or operation of the Property or the acquisition, financing or refinancing thereof. The Local Agency agrees to indemnify and hold the State and the Corporation and their respective directors, officers, officials, employees, and agents harmless from any losses, costs, charges, expenses (including reasonable attorneys' fees), judgments and liabilities incurred by it or them, as the case may be, in connection with any action, suit or proceeding instituted or threatened in connection with the transactions contemplated by this Local Agency Financing Contract or the exercise of rights or the performance of duties of the State or the Corporation under this Local Agency Financing Contract, the Master Financing Contract or the other Series Agreements to which each of them is a Party, except to the extent caused by the gross negligence or willful misconduct of such indemnified party. The indemnification provided in this Section 7.1 shall survive the final payment of the Agency Installment Payments and the termination of this Local Agency Financing Contract for any reason.

Section 7.2 Third Party Beneficiaries. The Corporation and the Trustee, as assignee of the Corporation, shall be third party beneficiaries of this Local Agency Financing Contract.

Section 7.3 Notices to Agency. The notice address for the Local Agency shall be as set forth in the Notice of Intent.

STATE:

STATE OF WASHINGTON OFFICE OF THE
STATE TREASURER

By _____
Treasurer Representative

LOCAL AGENCY:

CITY OF KENNEWICK

By _____
Authorized Agency Representative

By _____
Authorized Agency Representative

By _____
Authorized Agency Representative

EXHIBIT A
NOTICE OF INTENT

[attached]

EXHIBIT B

PERSONAL PROPERTY CERTIFICATE

[attached]

EXHIBIT C

CERTIFICATE DESIGNATING AUTHORIZED AGENCY REPRESENTATIVES

[attached]

EXHIBIT D

SCHEDULE OF AGENCY INSTALLMENT PAYMENTS

[to be attached upon availability]

Certificate Designating Authorized Agency Representatives

I, Terri Wright, City Clerk of the City of Kennewick (the "Local Agency"), hereby certify that, as of the date hereof, pursuant to Ordinance No. 5758, the following individuals are each an "Authorized Agency Representative," as indicated by the title appended to each signature, that the following individuals are duly authorized to execute and deliver the Local Agency Financing Agreement to which this Certificate is attached as Exhibit C, and all documentation in connection therewith, including but not limited to the Personal Property Certificate(s) attached thereto as Exhibit B, that the signatures set forth below are the true and genuine signatures of said Authorized Agency Representatives and that pursuant to such ordinance, the following signature is required on each of the aforementioned documents in order to consider such documents executed on behalf of the Local Agency:

_____ Dan Legard, Finance Director
(signature)

Dated this 5th day of June, 2018.

City Clerk
CITY OF KENNEWICK, WASHINGTON

SUBSCRIBED AND SWORN TO before me this 5th day of June, 2018.

By: _____
NOTARY PUBLIC in and for the State of
Washington, residing at:

Printed Name: _____
My Commission Expires: _____

Council Agenda Coversheet 	Agenda Item Number	5.a.(2)	Council Date	06/05/2018	Consent Agenda	☐
	Agenda Item Type	Resolution			Ordinance/Reso	☒
	Subject	LOCAL Program Financing - KPD Fleet			Public Mtg / Hrg	☐
	Ordinance/Reso #	18-13	Contract #		Other	☐
	Project #		Permit #		Quasi-Judicial	☐
	Department	Finance				

Recommendation

Council approve Resolution 18-13 authorizing the reimbursement of the purchase of replacement vehicles through the State's Local Option Capital Asset Lending (LOCAL) Program.

Motion for Consideration

I move the adoption of Resolution 18-13 authorizing the reimbursement of the purchase of replacement vehicles for the Police Department with the proceeds of a financing contract with the State of Washington's LOCAL program.

Summary

Ordinance 5758 authorizes the purchase of replacement police vehicles and also authorizes the City Treasurer to execute a financing contract with the State of Washington to participate in its LOCAL program. Resolution 18-13 allows for the reimbursement of City expenditures for police replacement vehicles using proceeds from the LOCAL program, which allows the City to purchase the vehicles prior to receiving funds from the state to ensure that they are placed into service as soon as they are ready. This resolution may be necessary depending on the final delivery date of the vehicles versus the timing of the next scheduled offering by the State, which is expected to occur in mid-August of this year.

Alternatives

None recommended.

Fiscal Impact

Resolution 18-13 provides the City with the flexibility to reimburse itself for expenditures related to the replacement of its police vehicles with proceeds from the State's next LOCAL program offering in mid-August of 2018, as opposed to waiting until the proceeds are received to purchase the vehicles and place them into service.

Through		Attachments: 
Dept Head Approval	Dan Legard May 30, 09:26:07 GMT-0700 2018	
City Mgr Approval	Marie Mosley Jun 01, 10:27:44 GMT-0700 2018	
		☐ Recording Required?

CITY OF KENNEWICK
RESOLUTION NO. 18-13

A RESOLUTION AUTHORIZING REIMBURSEMENT FOR ACQUISITION OF
REPLACEMENT VEHICLES FOR THE POLICE DEPARTMENT

THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON, DO ORDAIN AS
FOLLOWS:

Section 1. The City of Kennewick (the “Local Agency”) reasonably expects to reimburse the expenditures described herein with the proceeds of a financing contract to be entered into by the Local Agency (the “Reimbursement Obligation”).

Section 2. The expenditures with respect to which the Local Agency reasonably expects to be reimbursed from the proceeds of Reimbursement Obligations are for 7 fully equipped Ford Interceptor Sedans, 15 fully equipped Ford Interceptor Utility Vehicles, 22 Mobile Data Terminals (MDT’s), and the cost to install other necessary equipment in the vehicles.

Section 3. The expenditures with respect to which the Local Agency reasonably expects to be reimbursed from the proceeds of Reimbursement Obligations will be made from the Equipment Rental Fund for the purchase of replacement vehicles.

Section 4. The maximum principal amount of Reimbursement Obligations expected to be issued for the purpose described in Section 2 is \$1,153,000.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON, this
5th day of June, 2018, and signed in authentication of its passage this 5th day of June, 2018.

Attest:

DON BRITAIN, Mayor

TERRI L. WRIGHT, City Clerk

RESOLUTION NO. 18-13 filed and recorded in the
office of the City Clerk of the City of Kennewick,
Washington, this 6th day of June, 2018.

Approved as to Form:

LISA BEATON, City Attorney

TERRI L. WRIGHT, City Clerk

Council Agenda Coversheet	Agenda Item Number	5.b.(1)	Council Date	06/05/2018	Consent Agenda	☐
	Agenda Item Type	Resolution			Ordinance/Reso	☒
	Subject	Transportation System Plan (TSP) Update			Public Mtg / Hrg	☐
	Ordinance/Reso #	18-14	Contract #		Other	☐
	Project #		Permit #		Quasi-Judicial	☐
	Department	Public Works				

Recommendation

Staff recommends the Council adopts Resolution 18-14, adopting the 2040 Transportation System Plan update.

Motion for Consideration

I move to adopt Resolution 18-14.

Summary

The proposed 2040 Transportation System Plan (TSP) is the background and companion document of the Transportation Element of the City's Comprehensive Plan. Together, they provide a long-range vision for the City's transportation system, to guide City decisions on transportation priorities and projects over the next 22 years. The previous TSP was incorporated into the City's Comprehensive plan on March 2, 2010, and this proposed 2040 TSP will be incorporated into the City's Comprehensive Plan in the fall of 2018.

Based on a refined BFCG transportation model, the TSP identifies the needs for improvements and enhancements to maintain an acceptable level of service for Kennewick's street system, pedestrian system, bicycle system, transit system, and freight mobility system. The TSP estimates costs for improvements, and establishes a financial plan to fund the program, including establishing four new Transportation Impact Fee (TIF) districts, and provides an alternative consumer price index.

The 2040 TSP update was vetted through several public open houses, Council workshops, and a developers/contractors/home builders forum.

Alternatives

None recommended

Fiscal Impact

None - to be established by separate Transportation Impact Fee Ordinance amending KMC 13.16.

Through	Bruce Mills May 29, 17:46:08 GMT-0700 2018	Attachments: Resolution DRAFT TSP Presentation
Dept Head Approval	Cary Roe May 30, 21:41:12 GMT-0700 2018	
City Mgr Approval	Marie Mosley Jun 01, 10:39:45 GMT-0700 2018	

☐ Recording Required?

CITY OF KENNEWICK
RESOLUTION NO. 18-14

A RESOLUTION ADOPTING THE 2040 TRANSPORTATION SYSTEM PLAN

WHEREAS, the City of Kennewick last adopted a Transportation System Plan on March 2, 2010; and

WHEREAS, it is recommended that the City's Transportation System Plan be updated on a regular basis; and

WHEREAS, the City of Kennewick's Public Works Department has prepared and recommended the adoption of the 2040 Transportation System Plan (TSP), to provide a long-range vision for the City's transportation system, and to guide City decisions on transportation priorities and projects over the next 22 years; and

WHEREAS, the TSP has been vetted through several public open houses, Council workshops, and a developers/contractors/home builders forum for review and comment; NOW, THEREFORE,

BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON that the 2040 Transportation System Plan which is on file in the City of Kennewick Public Works Department is incorporated herein by this reference and is hereby adopted by the City Council for the City of Kennewick.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON, this 5th day of June, 2018, and signed in authentication of its passage this 5th day of June, 2018.

Attest:

DON BRITAIN, Mayor

TERRI L. WRIGHT, City Clerk

RESOLUTION NO. 18-14 filed and recorded in the office of the City Clerk of the City of Kennewick, Washington, this 6th day of June, 2018.

Approved as to Form:

LISA BEATON, City Attorney

TERRI L. WRIGHT, City Clerk



CITY OF KENNEWICK 2040 TRANSPORTATION SYSTEM PLAN



Prepared by

transpogroup 

CITY OF KENNEWICK

2040 TRANSPORTATION SYSTEM PLAN

Prepared for:
City of Kennewick



Prepared by:
Transpo Group



11730 118th Avenue NE, Suite 600
Kirkland, WA 98034-7120
Phone: 425-821-3665
Fax: 425-825-8434
www.transpogroup.com

1.17118.00
© 2018 Transpo Group

Table of Contents

Introduction to the Plan	1	3.6 Emerging Transportation Trends	41
1 Background and Planning Context	3	4 Transportation Systems Plan	45
1.1 Vision for Kennewick's Transportation System.....	3	4.1 Network Classifications	46
1.2 Planning Process	5	4.2 System Plans by Travel Mode	54
1.3 Goals, Objectives and Implementation Strategies	6	4.3 Air and Water Transport.....	65
1.4 Individual TSP Sections	6	4.4 Transit and Transportation Demand Management ...	65
1.5 Financial Plan.....	6	4.5 Level of Service Standards	66
1.6 Land Use and Transportation Planning	7	4.6 Concurrency	67
1.7 Plan Implementation	7	4.7 Maintenance	68
1.8 Environmental Impact Policy.....	7	4.8 Transportation System Management.....	68
1.9 Agency Level of Service Standards	8	4.9 Transportation Projects & Programs	69
1.10 Changes Since Last Plan Update	9	5 Financing Program	75
1.11 Governing Legislation	12	5.1 Introduction.....	75
1.12 Relationship with Other Plans	13	5.2 Revenue Projections	76
2 Existing Transportation System	15	5.3 Other Possible Funding.....	86
2.1 Transportation System Networks	15	5.4 Funding Strategy for Capital Needs	89
2.2 Transportation System Performance	31	5.5 Funding Strategy for Maintenance and Operations Needs 90	
2.3 Traffic Safety	33	6 Implementation	95
3 Travel Forecasts and Alternatives Evaluation.....	37	6.1 Legal Basis of the Kennewick Transportation Systems Plan 95	
3.1 Development of the Travel Forecasts	37	6.2 Policy Foundation for Decision-Making.....	95
3.2 Vehicle Forecast Conditions	37	6.3 The Function and Location of Streets	95
3.3 Non-Motorized Forecast Conditions	39	6.4 Land Use Development.....	95
3.4 Transit Forecast Conditions	39	6.5 Transportation Programs	95
3.5 Plan Framework	41		

6.6 Capital Investments.....	95	6.10 Component of Regional Transportation Plans	96
6.7 Funding Priorities	95	6.11 MPO/RTPO Transportation Improvement Program	96
6.8 Relationship with the Kennewick Six-Year Transportation Improvement Program	96	6.12 Amending the Kennewick Transportation Systems Plan	96
6.9 Relationship with Land Use Actions and Development Review	96		

List of Tables

Table 2-1 BFT Passenger Trips by Service Mode	25
Table 2-2 Existing (2016) Intersection LOS	31
Table 2-3 Intersection Fatalities 2012-2016.....	33
Table 2-4 Non-Intersection Fatalities 2012-2016.....	33
Table 2-5 Intersection Average Crash Rates 2012-2016	34
Table 2-6 Roadway Segment Average Crash Rates, 2012-2016.....	34
Table 2-7 Pedestrian Collisions 2012-2016.....	35
Table 2-8 Bicycle Collisions 2012-2016.....	35
Table 3-1 Growth on Selected Corridors	38
Table 3-2 Future 2025 and 240 Baseline Intersection LOS.....	39
Table 4-1 Functional Classification Definitions	48
Table 4-2 Transportation System Plan Projects	72
Table 5-1 Total Estimated Available Funds (2017-2040)	85
Table 5-2 Other Possible Funding Sources.....	87
Table 5-3 Summary of Transportation Capital Project Costs (2017-2040).....	89
Table 5-4 Summary of Available Transportation Capital Revenues (2017-2040)	89
Table 5-5 Summary of Available Maintenance and Operations Revenues (2017-2040)	93

List of Figures

Figure 2-1 Existing Number of Travel Lanes	17
Figure 2-2 Existing (2016) Daily and PM Peak Hour Volumes	19
Figure 2-3 Existing Pedestrian Facilities.....	21
Figure 2-4 Existing Bicycle Facilities.....	23
Figure 2-5 Annual Passenger Trips on Ben Franklin Transit.....	25
Figure 2-6 Existing Transit Routes and Facilities	27
Figure 2-7 Freight, Air, and Water Transport Facilities.....	29
Figure 2-8 Existing (2016) Intersection Operations	32
Figure 3-1 Forecast City Population Growth (2015 to 2040)	37
Figure 3-2 Forecast (2040) Intersection Operations.....	40
Figure 4-1 Functional Classification Relationship between Mobility and Access	46
Figure 4-2 Roadway Functional Classification.....	47
Figure 4-3 Travel Context Classification	51
Figure 4-4 Truck Route Classification.....	53
Figure 4-5 Highway and Street System Plan.....	55
Figure 4-6 Pedestrian System Plan	57
Figure 4-7 Bicycle System Plan	61
Figure 4-8 Bicycle Facilities	64
Figure 4-9 Transportation System Plan Projects	71

Figure 5-1 Estimated Local Per Capita State Grant Funds	77
Figure 5-2 Estimated Local Per Capita Federal Grant Funds.....	78
Figure 5-3 Estimated per Capita Sales Tax Revenue Available for Transportation Infrastructure.....	80
Figure 5-4 Estimated per Capita REET Revenue for Transportation Capital Projects.....	81
Figure 5-6 Estimated per Capita State MVFT	83
Figure 5-7 Estimated per Capita Property Tax Funds to be Used for Transportation Maintenance	84
Figure 5-8 Annual Percentage Change in Highway Construction Costs as represented by the WSDOT Construction Cost Index (1990-2016).....	91
Figure 5-9 City of Kennewick Historic Transportation Maintenance Expenditures (2003-2016, Year of Expenditure)	92
Figure 5-10 Estimated Future Road Maintenance Costs.....	92

Introduction to the Plan

The multimodal transportation system is integral to many facets of the City of Kennewick, including land use, economic development, tourism, and recreation. The City's 2040 Transportation Systems Plan is the background and companion document to the Transportation Element of the City's Comprehensive Plan. The Transportation Element establishes the City's goals and policies for developing the transportation system within the City. Both the Transportation Element and Transportation Systems Plan provide a long-range vision for the City's transportation system to guide City decision makers, staff, advisory bodies, and citizens on transportation priorities and projects over the next 20 years.

The Transportation System Plan coordinates and plans for the development of a balanced, multimodal transportation system by recognizing the regional nature of the transportation system and the need for continuing interagency coordination. The Transportation Systems Plan is organized into six chapters:

1. Background and Planning Context
2. Existing Transportation System
3. Travel Forecasts and Alternatives Evaluation
4. Transportation Systems Plan
5. Finance Program
6. Implementation Plan

The Transportation Systems Plan is intended to serve as a guide for making transportation decisions to address both short- and long-term needs. To meet Growth Management Act (GMA) requirements, the Transportation Systems Plan must identify existing transportation system characteristics, establish standards for levels of service, and identify existing and future deficiencies based on land use growth projections.

The Transportation Systems Plan identifies roadway mobility and accessibility needs, improvements necessary to enhance safety, bicycle and pedestrian travel characteristics, and transit service.

The Transportation Systems Plan should be a document that is regularly reviewed and updated periodically to reflect and serve as a decision-making tool for transportation policy, planning, and construction efforts within the City. This should be accompanied by a regular review and update to the Municipal Code to ensure that the goals and projects contained in the Transportation Systems Plan are implemented.



BACKGROUND AND PLANNING CONTEXT

1 Background and Planning Context

Kennewick is uniquely situated within the Tri-City metropolitan area which has experienced some of Washington's highest population growth. In full recognition of emerging growth and economic development forces in Kennewick, the City has undertaken significant effort to revise and update its Transportation Systems Plan.

1.1 Vision for Kennewick's Transportation System

Since 2005 the City has completed several Plan components as either updates or amendments, each predicated on the City's Vision Statement for the community:

An exceptional quality of life, premier infrastructure, and sustainable vision make Kennewick an attractive place to live, do business and visit. Kennewick is welcoming, safe, family-friendly and features a variety of housing options, employment opportunities, and community activities and services. We are inclusive and value diversity, civic engagement and community partnerships. We encourage walkable and bikeable neighborhoods and convenient access throughout the city. Kennewick will continue to lead the way in creating a vibrant community and economy for generations to come.¹

The City has updated its Comprehensive Plan with an Urban Design Element with emphasis to enhance the public rights-of-way and improve vehicular and pedestrian circulation, enhance the overall pedestrian environment through

streetscape, lighting and facility improvements, and encourage better connectivity to the waterfront recreation areas. The City has also developed its Concurrency development code in efforts to complete its comprehensive growth management plan. Further refinements to its development code and revisions to the City's street design standards have provided greater emphasis on pedestrian and bicycle system features, and improved design linkages between land use and public transportation. For consistency with other Plan elements and policy, the Transportation Element of the Comprehensive Plan is in need of updating.

Kennewick's transportation system is experiencing significant change. Emerging and proposed residential, commercial and work-place developments west of US 395 are expected to place significant pressure on the City's arterial street system. To address the combined impacts of new development, redevelopment and major transportation improvements, a comprehensive evaluation of the detailed operations for all aspects of the transportation system is needed, including motor vehicle, transit, pedestrian, bicycle and freight mobility (trucking and rail).

This City's Vision is embodied in the City's first comprehensive Transportation Systems Plan, a plan that seeks to balance the community's desire to encourage orderly growth and for a strong local economy, while building on the City's history and heritage. The City of Kennewick undertook this transportation systems planning effort to identify and adopt a comprehensive set of policies and improvement projects to effectively manage growth throughout greater Kennewick. This city-wide planning effort focused on all modes of transportation and included a significant agency coordination program.

¹ 2017-2037 City of Kennewick Comprehensive Plan

1.1.1 Background

The City of Kennewick is rich in history, including original use by early Native American tribes as a gathering place for winter quartering and as a convenient area for the trading of goods and food. Kennewick was incorporated in 1904, and the Northern Pacific Railroad (later to become the Burlington Northern Santa Fe railroad) expanded to include the Kennewick area. With the railroad Kennewick became a significant shipping depot for agricultural products destined for national markets. At the onset of World War II the Hanford Project brought significant change to Kennewick, with increased residential development to house those Hanford government employees not already fitted in the newly formed City of Richland. Kennewick has since grown to become the largest community of the Tri-Cities.

Between the 1960's and 1980's, and coupled with the development of the interstate freeway system and new Columbia River bridges, the greater Tri-City area has experienced significant suburbanization. In the last ten years Kennewick has experienced refocused development to the south and west, and revitalized development interest in the downtown core and industrial areas.

The Kennewick transportation system has evolved in the past century to meet the needs of the area. Today it is a mix of traditional grid network in and surrounding the core downtown area, connected by a series of north-south and east-west arterial and collector street routes to surrounding residential neighborhoods, commercial and employment centers. Many of the Kennewick's streets are lined with sidewalks serving nearby business, commercial and residential uses. Some neighborhoods include streets with well-connected sidewalks; others have limited and often disconnected sidewalks.

There are a number of major streets which include on-street bicycle lanes for adults and commuter cyclists. These routes are partially connected, as there are gaps in the system for

cyclists to access the various sections of Kennewick. For recreational cyclists, the Columbia riverfront shared-use path, Sacajawea Heritage Trail, offers excellent service for recreational cyclists and pedestrians alike. The challenge exists for Kennewick to locate and build a system of connected shared-use paths that provide utilitarian service and access to the Sacajawea Heritage Trail. The completion of new shared-use paths along the existing canal system will provide new connections for expanded circulation and access for a variety of pedestrian and bicycle travelers throughout the Kennewick urban area.

What were once largely transportation assets, the Burlington Northern Santa Fe (BNSF) railroad has become, in part, barriers to local traffic circulation and access between Kennewick's downtown, surrounding neighborhoods and the riverfront and port areas. The recent completion of the Columbia Center Boulevard grade separation project greatly enhances access between Kennewick activity centers and helps eliminate some of the barriers that rail operations present. The TSP identifies conceptual, grade-separation connectors of the BNSF at Edison Street and in the downtown Kennewick area that will better link greater Kennewick with a variety of waterfront development opportunities.

Through Ben Franklin Transit's Three Rivers, Huntington Street and Dayton Street transit centers, BFT provides linkages between Kennewick's many neighborhoods, civic and commercial centers and neighboring cities via a number of local bus lines. Throughout its history BFT has expanded its geographic coverage and frequency to meet the area's growing needs.

1.1.2 Need and Purpose for the Plan

Transportation systems plans are typically composed of policy and facility plans to guide long-term development of a multi-modal transportation system. The need for the Kennewick Transportation Systems Plan (TSP) is twofold. First, to effectively manage growth, the City needs to

complete a comprehensive examination of traffic operations and transportation system impact analysis of pending development in the Southridge and other areas. Second, the City also needs to complete a long-term plan with projects and policies that integrate all modes of travel to fulfill the City's goals and vision of vibrant neighborhoods, orderly growth and a strong economy.

Until this plan was prepared, a comprehensive and detailed examination of transportation impacts of local development has not been fully evaluated. Generally speaking, Kennewick's current street system is designed to meet current, average traffic levels. Potential capacity and operations improvements are not yet fully identified to address the general impacts of growth, both within Kennewick and throughout the Tri-City urban area. This plan looked at the cumulative impacts of these developments and established strategies and implementation plans to most cost-effectively address the various transportation needs of the area.

The evaluation of current and future traffic conditions in the Kennewick TSP was conducted while considering a cohesive multimodal system, helping the City validate the ability of the transportation system to support the City's vision and identify steps or measures needed to implement the vision. Once completed, the City can then manage growth by accurately and equitably conditioning individual developments for specific transportation system improvements. The plan for these improvements will be implemented over the next 20 years and will be used to supplement and periodically update the City's Six-Year Transportation Improvement Program (TIP).

The Kennewick TSP identifies projects, policies and strategies necessary to support the land use plan and recommends amendments to the policies of the Kennewick Comprehensive Plan. It is also a principal component of the City's growth management policy. Recommended strategies include the possible timing and sequencing of needed street,

traffic control, pedestrian, bicycle and transit-related improvements.

1.2 Planning Process

The development of Kennewick's 2040 Transportation Systems Plan was approved by the City Council to provide an update to the 2005 update to the *City of Kennewick Transportation Systems Plan*. The Kennewick City Council adopted its previous Transportation Plan in 2008 and was prepared to meet the requirements of GMA. The purpose of the 2040 Transportation Systems Plan is to provide an update to the existing plan by identifying and evaluating the transportation improvement plans for the City through the 2025 and 2040 horizon years.

1.2.1 Study Area

The Kennewick TSP study area is generally bounded by the Columbia River on the north and east, the highland bluffs south of 47th Street to the south, and the City of Richland on the west.

1.2.2 Study Area Analysis

Before transportation system improvements can be planned for Kennewick, its current and future travel demands must be assessed. Those assessments have been made based on the City's Comprehensive Plan. Chapter 2 Existing Transportation System of this document includes a full description of the current transportation conditions. Chapter 3 Forecast and Alternatives Evaluation contains future development plans and travel conditions, and the various transportation system alternatives tested to meet the needs for Kennewick's street system. This effort was accomplished through use of BFCOG's regional travel demand model.

1.3 Goals, Objectives and Implementation Strategies

Contained within the Kennewick Comprehensive Plan is a set of comprehensive goals, objectives and implementation strategies that guide how transportation system improvements are to be made in the Kennewick area over the next 20 years. These policies provide a comprehensive framework for adoption of more detailed City regulations and requirements that relate to development, facility design standards as contained in the TSP and other City documents. These policies constitute the foundation and parameters of how transportation planning decisions will be made by the City of Kennewick.

1.4 Individual TSP Sections

The Kennewick TSP is an assimilation of coordinated plan sections that deal specifically with each mode of travel, or aspect, of the entire transportation system. The Plan includes the following sections as documented in Chapter 4.

1.4.1 Street System

Identifies the needs of the entire street system, assigns each street a functional classification, and recommends planned street improvement projects and transportation system management projects and program of maximizing the capacity and safety of the existing street system through traffic engineering and applications of technology.

1.4.2 Pedestrian System

Identifies needed enhancements to the pedestrian system, including sidewalks, shared-use paths and amenities. It designates primary and secondary pedestrian routes, contains policies that encourage walking, and lists planned pedestrian infrastructure improvements.

1.4.3 Bicycle System

The Bicycle System section identifies bicycle system needs and contains policies that encourage bicycle use and safety. It designates streets as bicycle routes and lists planned bicycle system improvements.

1.4.4 Transit and Transportation Demand Management System

The Transit and TDM section describes the City's role in supporting the transit system through infrastructure improvements, particularly pedestrian system enhancements and traffic control measures, and City land use policies and codes that help guide transit-supported land use developments. This section also contains policies that encourage and facilitate the use of carpools, vanpools, flexible work hours, telecommuting, and other alternative modes that reduce trips and decrease reliance on the single-occupant vehicle travel, especially for the commute trips.

1.4.5 Freight Mobility, Air and Water Transportation

Identifies the infrastructure needs for moving goods and services into, out of and through Kennewick. This chapter contains policies and planned improvements for designated truck routes serving the Kennewick urban area, and important air and water transportation facilities.

1.5 Financial Plan

Chapter 5 Financial Program identifies the financial resources needed to achieve the level of mobility outlined in the Kennewick TSP. New options to establish transportation impact fees are considered and evaluated as part of the examination of future funding needs, projected revenues from traditional sources, and unmet future needs. This chapter also contains policies that guide the City's funding strategy for providing transportation services.

1.6 Land Use and Transportation Planning

The Kennewick TSP has been developed to provide maximum, multi-modal mobility based on the currently adopted Comprehensive Plan. Land use and the transportation system have a cause and effect relationship. The type, density and design of developments place differing demands on the transportation system. The continued development in Kennewick as the center of local government, commerce and housing will serve as a good growth management tool for the City.

1.7 Plan Implementation

Chapter 6 summarizes the TSP plan implementation. The Kennewick TSP will serve as a portion of the Transportation Infrastructure element of the Kennewick Comprehensive Plan. The policies and projects contained in the Plan give the City direction on how to respond to land use and development proposals, what projects should have priority in the City's Six-Year Transportation Improvement Program, and under what policy framework specific regulations and standards should be developed.

1.8 Environmental Impact Policy

Kennewick's Comprehensive Plan titled includes a general policy-level discussion of the environmental impacts of long-range transportation projects. This is intended to minimize the negative transportation impact on the natural environment, air quality, noise quality, and fuel consumption.

1.9 Agency Level of Service Standards

Traffic operations analyses provides quantitative method for evaluating how the transportation system is functioning. It is applied to existing and forecast conditions to assist in identifying issues and potential improvement options. Level of service is a measure of the quality of traffic flow and operations. It can be described in terms of speeds, travel times, delays, convenience, interruptions, and comfort.

1.9.1 Vehicle Level of Service

The Highway Capacity Manual (HCM) (Transportation Research Board, 2010), provides methodologies for evaluating level of service (LOS) for transportation facilities and services. The HCM criteria range from LOS A indicating free-flow conditions with minimal delays, to LOS F indicating extreme congestion and long vehicle delays.

State Highway Level of Service Standards

Cities in Washington are required to include the LOS standards for all state routes in the Transportation Plan of their local comprehensive plan. I-82, US 395, and SR 240 are state highways serving the City of Kennewick and are designated as highway of statewide significance (HSS). The LOS standards for HSS facilities are jointly set by WSDOT and BFCG. LOS D is standard for facilities in urban areas and LOS C for facilities in rural areas. All facilities in the City of Kennewick would be considered urban areas.

WSDOT applies these standards to highway segments, intersections, and freeway interchange ramp intersections. When a proposed development affects a segment or intersection where the LOS is already below the state's adopted standard, then the pre-development LOS is used as the standard. When a development has degraded the level of service on a state highway, WSDOT works with the local jurisdiction through the SEPA process to identify reasonable and proportional mitigation to offset the impacts. Mitigation could include access constraints, constructing improvements,

right-of-way dedication, or contribution of funding to needed improvements.

City Level of Service Standards

The City has established LOS standards to provide for adequate mobility of traffic at intersections and adjacent roadways. The official City of Kennewick Level of Service standards are discussed in Chapter 4.

1.9.2 Non-Motorized and Transit Level of Service

The City of Kennewick has not adopted any specific level of service standards for non-motorized and transit system facilities.

1.10 Changes Since Last Plan Update

Since the last plan was completed in 2005, the City of Kennewick has completed several transportation projects that were identified in 2005 *City of Kennewick Transportation Systems Plan*. The City has also completed several other transportation planning efforts in subareas and along corridors.

1.10.1 Completed Projects

The 2005 *City of Kennewick Transportation Systems Plan* identified approximately \$115 million in transportation system improvements and maintenance over a 20-year planning horizon. The following projects identified in that plan, or identified after the plans adoption, have been completed:

New Roadways

Bob Olson Parkway Project consisted of a five-lane road constructed from Steptoe Street/10th Avenue roundabout to Sherman Street. It also included realignment of 15th Avenue from Clodfelter Road to Bob Olson Parkway, and the widening of Hildebrand Boulevard from Sherman Street to Grant Street with curb/gutter, sidewalk, streetlights, and landscaping. The projects provide a more direct north-south connection between SR 240 and development in the Southridge area, particularly with the completion of the new SR 240 interchange and roundabout at the northern terminus of Steptoe Street.

Roadway Widening/Reconstruction

Columbia Park East Bicycle Pedestrian Enhancements removed physical barriers, altered current pavement markings and signage, widened the path under the existing bridge and installed rectangular rapid flashing beacons at the location of the crosswalk where the path crosses Columbia Park Trail just east of the existing bridge.

Edison Street Widening between Canal Drive and Clearwater Avenue. This project enhanced safety in efforts to reduce crashes, improve traffic flow and provide congestion relief along the corridor.

Southridge Boulevard Reconstruction reconstructed Southridge Boulevard, between Christensen Road and Ridgeline Drive. The project included water, sewer, storm drainage, curb and gutter, sidewalk, streetlights and other miscellaneous improvements.

7th Place/Jean Place Extension

The project includes the extension of 7th Place near the south end of Jean Place. This will facilitate a new Boys and Girls club built on the new street.

Crossing Improvements

Pedestrian Crossing Improvements consisted of removing pedestrian barriers and constructing mid-block crossings (with ADA pedestrian ramps, rectangular rapid flash beacons (RRFB), raised median refuge islands, etc.) at:

- Volland Street at Nueva Vista apartments on Union street (across from Winco)
- Kellogg Street at TriTech Skills Center
- Washington Street at 6th Avenue serving Kennewick High School

Clearwater Avenue Projects

As part of the Clearwater Access Management Plan, several projects were identified to improve safety and operations along the corridor. The following projects have already been completed:

- US 395 to Huntington Street Safety Improvements (Partial improvements)
- Union Street Area Safety Improvements (Partial Improvements)

- Arthur Street Intersection Improvements
- Columbia Center Boulevard Safety Improvements (Partial improvements)

Pedestrian Projects

Between 2010 to 2017, the City of Kennewick have completed pedestrian-related capital improvements to their transportation network. These street treatments include:

- Annual Pedestrian Ramp Project. This includes upgrading ramps to meet current ADA Standards.
- Accessible Pedestrian Pushbuttons. The City's entire signal system uses the latest technology for APS (Accessible Pedestrian Systems) signals for crosswalks at signals.
- Shared use path. This was installed on Steptoe Street.
- Rectangular Rapid Flashing Beacons (RRFB's). The City installed new RRFB's at several locations over the past years.
- Median Islands for two stage crossings. This is another important improvement for pedestrian crossings so that they only have to cross one direction of traffic at a time. Several locations have seen these treatments over the past five years.

1.10.2 Subarea/Corridor Plans

Subarea and corridor plans provide the footprint for future capital projects to address capacity and safety improvements as well as a "sense of place" for subareas and corridors. In this way, improvements that are both functional and aesthetically pleasing may be developed.

Vista Field Redevelopment Master Plan (2017)

A collaboration between the Port and City of Kennewick, the Plan intends to transform the 103-acre former general aviation airfield into an urban, neighborhood-scaled

destination with mixed-uses, vibrant public spaces, private amenities, and a focus on multi-modal access. The transportation network is envisioned as a permeable grid with low-speed zones. Circulation, street classifications, sidewalk standards, and streetscape elements are mentioned. Traffic-calming treatments are also encouraged.

Bridge to Bridge – River to Railroad Revitalization (BB/RR) Plan (2015)

The Plan is to create a short and long-term strategy for the BB/RR area and its seven distinct neighborhoods for the next 20 years. The BB/RR area is between the Blue Bridge (US 395) and the Cable Bridge and the Columbia River to the BNSF Railroad mainline tracks. Roadway reconfiguration, streetscape enhancements, transit route reconfiguration, and construction of sidewalks, curbs and gutters are discussed with recommended treatments at specified location within the BB/RR area.

Clearwater Access Management Plan (2014)

This plan identifies functional and safety improvements along the Clearwater Avenue corridor that runs from US 395 on the east to I-82 on the west. The plan identifies street widening, access relocation and consolidation, signal upgrades and pedestrian crossing improvements that will improve safety and levels of service along the corridor.

Southridge Sub-Area Plan (2005)

This sub-area spans 2,530 acres in south Kennewick. Access to this sub-area is from US 395 at Hildebrand Boulevard and Ridgeline Drive. Land use changes within the sub-area have substantially increased traffic volumes on US 395.

Hansen Park Sub-Area Plan (2002)

This sub-area reaches approximately 377 acres. It is generally bounded on the north by the current Kennewick city limits, on the south by the Highland drainage canal, to the east by Columbia Center Boulevard, and to the west by Clodfelter Road. Access roads to the sub-area include

Columbia Center Boulevard, West 10th Avenue, and Clodfelter Road via West 10th Avenue and Clearwater Avenue. Circulation, access and roadway/sidewalk classifications and standards are addressed in the plan.

US 395 I-82 to I-182 Corridor Study (Draft 2017)
WSDOT is developing this study to identify current and future issues, identify strategies to maintain or enhance mobility in this corridor, as well as maintain efficient operations over the next 20 years. The study describes most of mainline US 395 congestion will continue to get worse within Kennewick and the Columbia River Crossing. US 395 is expected to serve as the major north-south arterial accommodating added volumes of future growth from the expanding Southridge Subarea community. The study stresses that new traffic controls or interchanges are needed to serve the Southridge Subarea growth. Improvements at major existing intersections in the US 395 Corridor within Kennewick will be needed to accommodate the future growth.

1.10.3 Annexations and UGA

As areas in the UGA have been annexed the total land area and number of residents within the City limits has increased over the years. As of 2016, the City includes approximately 27 square miles and approximately 78,000 residents (2012-2016 American Community Survey Five-Year Estimates, US Census). Kennewick's UGA has been expanded primarily at the south end.

1.11 Governing Legislation

The 2037 Transportation Systems Plan and Transportation Element fulfills the requirements of the Washington State Growth Management Act (GMA). Other state legislation requires the Plan include projects that address Healthy Communities and the Clean Air Conformity Act. Projects must also comply with the Americans with Disabilities Act (ADA).

1.11.1 Growth Management Act and Concurrency

Under the Growth Management Act (RCW 36.70A.070), referred to herein as the GMA, the Transportation Plan is required to assess the needs of a community and determine how to provide appropriate transportation facilities for current and future residents. The Transportation Plan must contain:

- Inventory of existing facilities;
- Assessment of future facility needs to meet current and future demands;
- Multi-year plan for financing proposed transportation improvements;
- Forecasts of traffic for at least 10 years based on adopted land use plan;
- Level of service (LOS) standards for arterials and public transportation, including actions to bring deficient facilities into compliance;
- Transportation Demand Management (TDM) strategies, and;
- Identification of intergovernmental coordination efforts.

Additionally, under GMA, development may not occur if the development causes the transportation facility to decline below the City's adopted level of service standard unless adequate infrastructure exists, or strategies are identified to accommodate the impacts of the development are made within six years of the development. Finally, the element

must include a reassessment strategy to address how the Plan will respond to potential funding shortfalls.

1.11.2 Healthy Communities

Recognizing the growing need for physical activity among residents, the Washington State Legislature amended the GMA in 2005 with the Healthy Communities Amendment, ESSB 5186. Comprehensive plans are directed to address the promotion of Healthy Communities through urban planning and transportation approaches. The two amendments to the GMA require that communities:

1. Consider urban planning approaches that promote physical activity in the Land Use Plan; and
2. Include a bicycle and pedestrian component in the Transportation Plan.

1.11.3 Clean Air Conformity Act

The Transportation Plan is also subject to the Washington State Clean Air Conformity Act that implements the directives of the Federal Clean Air Act. Because air quality is a region wide issue, the City must support the efforts of state, regional, and local agencies as guided by WAC 173-420-080.

1.11.4 Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990 and provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Of the five titles or parts to the ADA, Title II is most pertinent to travel within the public right-of-way. Part 35, Subpart D – Program Accessibility § 35.150 (d)(3)) of Title II requires local agencies to conduct a Self-Evaluation and Transition Plan.

1.12 Relationship with Other Plans

maximize coordination with other agencies and organizations.

1.12.1 City of Kennewick Comprehensive Plan

The Transportation Systems Plan is a component of the Comprehensive Plan and should be consistent with other sections of the Comprehensive Plan, including the Transportation Element. An update to the Comprehensive Plan was adopted in 2017 in conjunction with the 2040 Transportation Systems Plan to provide consistency and coordination between the two planning efforts.

The Transportation Element goals and policies help guide implementation of the City's transportation system and supports the other Elements of the Comprehensive Plan and the overall vision for Kennewick. The goals and policies establish the general philosophy for use of City rights-of-way and transportation funds. The policies also indicate City priorities for regional transportation system programs, including freeways, arterials, non-motorized facilities, bus and rail transit service and facilities, and transportation demand management (TDM).

1.12.2 BFCOG Active Transportation Plan

The BFCOG 2016 Regional Active Transportation Plan was adopted in June 2016 and addresses active transportation in the City of Kennewick. City citizen groups and staff participated in the creation of the plan.

The Active Transportation Plan provides extension background on pedestrian and bicycle facilities, planning efforts, and recommendations. Recommendations from this plan have been incorporated into the Kennewick TSP.

1.12.3 Ben Franklin Transit Development Plan

Ben Franklin Transit submits a six-year Transit Development Plan annually. Among other items, the 2017 plan outlines the goals of the transit agency. The primary objectives of the agency are to address community growth in the region and



EXISTING TRANSPORTATION SYSTEM

2 Existing Transportation System

This chapter summarizes key components of the existing transportation system serving the City of Kennewick that represent the transportation system in its current condition. An inventory of transportation facilities is presented through maps, figures, and descriptions that provide a foundation for identifying and prioritizing the City's transportation improvement projects and programs presented later in the 2040 Transportation Plan.

The transportation system within the City of Kennewick consists of streets and highways, pedestrian and bicycle facilities, and transit service. Freight and goods, which are vital to the City's economic development, are primarily carried by trucks and rail lines. Following a description of the street system, subsequent sections describe the existing multimodal transportation system within the current City Limits and Urban Growth Area (UGA) for the travel modes on the City's transportation system.

2.1 Transportation System Networks

The transportation system inventory identifies key transportation issues to be addressed in this plan update. The networks that comprise the transportation system include the arterial and collector street system, pedestrian and bicycle facilities, transit service, freight routes, rail lines, and air facilities. Most travel within the City of Kennewick occurs on the streets and highways that also provide public space for other modes.

2.1.1 Roadway Physical Characteristics

The roadway physical characteristics of a City's street system provide the basis for the function of the roadway system and the amount of traffic that can be safely and efficiently accommodated each day. The roadway physical characteristics should be directly related to the functional classification of the roadway and should be reflected in the

street design standards. The following roadway characteristics are described in this section:

- Travel Lanes
- Traffic Signal and Roundabout Locations
- Speed Limits

Other important roadway physical characteristics, such as sidewalks and bike lanes or shy lanes and shoulder widths, are discussed in Pedestrian and Bicycle System chapters of this report.

Travel Lanes

Figure 2-1 shows the existing number of travel lanes along the roadways within Kennewick. The majority of the roadways in the City of Kennewick have one travel lane in each direction. Principal and minor arterials often have two travel lanes in each direction with a center left-turn lane. Columbia Center Boulevard even has three lanes in each direction between SR 240 and Quinault Avenue with further widening proposed all the way to Deschutes Avenue to the south.

speed limits, up to 55 mph along US 395 as it enters the City from the south and 60 mph along SR 240 which borders the north side of the City.

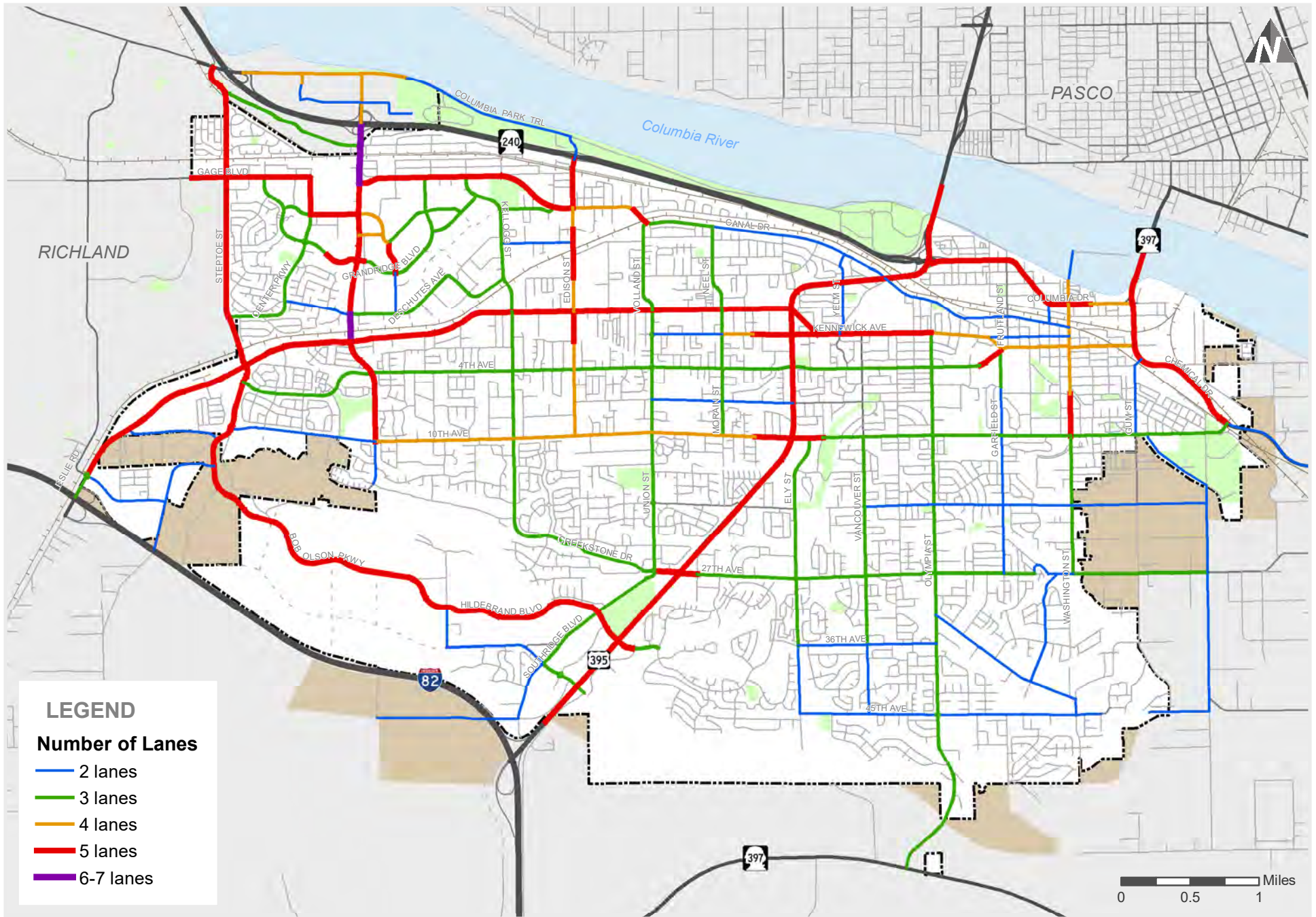
Traffic Signal and Roundabout Locations

The City's traffic signals that are typically located along principal and minor arterials, especially in the commercially zoned areas of the City. There are also four supplementary flashing intersection control beacons located on the east side of the City. Where signals or roundabouts are not shown at intersections, other signage exists to control traffic, including all-way stops, two-way stops, and yield signs.

The City was one of the early adopters of roundabouts on a large scale in Washington and currently has 22 roundabouts located throughout or near the City. A roundabout is generally considered the first option over a traffic signal when an intersection upgrade is necessary, unless the intersection is in the middle of a coordinated network of signals or sufficient right-of-way is unavailable.

Speed Limits

Posted speed limits within the City range from 60 mph on state highways to 20 mph on local streets. Most local streets have speed limits of 25 mph with a select few posted at 20 mph. Collectors such as Kellogg Street, 19th Avenue, Deschutes Avenue, and Center Parkway have speed limits in the 30 to 35 mph range. Minor arterials such as 27th Avenue, Canal Drive, Kennewick Avenue, and Edison Street have speed limits between 30 and 40 mph. Principal arterials such as 1st Avenue, Columbia Center Boulevard, and Clearwater Avenue typically have speed limits that range between 30 and 45 mph. State highways have the highest



Existing Number of Travel Lanes

Kennewick Citywide Transportation Plan

M:\1711.17118.00 - Kennewick Citywide Transportation Plan\GIS\Maps\MXD\Figures\DRAFT_Fig 2-1 Existing Travel Lanes.mxd

transpogroup 

FIGURE

2-1

2.1.2 Existing Traffic Volumes

Existing weekday daily and peak hour traffic volumes were collected in October of 2016 as part of the City's annual traffic count inventory. Automated tube counts collected daily traffic information along key arterials and manual turning movement counts were collected for the PM peak hour at major intersections throughout the City. Traffic data was also obtained from WSDOT for locations along US 395 and SR 240. PM peak hour traffic data were collected between the hours of 4 to 6 PM in the evening.

2016 Weekday Daily Traffic Volumes

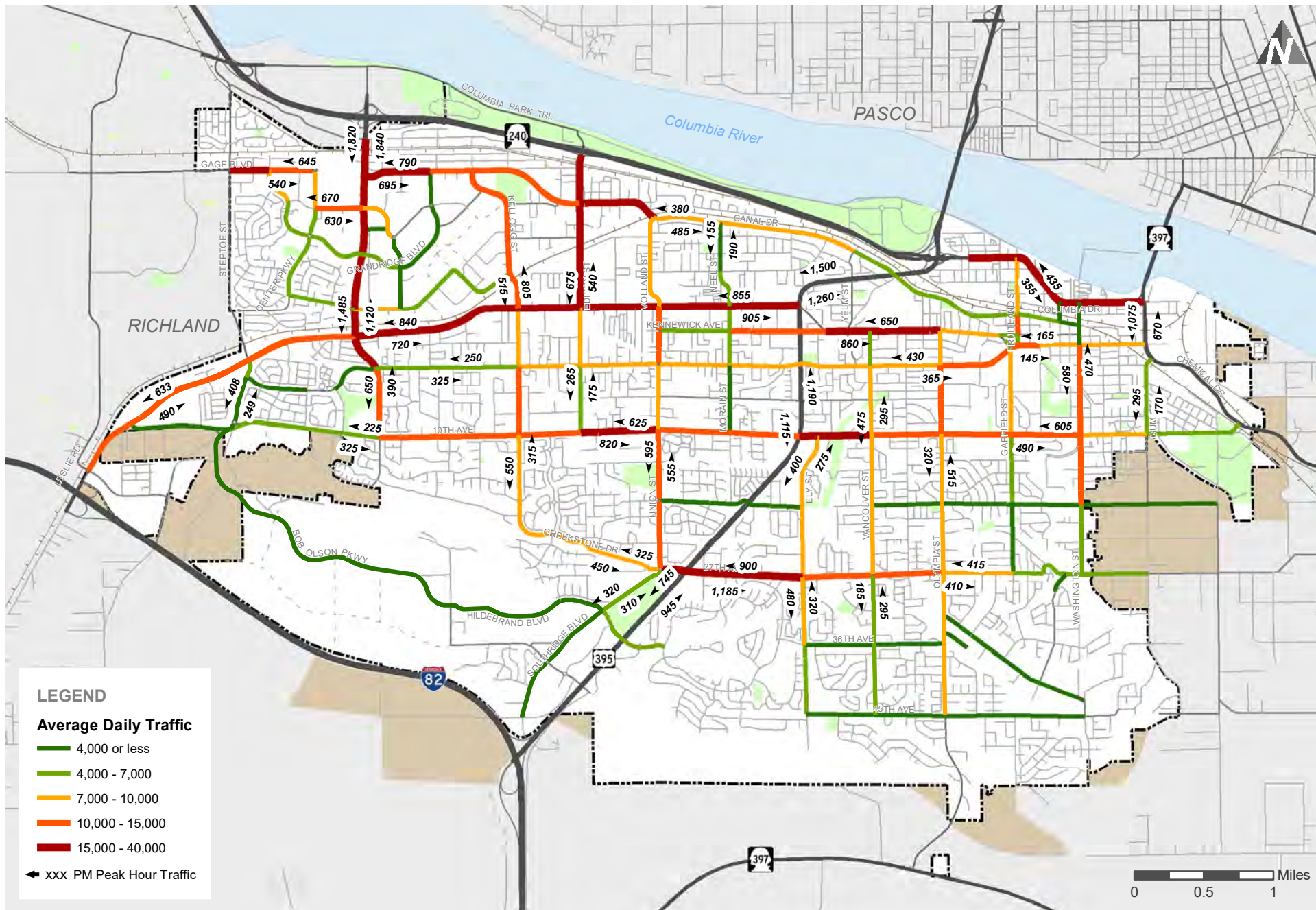
As shown in Figure 2-2, City arterials that carry a large number of daily traffic volumes include Columbia Center Boulevard south of SR 240 with volumes between 28,000 and 40,000 vehicles per day, Columbia Drive between Fruitland Street and U.S. 395 with volumes over 26,400 vehicles per day, and Gage Boulevard between Grandridge Boulevard and Steptoe Street with volumes over 26,000 vehicles per day.

In general, the average daily traffic volumes are higher in the northern portion of the City. Though traffic has fluctuated up and down due to development patterns and changes in the roadway networks, city-wide traffic growth has been about 2 percent over the past five years, although growth rates of 20 to 30 percent have been recorded in rapidly developing areas.

Weekday daily traffic volumes represent a typical weekday and don't always capture seasonal fluctuations or fluctuations due to events such as concerts or sporting events. Traffic volumes on some City commercial corridors such as Columbia Center Boulevard, Clearwater Avenue, Gage Boulevard, and others experience traffic volume increases of between 10 to 25 percent during peak shopping periods such as Thanksgiving through New Years.

2016 PM Peak Hour Volumes

PM weekday peak hour traffic volumes, as illustrated in Figure 2-2, account for between 8 to 12 percent of daily traffic with most major corridors averaging 10 percent of daily traffic. The roadways with the highest PM peak hour volumes mirror those described in the previous section.



Existing (2016) Daily and PM Peak Hour Volumes

Kennewick Citywide Transportation Plan

M:\17\1.17118.00 - Kennewick Citywide Transportation Plan\GIS\Maps\MXD\Figures\Draft_Fig 2-2 Existing Volumes.mxd

FIGURE

transpogroup

2-2

2.1.3 Pedestrian Network

The Kennewick pedestrian system consists of sidewalks, crosswalks, curb ramps, and shared-use paths throughout the City. The City's roadways act as the primary facilities to accommodate pedestrians. Many of these roadways have sidewalks to accommodate pedestrians.

Sidewalks

Figure 2-3 shows the existing sidewalk, trail, and shared-use path locations along arterial roadways. Included on the figure are locations of sidewalks on the collector and local street systems.

Non-arterial sidewalks generally exist along collector and local streets where new development has occurred, and where retail development is close by. An example of this is near Columbia Center Mall in the northwest portion of Kennewick. In addition, streets located near public facilities, such as schools or transit centers, often have sidewalks as they are utilized heavily by pedestrians.

Trails/Shared-Use Paths

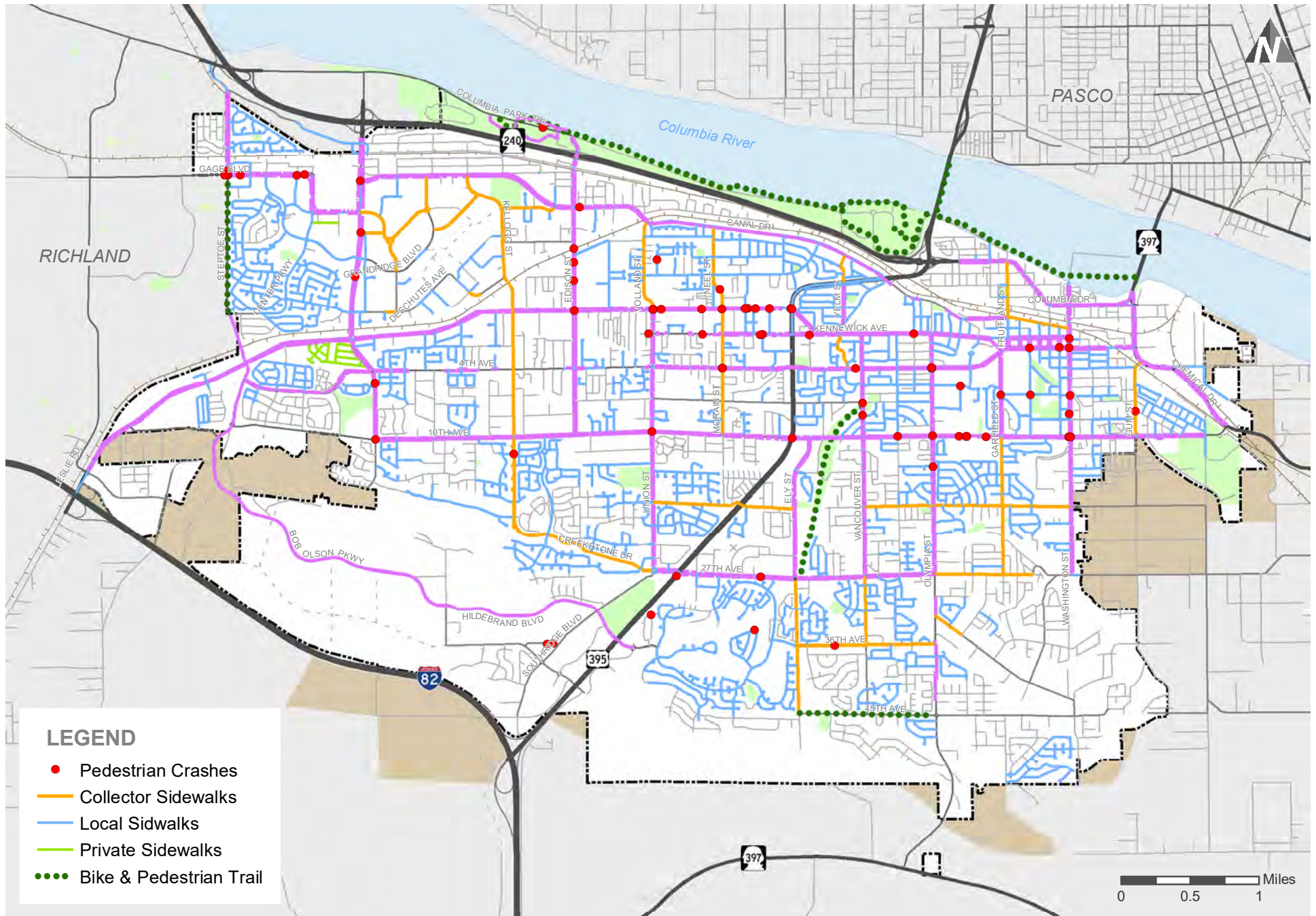
Trails and shared-use paths are facilities which can be used not only by pedestrians, but also by other non-motorized vehicles, such as bicycles. There are several of these types of trails in the City of Kennewick, though the largest shared-use path is the Sacajawea Heritage Trail. This non-motorized route extends throughout the Tri-Cities area, including a section bordering the Columbia River in the northern section of Kennewick. Another major trail in Kennewick is the Audubon Nature Trail, which runs through Columbia Park, also located along the Columbia River.

Missing Sidewalks

In general, and over the past 20 years, the City of Kennewick has been ensuring that sidewalks on arterial streets are constructed on both sides of new streets. As a result, newer subdivisions have few missing sidewalks. A greater number of streets with missing sidewalks are located within older neighborhoods.

Curb Ramps

Over 90 percent of the City's arterial crosswalks have curb ramps. The majority of curb ramps constructed in the City of Kennewick study area are diagonal by design, with a single ramp oriented to the center of the street intersection. Perpendicular curb ramps are more often found in downtown Kennewick along the grid street network where sidewalks were constructed with sidewalk buffer strips. In recent growth areas, most new curb ramps have been constructed to standards with diagonal ramp designs.



Existing Pedestrian Facilities

Kennewick Citywide Transportation Plan

M:\1711.17118.00 - Kennewick Citywide Transportation Plan\GIS\Maps\MXD\Figures\DRAFT_Fig 2-3 Existing Ped Facilities.mxd

transpogroup

FIGURE

2-3

2.1.4 Bicycle Network

Bicycling is an important and growing mode of travel for people in cities across the country. When appropriately planned, bicycle routes have a role in reducing congestion, improving air quality, providing travel choices, encouraging exercise and recreation, and providing greater mobility for those without access to a vehicle.

Kennewick's bicycle system has many excellent features but is lacking a cohesive and connected system. Older arterial streets were originally constructed without bicycle lanes, but many arterial streets now have bicycle lanes. A local citizen group of bicyclists identified the following areas that present barriers to greater ridership in the City.

- North-south access to the Columbia Park Trail can be difficult particularly at the Steptoe Street/SR 240 interchange and along the Columbia Center Boulevard corridor.
- Access to/from the Columbia Mall can be difficult
- Tapteal Loop does not feel safe to use
- Keene Trail ends at Steptoe Street, and could be extended further east
- Routes between Old Kennewick and the Cable Bridge do not feel safe to use. Fruitland Street is closest viable route but is an indirect route.
- North-south connectivity is poor between the Sacagawea Trail (near Blue Bridge) and Kennewick Avenue.
- East-west facilities are poor at the Canal Drive/Edison Street intersection creating a gap in the system.
- North-south facilities are poor at the Edison Street/SR 240 Ramp intersections creating a gap in the system,

The Kennewick bicycle system has three types of bicycle facilities illustrated in Figure 2-4, and these facilities are spread throughout the City. Existing bicycle treatments include, bicycle lanes, shared lanes, and shared-use trails.

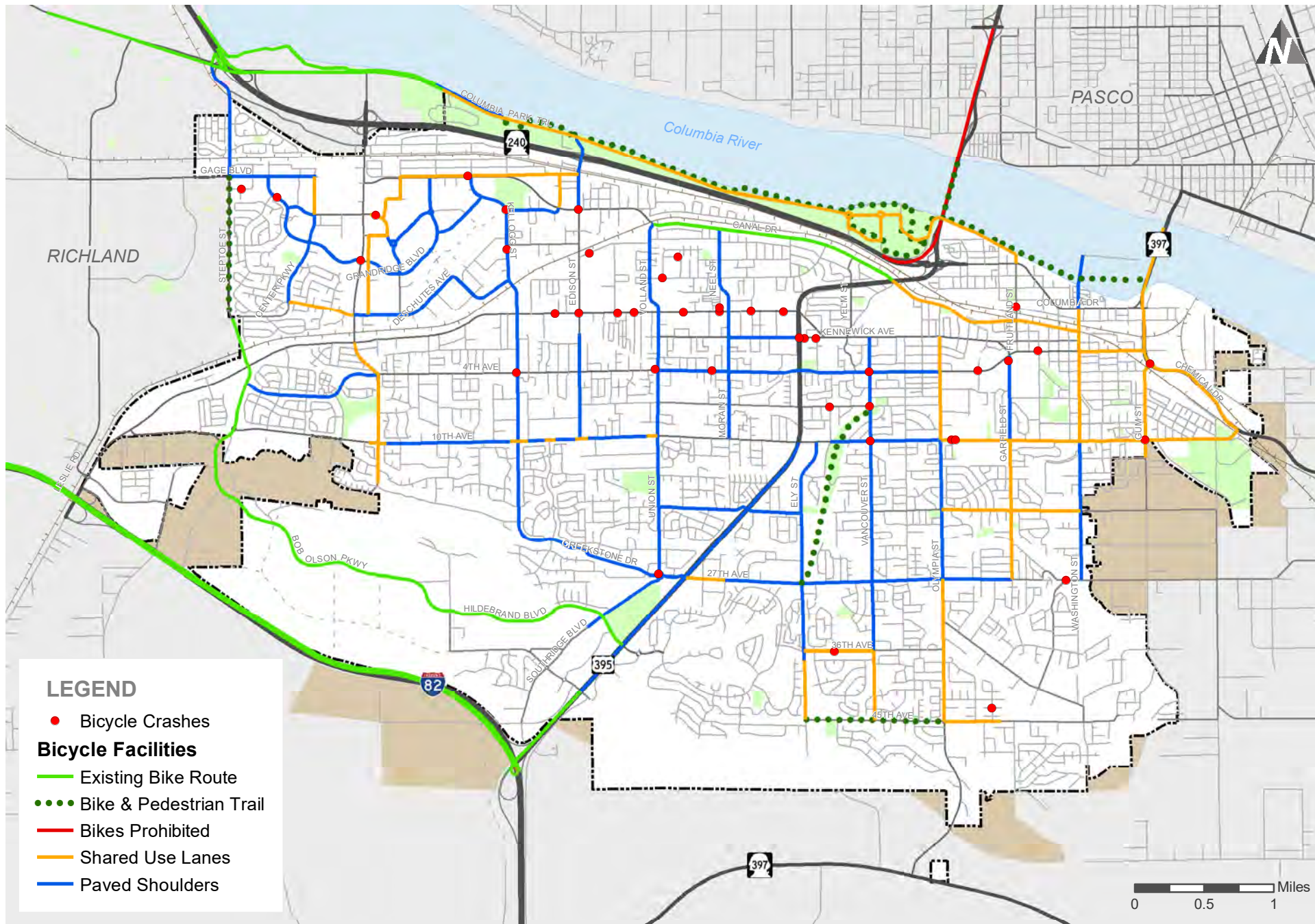
Bicycle Lanes

Bicycle lanes are striped roadway space dedicated for cyclists and are typically provided on the edge of the traveled way. Bicycle lanes may be included on both sides of the roadway or on one side of a sloped roadway where there is not sufficient space for bicycle lanes in both directions. They are typically 4 to 6 feet in width (not including vehicle buffers) and are marked with a wide white stripe or buffer area.

Bicycle lanes, or shy lanes, are located throughout the City, mainly on arterials such as Kellogg Street, Union Street, Vancouver Street, 4th Avenue, 27th Avenue, and Canal Drive. They are often near transit centers, shopping malls, and public facilities, though may not be right next to the facility. These lanes also extend into other jurisdictions, particularly Richland to the west. Cyclists regularly use US 395 across the Columbia River between Kennewick and Pasco via the bike trail on the east side of the bridge, though bicycles are prohibited along the US 395 bridge in the roadway.

Shared Lanes

While not formal bicycle facilities, roadways with shared lane markings, or sharrows, can provide connectivity for experienced cyclists. Shared lane markings are a tool that can assist cyclists and motorists by indicating appropriate bicycle positioning on a roadway, increasing safety and visibility.



Existing Bicycle Facilities

Kennewick Citywide Transportation Plan

M:\1711.17118.00 - Kennewick Citywide Transportation Plan\GIS\Maps\MXD\Figures\Draft_Fig 2-4 Existing Bicycle Facilities.mxd

transpogroup

FIGURE

2-4

A signed shared lane, or shared use lane, can be on nearly any City street with the capacity to accommodate bicycles. Although the City's bicycle facilities cover most of the City, there are connections that need to be made and activity centers that should be served by adequate bicycle facilities. Clearwater Avenue and Columbia Center Boulevard do not have many bicycle facilities. Considering the amount of commercial activity along these corridors, this lack of connectivity is a large gap in Kennewick's bicycle system. Also, as schools often serve as community hubs in addition to educational facilities, the presence of bicycle facilities near schools is a priority. Older sectors of Kennewick also have schools and activity centers disconnected from bicycle facilities.

Trails/Shared-Use Paths

Trails and shared-use paths are facilities which can be used not only by pedestrians, but also by other non-motorized vehicles, such as bicycles. Paved trails are preferred by many cyclists who also travel on streets, but finely crushed gravel surfaces may be suitable alternatives.

There are several of these types of trails in the City of Kennewick, though the largest shared-use path is the Sacajawea Heritage Trail. This non-motorized route extends throughout the Tri-Cities area, including a section bordering the Columbia River in the northern section of Kennewick. Another major trail in Kennewick is the Audubon Nature Trail, which runs through Columbia Park, also located along the Columbia River.

2.1.5 Transit Network

This section describes current and potential new public transportation services and facilities affecting the City of Kennewick. Included in the description is a summary of current fixed routes and service levels, as of January 2018. Transit and public transportation facilities in the Kennewick area are operated by Ben Franklin Transit (BFT). The transit services available include bus transit, vanpooling, park-and-rides lots, taxi feeder services, and dial-a-ride service. Figure 2-5 shows the bus routes within the City, as well as transit centers, park-and-ride lots, transfer points, and other transit facilities. The infrastructure of the transit system is described below.

Bus Routes

The BFT route network is extensive, with service provided in all major areas of the City. There are ten bus routes that regularly run within the City of Kennewick. These include four routes that operate exclusively within Kennewick (routes 41, 42, 47 and 48), four routes that provide service between Kennewick and Richland (routes 110, 120, 123, 126) as well as two routes that run between Kennewick and Pasco (routes 150 and 160). All routes operate with either half hour headways (Routes 42, 47, 48, 120, 123, 126, 150 and 160) or hour headways (Routes 41, 110). All transit routes operate between the hours of 6:00am and 8:00pm Monday through Friday and 7:00am to 7:00pm on Saturdays.

Ridership data for Kennewick bus routes was obtained from Ben Franklin Transit. In 2016, Ben Franklin Transit provided a total of 3,632,286 unlinked passenger trips, an 8.2% decrease from 2015.

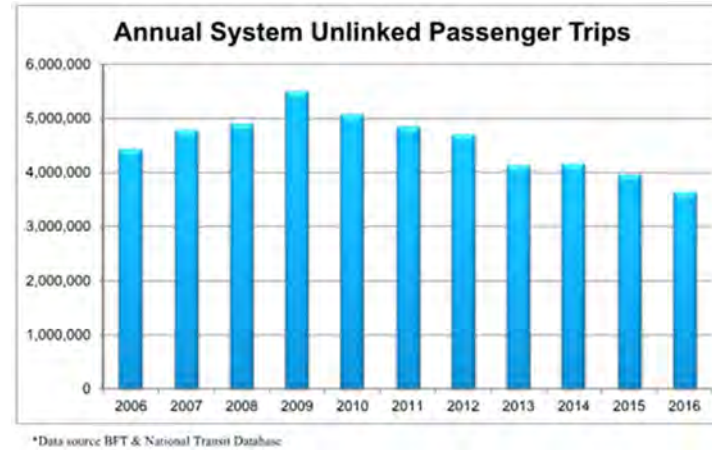


Figure 2-5 Annual Passenger Trips on Ben Franklin Transit

As shown above, annual ridership has decreased each year from 2009 to 2016. As highlighted in Table 2 1, approximately 67 percent of passengers using BFT are served by Fixed Route Transit, with the remaining 33 percent served by vanpool, dial-a-ride and taxi services.

Table 2-1 BFT Passenger Trips by Service Mode

Route Mode	Annual Ridership	Percent
Fixed Route	2,419,818	67%
Vanpool	709,319	20%
Dial-A-Ride	380,207	10%
Taxi Services	122,942	3%
Total	3,632,286	

Park & Rides/Transit Centers

There is one dedicated transit center located in Kennewick: Three Rivers Transit Center off Okanogan Place, as well as the "Dayton Transfer Point" which serves as a transit hub.

These centers function as points for riders to easily change routes within the transit system.

Three Rivers Transit Center is made up of a series of bus shelters where buses can layover, riders can transfer between buses, and where public restrooms are available. Three Rivers is not a park and ride location, as there is no dedicated public parking for transit riders. Nine transit routes serve Three Rivers Transit Center, making it the largest transit hub in Kennewick.

Also within the City is Dayton Transfer Point, which is located on Dayton Street between 1st Avenue and Keewaydin Drive. This point is for riders to transfer buses but does not have facilities typically associated with transit and is aesthetically more like a regular bus stop.

Taxi Feeder Service

BFT provides assistance for people who need to take a bus, but may not be located close enough to a transit stop to walk there. Certain areas are defined within the City to assist these people and are known as Taxi Feeder Service Areas (TFSAs). People from these areas can call the designated cab company to be picked up at a certain time at a specified stop that serves the designated TFSA. The call must be placed 30 minutes prior to pick-up time. The cab then takes the person to the nearest bus stop, where the person then rides the bus, paying once he or she boards. To call a cab for the return trip, riders notify the bus driver and a cab is called that will wait at the designated stop to take the rider to the original TFSA pick-up/drop-off location. This service costs \$1 for rides up to 4 miles, and \$3 for rides longer than 4 miles. Seniors (65+) with a Senior ID card are eligible for free taxi feeder service.

Vanpooling

Another service BFT offers is vanpooling. This transit service offers commuters an opportunity to share a ride in one of BFT's 7-, 12-, or 15-passenger vans, with each person helping pay for fuel, maintenance, car payment, and

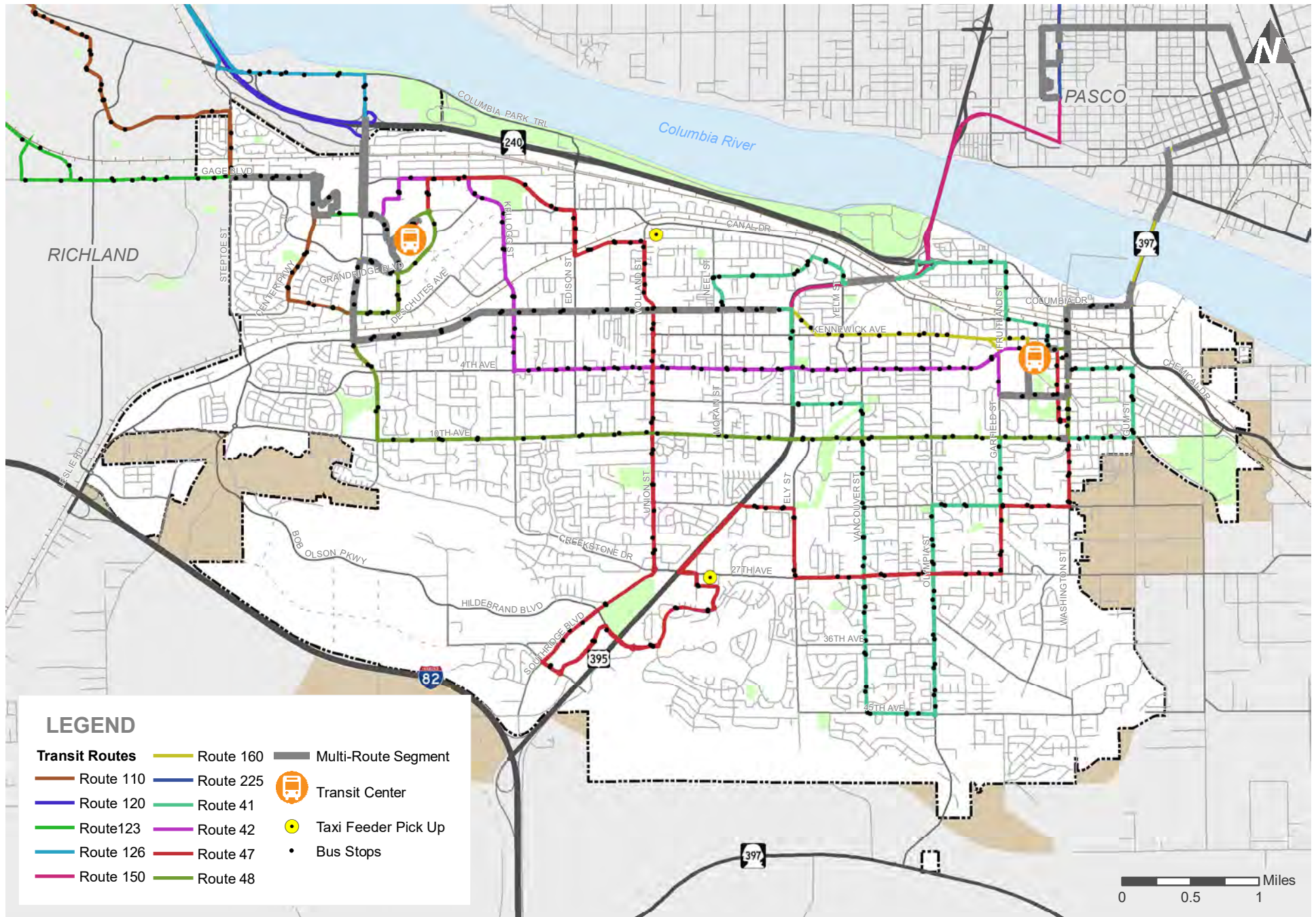
insurance in one fee. This fee is collected by the driver of the van, who is also responsible for refueling the van; in return the driver is able to ride free. A typical cost for a BFT vanpool rider is \$64 per month, though the cost varies by the number of riders and the mileage of the total trip.

Dial-A-Ride

BFT also provides Dial-A-Ride service, which is a shared-ride, door-to-door transportation service for people with a disability that cannot use customary transit service. Customers call the Dial-A-Ride number between 8:00am and 5:00pm at least one day prior to their trip to request a pick up time. For trips other than those to medical appointments, a return time must also be scheduled. The operation hours are consistent with BFT's regular routes: 6:00am to 8:00pm Monday through Friday and 7:00am to 7:00pm on Saturdays.

Transit Fares

The different services provided by BFT have different costs associated with them. BFT offers the general public the option of purchasing monthly transit passes that enable the rider with unlimited amount of use of the system. Also offered are 10-day tickets for those that do not use transit frequently. Daily cash fares are collected for users without a prepaid ticket or pass.



2.1.6 Freight, Air, and Water Facilities

Other transportation infrastructure includes freight corridors, water transport facilities, and air transport facilities.

Freight Corridors

The Washington State Freight and Goods Transportation System (FGTS) classifies highways, county roads, and city streets according to the average annual gross truck tonnage they carry. Truck tonnage values are derived from actual or estimated truck traffic count data that is converted into average weights by truck type.

The FGTS uses five truck classifications, T-1 through T-5, depending on the annual gross tonnage the roadway carries. Yakima has roadways or roadway segments that fall into every classification level.

- T-1: more than 10 million tons per year
- T-2: 4 million to 10 million tons per year
- T-3: 300,000 to 4 million tons per year
- T-4: 100,000 to 300,000 tons per year
- T-5: at least 20,000 tons in 60 days and less than 100,000 tons per year

Corridors with the highest annual gross tonnage, T-1 and T-2 routes, are also identified as Strategic Freight Corridors.

The I-82 and US 395 corridors are classified as T-1 corridors as shown on Figure 2-6. Portions of SR 240, SR 397, Columbia Center Boulevard, and Columbia Drive are classified as T-2 corridors.

SR 240 is a major regional roadway that connects US 395 in Kennewick to I-182 in Richland and then continues on to the Hanford Nuclear Reservation. SR 240 allows for movement of goods and freight between ports in the City of Richland and ports in the City of Kennewick and important economic centers such as the Columbia Center Mall.

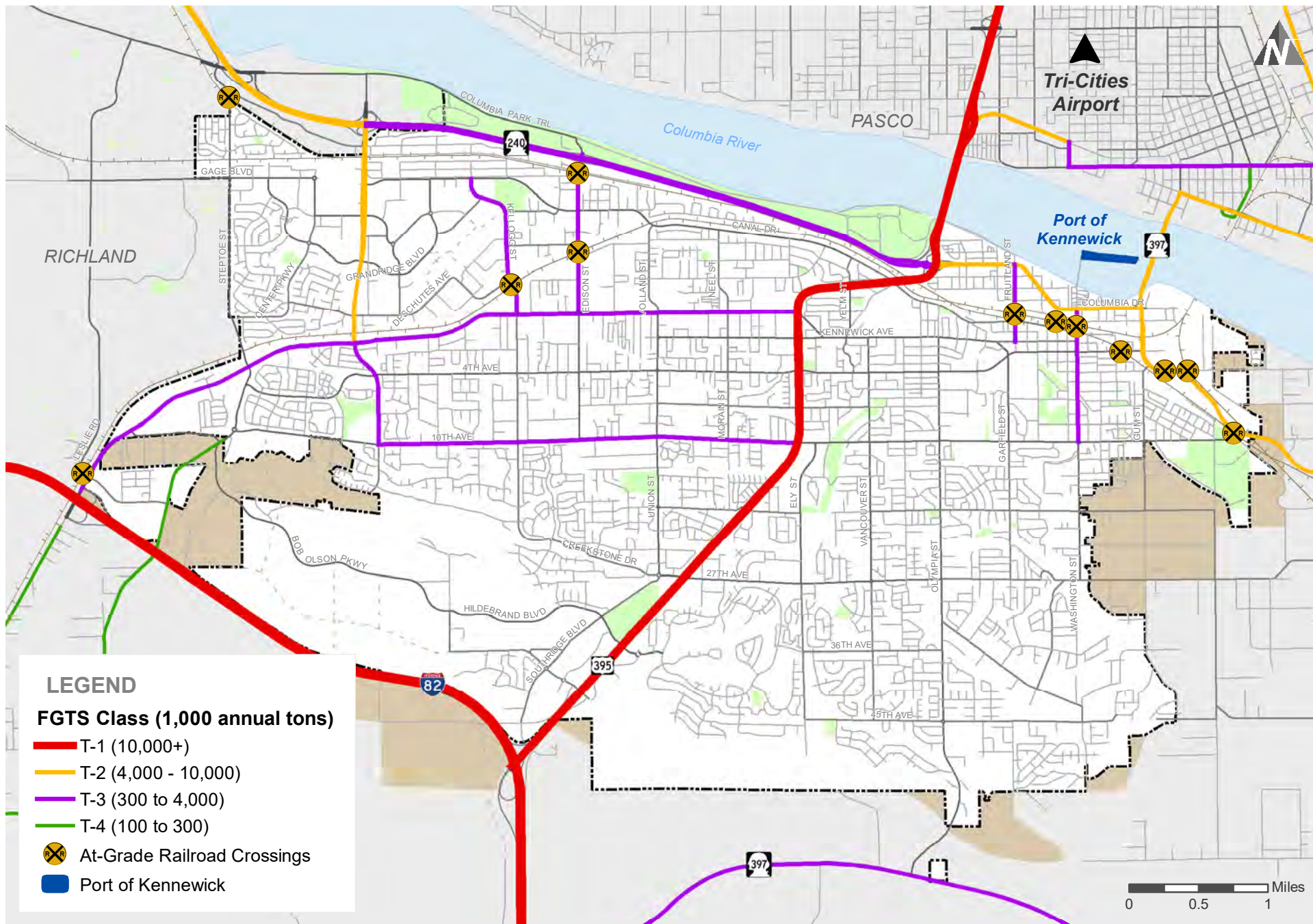
Columbia Drive is an important five-lane link between the SR 240/US 395 interchange and SR 397. Columbia Drive serves a vital economic section of the City and facilitates the movement of freight and goods between port and rail facilities in Kennewick and other regional roadways. Columbia Drive also forms a connection between two major bridges across the Columbia River.

I-82 is a four-lane freeway that extends from I-90 near Ellensburg, Washington, to I-84 near Hermiston, Oregon. I-82 is the only route across the Columbia River into Oregon in all of Southeast Washington.

At Grade Crossings

At grade railroad crossings in the City, illustrated in Figure 2-6 are points of friction between rail traffic and vehicular, pedestrian, and bicycle traffic. Currently there are at least 11 at-grade rail crossings in the Kennewick urban area on active rail lines including crossings of the following roadways:

- Leslie Road west of Clearwater Avenue,
- Kellogg Street south of Deschutes Avenue,
- Edison Street north of Metaline Avenue,
- Edison Street south of Yellowstone Avenue,
- Fruitland and Benton Streets north of Canal Drive,
- Washington Street north of Canal Drive and south of Bruneau Avenue,
- 1st Avenue west of SR 397,
- Gum Street west of SR 397, and
- SR 397 east of Gum Street.
- 3rd Avenue east of SR 397
- 10th Avenue west of SR 397



Delays for vehicular traffic and trucks are increased when trains are crossing the roadway. Buses are required to stop and check for rail traffic at railroad crossings before proceeding even when no warnings are active causing delays for motorists behind them. At grade rail crossings can be hazardous for pedestrians and cyclists because of the uneven nature of the roadway.

Air Transport

The closest commercial airport to Kennewick is the Tri-Cities Airport, located in the City of Pasco and operated by the Port of Pasco. It is located just north of the junction of US 395 and I-182. Four major airlines operate in this airport.

The region also has two other airports: the Richland Airport, and the Prosser Airport. Along with the Tri-Cities Airport in Pasco, these three airports are part of the Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems (NPIAS). This inclusion enables these facilities to receive funding through the federal Airport Improvement Program (AIP).

Marine/Water Transport

Kennewick sits along the Columba-Snake River System (CSRS), which extends 465 miles from the Pacific Ocean into North America. Eight dam and lock complexes are in the system, allowing barge lines to transport goods to various destinations along the river. The Port of Kennewick owns several sites along the CSRS, including the Hover site just southeast of the City.

2.2 Transportation System Performance

Performance of the transportation system includes an evaluation of all modes based on City standards and available analysis tools. The existing performance results contained in this section will set the stage for the evaluation of the forecast (2040) transportation system. The following sections describe vehicular operations at intersections and on corridors, non-motorized operations, and transit service operations.

2.2.1 Intersection Operations

Intersection traffic operations evaluate the performance of signalized, stop-controlled and roundabout intersections according to the industry standards set forth in the HCM 2010. PM peak hour traffic operations were evaluated at 23 study intersections using Synchro version 9.1 and Sidra. The PM peak hour intersection operations were selected due to the higher typical traffic volumes occurring during that time period for a single hour between 4 and 6 p.m.

Existing (2016) Intersection LOS

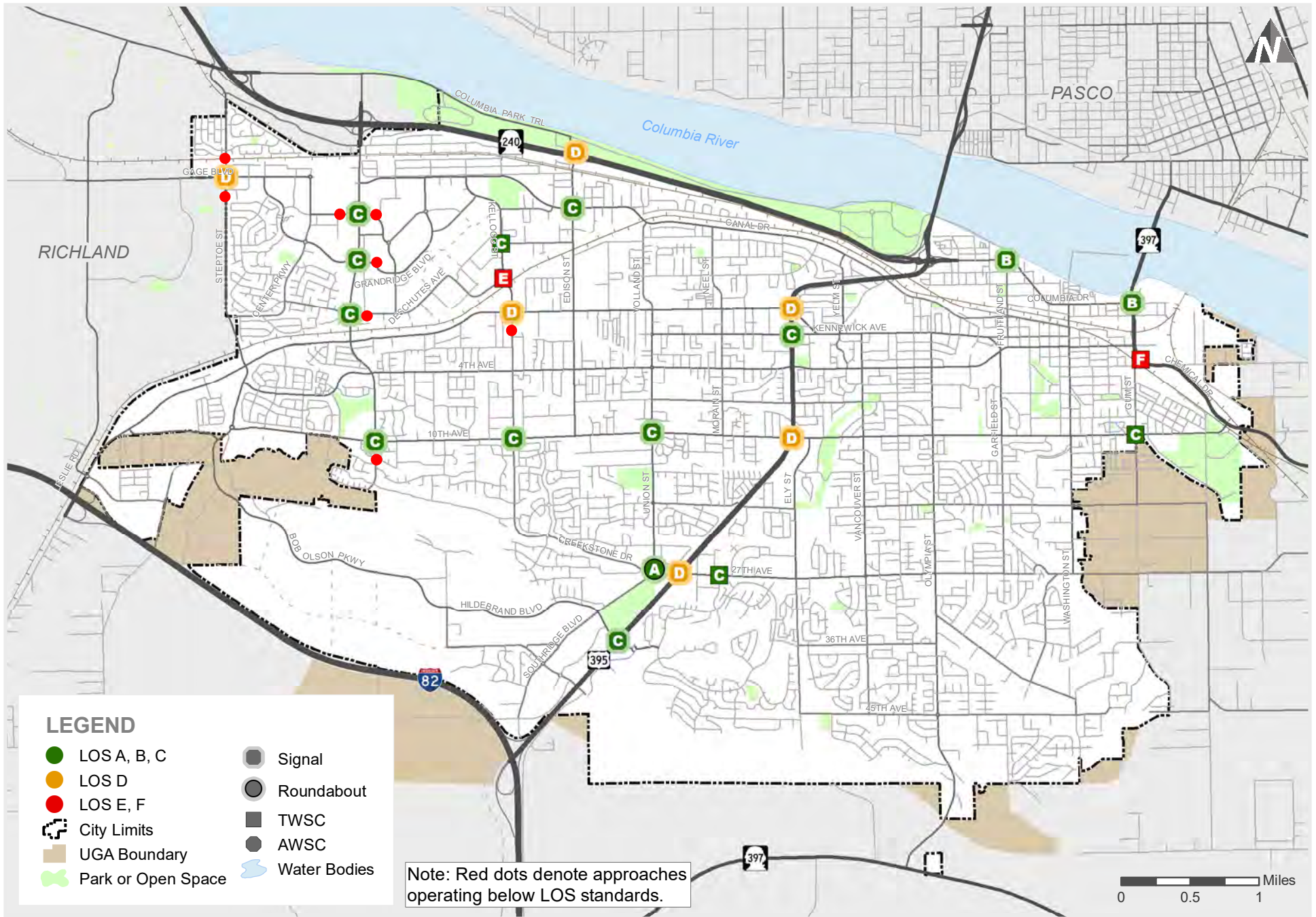
City of Kennewick LOS standards are identified in this Comprehensive Plan for roadways within the City and are discussed in Chapter 4. Existing levels-of-service at key intersections in City of Kennewick are shown in Table 2-2 and Figure 2-8. The results of the LOS analysis indicate that seven City intersections and one State intersection have operations in the PM peak hour that do not meet LOS standards.

Table 2-2 Existing (2016) Intersection LOS

#	Intersection	Control	LOS ¹
1	Steptoe St / Gage Blvd	Signal	D (E)*
2	Columbia Center Blvd / Quinalt Ave	Signal	C (E)*
3	Columbia Center Blvd / Grandridge Blvd	Signal	C (E)*
4	Columbia Center Blvd / Deschutes Ave	Signal	C (F)*
5	Edison St / Canal Dr	Signal	C (D)
6	Kellogg St / Metaline Ave	Stop Sign	(C)
7	Kellogg St / Deschutes Ave	Stop Sign	(C)
8	Kellogg St / Clearwater Ave	Signal	D (E)*
9	Columbia Center Blvd / 10th Ave	Signal	C (E)*
10	Kellogg St / 10th Ave	Signal	C (D)
11	Union St / 10th Ave	Signal	C (C)
12	Union St (Southridge Blvd) / 27th Ave	Roundabout	A (B)
13	Olsen St / 27th Ave	Stop Sign	(C)
14	Fruitland St / Columbia Dr	Signal	B (D)
15	Gum St / 10th Ave	Stop Sign	(C)
16	Edison St / SR 240 WB Ramps	Signal	D
17	US 395 / Clearwater Ave	Signal	D
18	US 395 / Kennewick Ave	Signal	C
19	US 395 / 10th Ave	Signal	D
20	US 395 / 27th Ave	Signal	D
21	US 395 / Hildebrand Blvd	Signal	C
22	SR 397 / Columbia Dr	Signal	B
23	SR 397 / Gum St	Stop Sign	(F)*

Source: Transpo Group 2018

1. Overall Level of Service shown for signals. Worst approach LOS is shown in parenthesis for City intersections only or stop-sign controlled intersections. [*] indicates intersection is not meeting LOS standard.



Existing (2016) Intersection Operations

Kennewick Citywide Transportation Plan

M:\1711.17118.00 - Kennewick Citywide Transportation Plan\GIS\Maps\MXD\Figures\Draft_Fig 2-8 Existing LOS.mxd

FIGURE

transpogroup

2-8

2.3 Traffic Safety

Traffic safety is an important factor in determining priority projects for future project planning. For the City of Kennewick, traffic safety was evaluated for major roadways and intersections over a five-year period, from January 1, 2012 to December 31, 2016 within the City limits. An evaluation of the location and severity of reported collisions was completed to identify potential safety issues for vehicles, pedestrians, and cyclists. Data was obtained from City Staff and WSDOT and only contains information for those collisions reported to the City and State Highway Patrol. The following safety data are discussed in this section:

- Fatalities
- Intersection Safety Analysis
- Roadway Safety Analysis
- Pedestrian Safety
- Bicycle Safety

2.3.1 Fatalities

During the five-year period from 2012 and 2016, 13 fatalities occurred within the City. Seven (7) occurred at intersections, including two in 2012, one in 2014, and four in 2016, as illustrated in the Table 2-2. Six (6) fatalities occurred at non-intersection related locations, including one in 2013, two in 2014, two in 2015, and one in 2016, as illustrated in Table 2-3. Five (5) of the 13 fatalities between 2012 and 2016 involved pedestrians.

2.3.2 Intersection Safety Analysis

The method for analyzing intersection safety was to review the five-year (2012 to 2016) crash data. The crash rate calculated for intersections was based on the average number of accidents per million entering vehicles (MEV). Crash rates above 0.75 MEV are shown in Table 2-4.

2.3.3 Roadway Safety Analysis

Roadway segment crash rates were calculated based on the number of accidents per million vehicle miles (MVM) traveled. The results of the roadway segment analysis are summarized in Table 2-5. A 5-year average crash rate of 8.00 was selected in order to focus on the locations that have the highest rates. The crash rates do not include crashes that occur at intersections of collectors or arterials with other collectors or arterials.

Table 2-3 Intersection Fatalities 2012-2016

Primary St	Secondary St	Year
S Olympia St	W 45th Ave	2012
W Clearwater Ave	N Union St	2012
W Canal Dr	Carmichael Dr	2014
W 36th Ave	S Vancouver St	2016
W Canal Dr	N Kent St	2016
SE Columbia Dr	Columbia Park Tr	2016
W Kennewick Ave	S Conway Pl	2016

Table 2-4 Non-Intersection Fatalities 2012-2016

Primary St	Year
SR 240	2013
W 27th Ave	2014
W Gage Blvd	2014
S Columbia Center Blvd	2015
S Washington St	2015
W Clearwater Ave	2016

Table 2-5 Intersection Average Crash Rates 2012-2016

North/South Street	East/West Street	Average Crash Rate
Center Parkway	Gage Blvd	1.38
4th Ave	Union St	1.18
Canal Dr	Columbia Center Blvd	1.05
Clearwater Ave	Union St	1.05
Gage Blvd	Steptoe St	1.05
4th Ave	Olympia St	1.00
Hildebrand Blvd	Southridge Blvd	0.99
Columbia Center Blvd	Quinault Ave	0.94
Grandridge Blvd	Young St	0.92
Canal Dr	Edison St	0.91
4th Ave	Vancouver St	0.84
45th Ave	Olympia St	0.82
10th Ave	Vancouver St	0.81
Clearwater Ave	Columbia Center Blvd	0.80
Columbia Center Blvd	Deschutes Ave	0.79
Edison St	Metaline Ave	0.78
Canal Dr	Young St	0.78

Table 2-6 Roadway Segment Average Crash Rates, 2012-2016

Roadway	Segment	Average Crash Rate
Metaline Avenue	Volland St. to Edison St.	14.64
Morain Street	Clearwater Ave. to Hood Ave.	14.28
Yelm Street	US-395 to Canal Dr.	14.18
Olympia Street	4th Ave. to Kennewick Ave.	13.68
Union Street	4th Ave. to Clearwater Ave.	11.82
Columbia Center Blvd.	Quinault Ave. to Canal Dr.	9.02
Hildebrand Blvd	Plaza Way to Southridge Blvd.	8.92
Clearwater Avenue	Union St. to Edison St.	8.53
Columbia Center Blvd.	Clearwater Ave. to Deschutes Ave.	8.35
Gage Boulevard	Grandridge Blvd. to Steptoe St.	8.22
Canal Drive	Grandridge Blvd. to Columbia Center Blvd.	8.16
Edison Street	Canal Drive to SR-240	8.04
Vista Way	Kennewick Ave. to US-395	8.04
Gage Boulevard	Center Parkway to Grandridge Blvd.	8.01
Morain Street	10th Ave. to 4th Ave.	8.01

2.3.4 Pedestrian Safety Conditions

Pedestrian conflicts with other transportation modes, particularly automobiles, are an important concern within the pedestrian system. This concern exists in Kennewick just as it does in other cities. Table 2-6 shows pedestrian crash data within the City of Kennewick between 2012 and 2016. The total number of pedestrian-related collisions during this time period was 77.

In order to enhance pedestrian safety, transportation modes should be separated as much as possible. For non-motorized users of the transportation network, especially pedestrians, facilities that enforce modal separation are keys to safety. The pedestrian system inventory's focus on arterials enables the City to see where the addition of new pedestrian facilities or the improvement of existing pedestrian facilities could help improve pedestrian safety. The pedestrian system inventory also laid the groundwork for the project recommendations discussed in the next section.

Table 2-7 Pedestrian Collisions 2012-2016

Type	Number
Fatalities	7
Injuries	67
No Injuries	3
Total	77

2.3.5 Bicycle Safety Conditions

Cyclist conflicts with other vehicles, or even with pedestrians, are a major issue in any urban transportation network. Busy arterials, sometimes not designed or constructed with non-motorized users in mind, can be dangerous. In Kennewick between 2012 and 2016, there were a total of 42 automobile collisions involving bicycles. Of these collisions there was no fatalities.

One way to improve safety conditions for cyclists is to ensure that the transportation network allows for the appropriate separation of modes. For cyclists, modal separation along high volume arterials could improve safety and increase the efficiency of the non-motorized transportation system. Some recommendations for these types of improvements are discussed in the later sections.

Table 2-8 Bicycle Collisions 2012-2016

Type	Number
Fatalities	0
Injuries	41
No Injuries	1
Total	42



TRAVEL FORECASTS AND ALTERNATIVES EVALUATION

3 Travel Forecasts and Alternatives Evaluation

In addition to addressing existing needs, the City must develop its transportation system to accommodate forecast growth. The GMA requires that the transportation planning horizon be at least ten years in the future. For this current update effort, the City decided to use 2040 as the long-range horizon. The longer-range horizon year allows the City to better plan for and scale transportation facilities that are needed as the City changes over the next two decades.

The following provides an overview of the travel demand model used to create the forecasts and evaluate alternatives. The alternatives evaluations are presented, resulting in the development of the framework for the Transportation Systems Plan and improvement projects, which are presented in Chapter 4.

3.1 Development of the Travel Forecasts

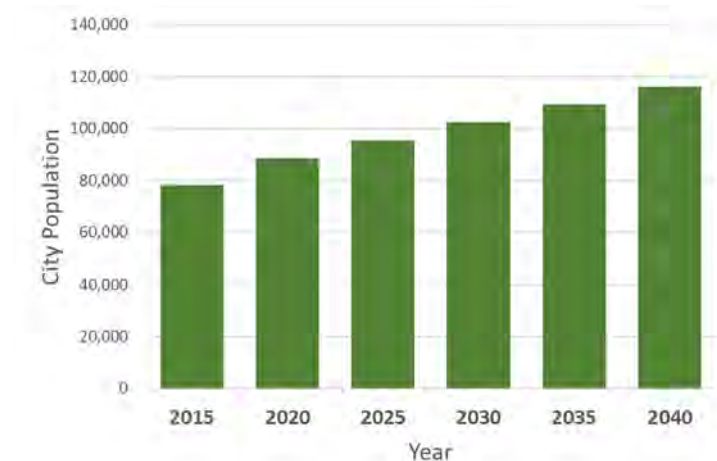
The Benton-Franklin Council of Governments (BFCOG) regional model was developed to assist in defining future transportation system needs. The model uses the TransCAD software package and forecasts weekday PM peak hour traffic volumes based on the 2025 and 2040 land use forecasts. The weekday PM peak hour typically has the highest overall travel demands and therefore, provides the basis for determining overall transportation improvement needs to support growth. The model covers all of the surrounding urban areas, including the Cities of Richland, Pasco, and West Richland. The model interfaces directly with BFCOG land use to account for growth from locations external to the City. All major transportation corridors in the region are included in the model.

The model was calibrated to match existing base year traffic volumes (2015) and then used to develop the 2025 and

2040 traffic forecasts. City, County, and State transportation improvement projects likely to be funded and built by 2025 or 2040 were included in the respective future models.

Land use in the BFCOG model is based on population forecasts in the region. The historical population growth rate for between 2005 and 2015 was 2.1 percent annually. The future population growth rate for the City is expected to be 1.6 percent annually between 2015 and 2040. The forecast was developed by Washington Office of Financial Management (2016). Figure 3-1 shows the forecasted city population in 5-year increments.

Figure 3-1 Forecast City Population Growth (2015 to 2040)



Source: Washington Office of Financial Management, 2016

3.2 Vehicle Forecast Conditions

The travel forecasts were used to identify and evaluate the necessary long-term transportation improvement projects needed to support the TSP. The identification of future needs included the analysis of future baseline traffic volumes, an assessment of existing and future level of service (LOS) deficiencies, and the development of future

traffic volumes assuming the identified transportation improvement projects are in place.

3.2.1 Baseline Travel Forecasts

Year 2025 and 2040 PM peak hour volumes were generated by the City of Kennewick travel demand model for baseline conditions. Future baseline traffic volumes are based on the assumption that only capital improvements which are currently programed are accounted for when developing the travel forecasts. Based on the analysis of baseline conditions, improvement projects are then identified to address and further issues and future LOS deficiencies.

Table 3-1 shows the baseline forecasts for 2040 for selected corridors. The growth on City corridors correspond to areas of the City that are expected to see the most land use growth. The areas in the southwest section of the City are expected to see substantial growth due to the Southridge and related developments. US 395 and Steptoe Street are the major access routes to these areas. The northwest section of the City will see growth in the Entertainment District and Vista Field areas. This will increase traffic volumes along Columbia Center Boulevard, Kellogg Street, Edison Street, and other roadways in the area. The northeast sections of the City area not anticipating major changes in land use except in spot locations north of the railroad corridor. The southeast section of the city will continue to have moderate growth as residential areas are developed.

3.2.2 Assessment Future Deficiencies

An LOS evaluation was performed for major intersections within the City to identify future LOS deficiencies. The LOS analysis was performed for the average weekday PM peak hour in the City of Kennewick. Deficiencies were determined based on the City's adopted LOS standard, which is LOS D at approaches to signalized intersections or roundabouts, and LOS E for stop-controlled intersections. State-owned

intersections have a WSDOT LOS of LOS D for overall average operations.

Table 3-1 Growth on Selected Corridors

Corridor Location	2005 ADT	2016 ADT	2040 ADT	Annual Rate (2016- 2040)
Columbia Center Blvd north of Deschutes Ave	24,800	25,600	39,700	1.8%
Edison St north of Clearwater Ave	15,100	16,100	28,200	2.4%
Clearwater Ave west of US 395	21,000	21,500	26,600	0.9%
US 395 south of 27th Ave	15,000	21,700	46,900	3.3%
Columbia Dr east of Fruitland St	18,200	20,400	20,700	0.1%
10th Avenue west of SR 397	3,700	4,100	6,300	1.8%

Source: Transpo Group 2018

Table 3-2 and Figure 3-1 show the LOS results at study intersections under future baseline conditions. During 2025 Baseline conditions ten (10) of the 23 study intersections would not meet LOS standards. During 2040 Baseline conditions 17 of the 23 study intersections would not meet standards. All 17 of these deficient intersections have had planned improvements identified that could address the deficiencies, which have been included in the TSP project list.

The project list shown in Chapter 4 also includes projects to address capacity bottlenecks or to improve safety on City roadways. Section 3.5 provides more information on framework used to create the TSP and related project list.

Table 3-2 Future 2025 and 240 Baseline Intersection LOS

#	Intersection	2025 LOS ¹	2040 LOS ¹
1	Steptoe St / Gage Blvd	D (E)*	E (F)*
2	Columbia Center Blvd / Quinalt Ave	D (E)*	F (F)*
3	Columbia Center Blvd / Grandridge Blvd	C (E)*	D (F)*
4	Columbia Center Blvd / Deschutes Ave	C (E)*	D (E)*
5	Edison St / Canal Dr	C (D)	E (F)*
6	Kellogg St / Metaline Ave	(E)	(F)*
7	Kellogg St / Deschutes Ave	(E)	(F)*
8	Kellogg St / Clearwater Ave	D (E)*	D (E)*
9	Columbia Center Blvd / 10th Ave	C (D)	C (D)
10	Kellogg St / 10th Ave	C (D)	C (D)
11	Union St / 10th Ave	C (D)	C (D)
12	Union St (Southridge Blvd) / 27th Ave	B (B)	D (F)*
13	Olsen St / 27th Ave	(F)*	(F)*
14	Fruitland St / Columbia Dr	B (D)	C (D)
15	Gum St / 10th Ave	(D)	(F)*
16	Edison St / SR 240 WB Ramps	D	D
17	US 395 / Clearwater Ave	D	F*
18	US 395 / Kennewick Ave	C	D
19	US 395 / 10th Ave	E*	F*
20	US 395 / 27th Ave	E*	F*
21	US 395 / Hildebrand Blvd	F*	F*
22	SR 397 / Columbia Dr	B	C
23	SR 397 / Gum St	(F)*	(F)*

Source: Transpo Group 2018

1. Overall Level of Service shown for signals. Worst approach LOS is shown in parenthesis for City intersections only or stop-sign controlled intersections. [*] indicates intersection is not meeting LOS standard.

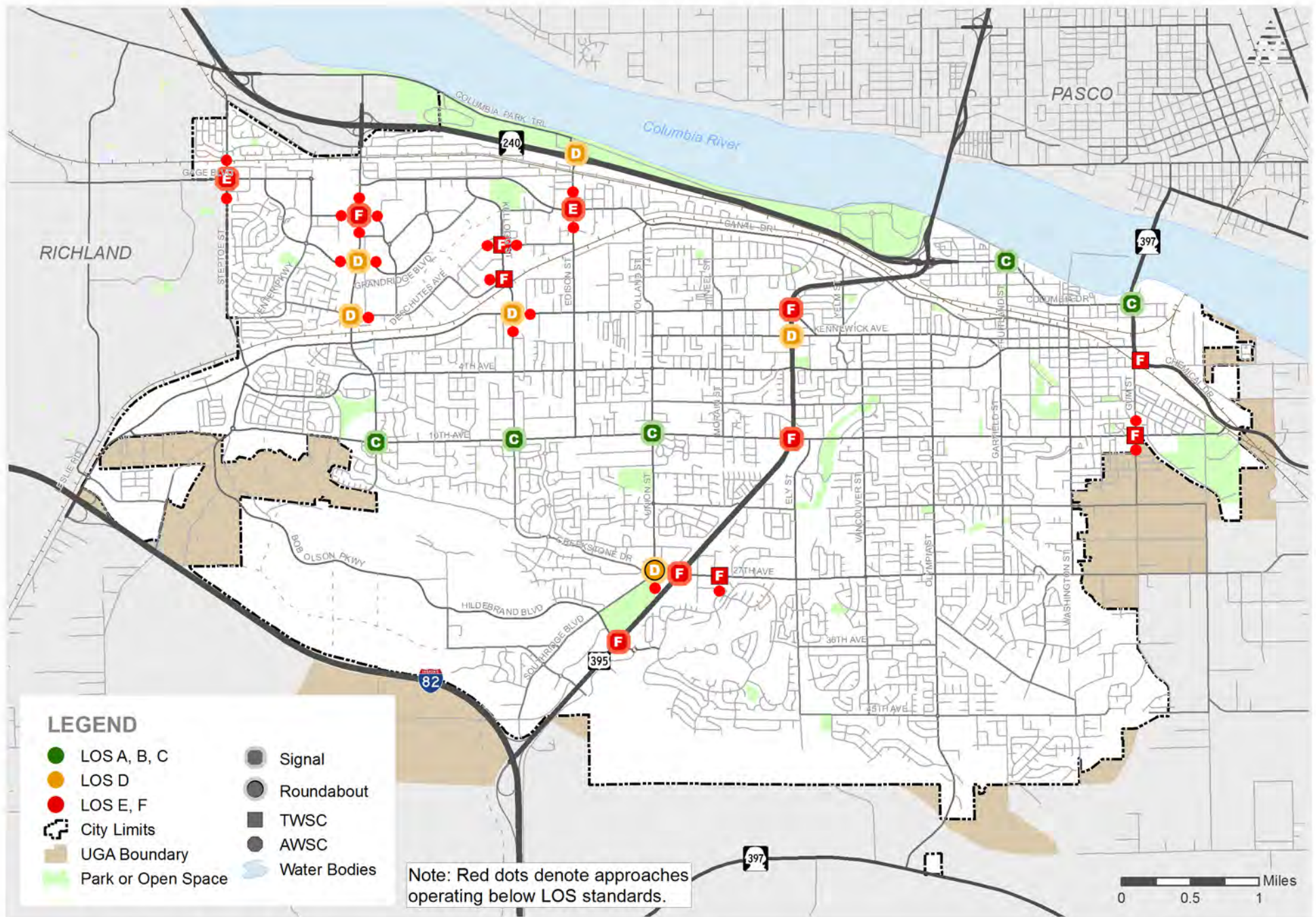
3.3 Non-Motorized Forecast Conditions

The non-motorized transportation network within the City of Kennewick and its UGA serves pedestrians, cyclists, and other types of non-motorized users. The future non-motorized transportation network contained in the Transportation Systems Plan builds upon previous planning efforts that have identified future routes for bicyclists and pedestrians. These plans identify future pedestrian and bicycle routes for the City of Kennewick through a combination of on-street facilities and off-street pathways provide the core network for walkers, cyclists, and other non-motorized users to travel.

The City of Kennewick will continue to develop pedestrian and bicycle facilities as part of its transportation system improvements. The TSP identifies the desired pedestrian and bicycle systems plans, which will guide the development and implementation of improvement projects throughout the City. The non-motorized systems plans include facilities on arterials, collectors, and local streets, as well as multi-use trails. The bicycle and pedestrian systems plans are discussed in Chapter 4.

3.4 Transit Forecast Conditions

In order to provide a comprehensive transportation system, the City of Kennewick recognizes the importance of transit. As growth and density is encouraged in the downtown core and near the Vista Field development, a frequent and reliable transit system can help move people efficiently without the use of a personal vehicle. The City's transit system plan is discussed in Chapter 4.



Forecast (2040) Intersection Operations

Kennewick Citywide Transportation Plan

M:\17118-00 Kennewick Citywide Transportation Plan\GIS\Maps\MXD\Figures\Fig 3-2 2040 LOS.mxd

transpogroup

FIGURE

3-2

3.5 Plan Framework

Based on the forecasts of future travel in the City, the Plan Framework was established for creating its long-range multimodal street network. The framework builds from the City's prior Comprehensive Plan and Subarea Plans, as well as other agency transportation improvement programs. Below are the key themes used to create the Transportation System Plan and project list.

3.5.1 Maintain Connected Networks

The Transportation Systems Plan specifically identifies the primary and secondary routes for each of the major travel modes within the city. When layering these separate network plans together, urban corridors were classified as "Auto Priority", "Bike/Ped Priority", or "Shared Priority". This allows project funding resources to be targeted to the best types of improvements that would complete the overall system. In addition, maintenance dollars could also be prioritized based on the anticipated street functions.

3.5.2 Provide Capacity on Key Corridors

The review of the travel demand model volume forecasts and intersection operations analysis indicated that the Principal Arterials will continue to be the core vehicle routes throughout the City. Principal Arterials should provide maximum vehicle capacity with 5 lanes, or if 5 lanes are not feasible, 4 lanes with greater access control. Arterial-arterial intersections should have traffic signals with separate left-turn lanes, and if necessary dual left-turn lanes and/or right-turn lanes.

3.5.3 Bridge Non-Motorized Gaps

A review of the existing pedestrian and bicycle facilities shows that there are still gaps in the overall system. While all roads should accommodate all users, the Transportation Systems Plan focuses on projects that help bridge the existing gaps in the system.

3.5.4 Facilitate Economic Development

The transportation system can be a major component in development of economic growth in the area. The Vista Field area, Southridge, and Downtown Kennewick areas will provide added economic and populations growth to the city. In addition, a well-functioning arterial street system will promote existing and future commercial development.

3.6 Emerging Transportation Trends

In addition to formal transportation analysis and forecasting, long-range planning also includes anticipating emerging transportation trends that may change basic assumptions concerning how people travel and how transportation systems operate. Transportation-related technology has advanced quickly over the past decade, will continue to accelerate, and will create major shifts in transportation within the City of Kennewick. This section describes some of these technology-related trends and the potential impacts on Kennewick's transportation system.

3.6.1 Autonomous Vehicles (AVs)

There is a great deal of uncertainty for communities planning for autonomous vehicles. Potential outcomes carry a wide range of possibilities. Over the next 15 years, a portion of the vehicles on the City's streets and highways could be operating without drivers. It is possible that 30 to 40 years from now all, or nearly all, vehicles will be driverless or will have driverless capabilities in certain situations. The implementation of some of these technologies may be within the 2040 planning horizon, and thus the City should consider the ramifications of these technologies on its transportation network. A few key issues rise to the top of what local agencies should contemplate while preparing long-range plans.

Roadway Capacity and Safety

AVs will be able to space themselves closer together, effectively increasing the capacity of streets and highways.

This is especially true if AVs travel in narrower lanes with smaller vehicles (assuming AV-only lanes and/or AV-only urban areas). This implies that some long-range roadway capacity improvements to accommodate more vehicles could be postponed as the potential of AVs becomes realized. In addition, AVs may reduce many common accident risks.

Transit Service

Over half of the cost of operating buses is related to the driver. In the future, replacing the driver with AV technology may enable transit operators to offer more service for the same cost. Technology that clears lanes when buses approach may allow them to avoid the same congestion they now face. This would also increase service as buses will be able to run routes faster. Such technology may reduce the need for investments in rail transit infrastructure as buses may operate with close to the same freedom that trains do on dedicated rights-of-way.

On-Demand or Shared Ride Regulations

The demand for shared ride services such as Lyft and Uber may likely increase as the economics improve without drivers. Public agencies would likely need to address regulations regarding these types of services, especially those that offer pooling options for two, three or more people to ride together.

Human Services Transportation

AVs will provide independent mobility for low-income and disabled populations, reducing the need for conventional demand response services.

3.6.2 Parking Demand Shifts

It is likely that the economics of transportation will dramatically change with widespread use of on-demand or shared ride services. Car ownership in urban areas may further decrease if on-demand travel (with or without driverless vehicles) becomes a legitimate alternative. This would reduce the need for off-street parking at places of

employment or residential areas, but would increase the demand for curbside areas set aside for loading/unloading activities.

3.6.3 Connected Vehicles

Although it is not yet clear what the demand for vehicle-to-infrastructure may ultimately look like, cities might look ahead to providing infrastructure as efficient reference points. For example, light poles could become hubs of wireless communication to/from vehicles. Connected vehicle technology has the potential to optimize traffic flow as computer systems communicate with vehicles to moderate flow. Cities should monitor technologies to prepare for phased implementation of such systems.

3.6.4 Teleworking

Advances in technology and communication infrastructure would facilitate the exponential growth of teleworking in the next decade and beyond. According to recent Census data, “not traveling at all” accounts for more than two percent of the overall national mode split and is increasing at a greater rate than all other modes. Factors that are fueling this change include: improving communications and collaboration technologies; increased high-speed broadband availability; and the proliferation of web-based applications.

The land use and transportation implications of this trend are wide ranging including: reduced vehicle-miles traveled, reduced roadway congestion; reduced greenhouse gas emissions; and, greater number of employees choosing to live further from job sites.

3.6.5 Transportation Funding Methods

The traditional transportation funding method of taxing fuels has become unsustainable as transportation technology changes. The emerging funding trends point to user fees in the form of facility tolling or pay-per-mile taxes. These “user

fees” would directly impact commuting costs and incentivize less frequent or shorter vehicle trips.

3.6.6 Emerging Trends Takeaways

It remains unclear whether these new technologies (or others) will be implemented by agencies, vehicle manufacturers, and related industries. The shifts may be relatively quick (within a decade) or take much longer to develop. The following list highlights the emerging trends takeaways as the City of Kennewick plans for the future.

- Growth in commute vehicle trips is likely to decline over time as teleworking technology improves.
- Agencies can play a major role in how connected vehicle infrastructure gets implemented, which can lead to better traffic management.
- Growth in car ownership is likely to continue to decline due to on-demand services and commuting costs. This would likely increase demands for non-motorized and transit modes. This would also decrease the need for off-street parking.
- Demand for curb space for loading/unloading for AV and on-demand services would likely increase dramatically. This could impact on-street parking or the design of standard street cross-sections.



TRANSPORTATION SYSTEMS PLAN

4 Transportation Systems Plan

The Transportation Systems Plan provides the blueprint for improvement projects and programs to meet the multimodal transportation needs of the community. Each mode has a separate system plan that harmonize together to build the overall City plan. The Transportation Systems Plan is based on the evaluation of existing system deficiencies and forecasts of future travel demands. The improvement projects and programs must be balanced with the availability of funding, as discussed in Chapter 5.

The Transportation Systems Plan is organized and presented by travel mode to provide an overview of key components of each element. However, the Plan is integrated to create a multimodal transportation system. For example, improvements along arterial streets and highways also incorporate appropriate non-motorized improvements. The non-motorized systems were defined to support access to transit, and to provide alternatives to automobile travel within the City. As improvement projects move toward implementation, the City will conduct detailed design studies, supported with project-level environmental review, and input from the public and other stakeholders.

A key implementation tool of the Transportation Systems Plan is a defined network classification system. Network classifications include the Roadway Functional Classification, the Travel Context Classification, and the Truck Route Classification. These classifications directly influence the street cross-section design standards as City streets are reconstructed, improved, or enhanced.

Each of the mode plans illustrate how the City of Kennewick's transportation system supports, and relies on, transportation facilities and programs provided by other agencies. These include new or improved interchanges with US 395, consistency of the arterial and collector road system, connectivity of trails and non-motorized transportation systems, enhanced transit service and

facilities, and rideshare programs. The City will continue to coordinate with WSDOT, BFCOG, and adjacent cities develop a comprehensive multimodal transportation system for the Kennewick area.

Outline of Plan Maps

Network Classifications

Functional Classification
Travel Context Classification
Truck Route Classification

System Plan Maps

Street and Highway System Plan
Pedestrian System Plan
Bicycle System Plan

Improvement Project Maps

Transportation Projects

4.1 Network Classifications

Network classifications are one of the key implementation tools of the Transportation System Plans by establishing priorities. It is unreasonable and uneconomical to build each street to accommodate every function and user and so priorities must be set. The Functional Classification identifies whether mobility or access is a priority for each street. The Travel Context Classification identifies whether auto, bikes, or pedestrians are the priority for each street. The Truck Route Classification identifies routes that should be designed to accommodate regular truck activity. The following sections provide more details on these network classifications.

4.1.1 Street Functional Classification

Roadways within a network are often grouped, or classified, with other roadways sharing similar characteristics of purpose, design, and function. Cities create functional classifications to ensure that roadways are built and maintained in accordance with their relationship to the surrounding land use and that adequate connectivity exists between roadways with lower capacities and more local access to roadways with higher capacities and greater circulation.

Kennewick Municipal Code 13.04.010 outlines four roadway classifications that are appropriate for the City of Kennewick. The four classifications include Principal Arterial, Minor Arterial, Collectors, and Local Streets. Table 4-1 provides descriptions of the City's functional classifications and corresponding characteristics.

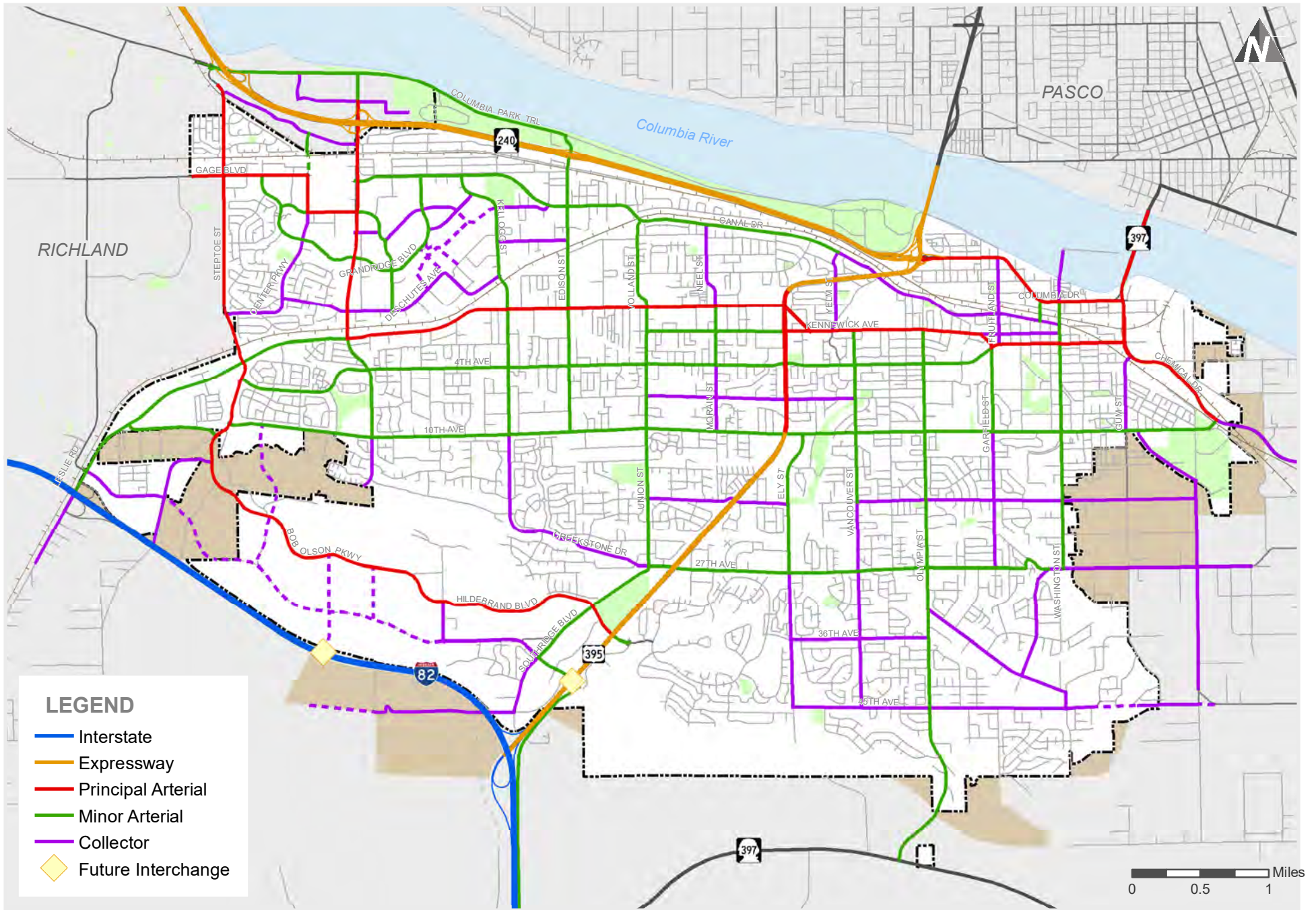
As can be seen in Figure 4-1 a hierarchy exists in the functional classification structure that is based on a direct relationship between the function of the roadway and the surrounding land uses and the relationship between mobility and access. For example, commercial developments will generally locate along arterials or collectors due to a high amount of mobility with certain restrictions on access.

Likewise, it is desirable to have parks, schools, and residential homes located along collector or local streets due to lower traffic volumes and a high degree of access.

The functional classification of roadways within a City may change over time as the City expands and land uses change. The City of Kennewick is expected to experience growth in the next 20 years that will require that new roadways be built and that the classifications of some existing roadways be changed. Figure 4-2 illustrates the roadway functional classification within the City.



Figure 4-1 Functional Classification Relationship between Mobility and Access



Roadway Functional Classification

Kennewick Citywide Transportation Plan

M:\1711.17118.00 - Kennewick Citywide Transportation Plan\GIS\Maps\MXD\Figures\DRAFT_Fig 4-2 Functional Classification.mxd

transpogroup

FIGURE

4-2

Table 4-1 Functional Classification Definitions

Functional Classification	Definition
Interstate	Interstates are the highest classification of roadways with primary purpose of traffic movement over large areas. Access is highly controlled and operating speeds are 60 mph or higher.
Expressway	Expressways are similar to interstates with a primary purpose of traffic movement over large areas. Access is highly controlled and operating speeds are typically 45 mph or higher.
Principal Arterial	Principal arterials have the primary purpose for traffic movement between and through communities. Their general characteristics include moderate to high speeds that are generally 35 to 55 mph, high traffic generators, and no on-street parking.
Minor Arterial	Minor arterials have the primary purpose for traffic movement between and through communities and secondarily for land access. Their general characteristics include moderate speeds (30 to 40 mph) and moderate to high traffic volumes (1,500 to 16,000 vehicles per day), some restriction on traffic movements, controlled driveway spacing and on-street parking is generally prohibited.
Collectors	Collectors are streets that their primary function is to collect and distribute traffic between the local street system and the arterial street system. Collectors also provide for land access and inter-neighborhood traffic movement. Their general characteristics include low speeds (25 to 30 mph), low to moderate traffic volumes (500 to 5,000 vehicles per day), limited regulation of access control, and limited on-street parking
Local Road	Locals are streets that primarily serve direct land access with the secondary function of traffic movement. Their general characteristics include: low speeds (25 mph), low traffic volumes (less than 1,500 vehicles per day), few access controls, and parking is generally permitted.

Source: Kennewick Municipal Code 13.04.010

Other Jurisdiction Classifications

Three other jurisdictions manage roadways that tie into or pass through the City of Kennewick including the City of Richland, Benton County, and WSDOT. All existing inter-jurisdictional routes are consistent in classification.

Access Management and Vehicle Capacity

The term access management relates directly to the functional classification. Higher mobility means that greater access control is necessary, meaning better management of streets and driveways accessing the street. That access control on City streets is call Access Management. Many Principal Arterials within the city have a high number of access points (driveways and streets) which inherently limit mobility, and ultimately vehicle capacity. In other words, better aligning the functional classification and access management will improve vehicle capacity on the arterial street corridors.

4.1.2 Travel Context Classification

The Transportation System Plan was developed using traditional planning techniques to establish a foundation with key connection and facility types added to develop a holistic vision of a safe and attractive motorized and non-motorized transportation system. The City of Kennewick will continue to develop pedestrian and bicycle facilities as part of its transportation system improvements, in addition to expanding vehicle capacity at key intersections and streets.

The type and size of pedestrian, bicycle, and vehicle facilities is dependent on the travel context of the street. The Travel Context Classification along with the Functional Classification should be referenced in designing the City's street network. For example, Bike/Ped Priority streets may be allowed to have narrower traffic lanes, slower posted speeds, and more frequent crosswalks.

The following describes the three Travel Context Classifications that are shown in Figure 4-3.

Auto Priority Classification

The Auto Priority class emphasizes automobile mobility over other modes. Pedestrian and bicycle facilities are focused on facilitating local access, however overall non-motorized travel would be more comfortable on alternate parallel routes. Posted speed limits are typically higher at 35 to 45 mph, and the number of vehicle lanes are higher.

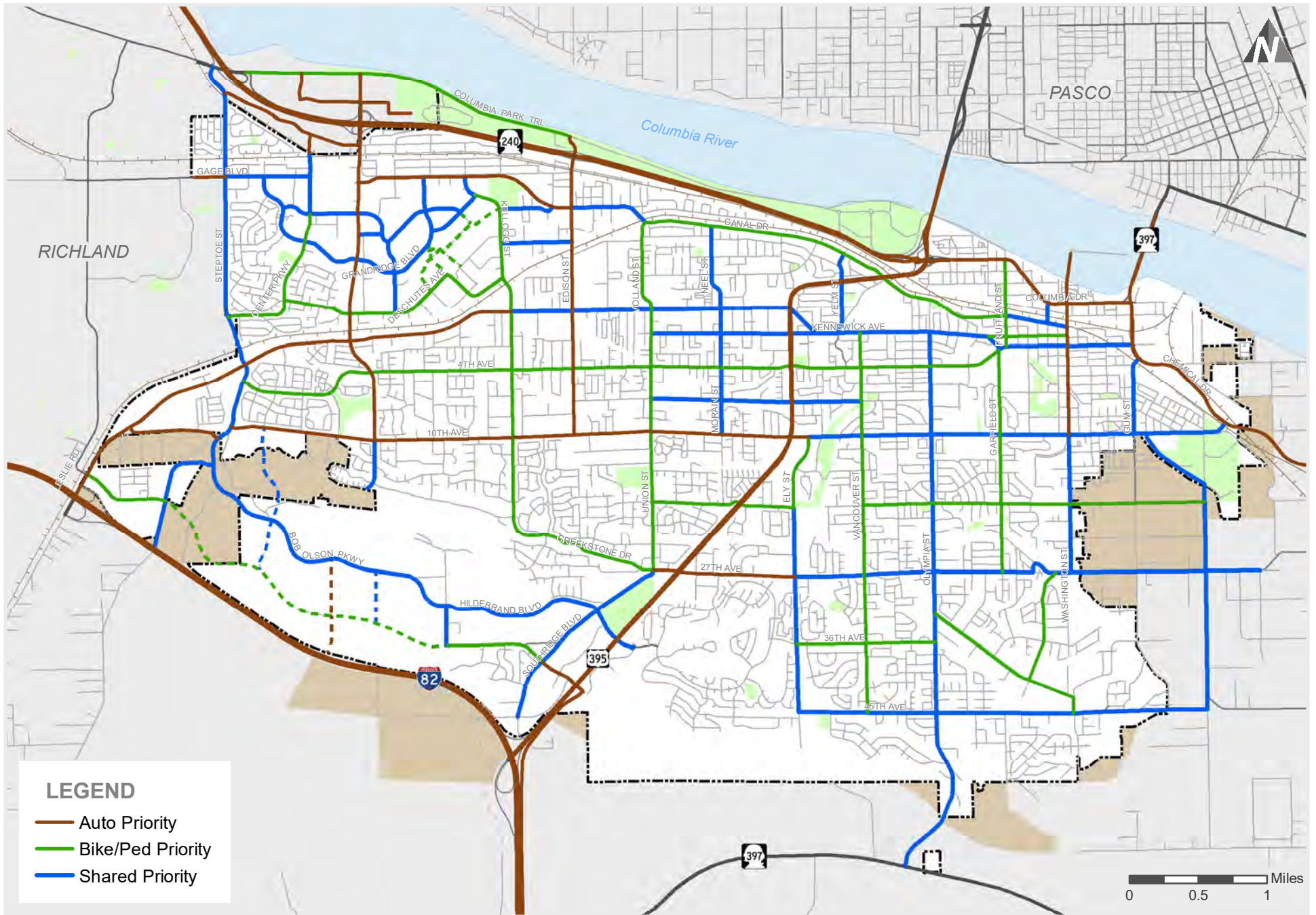
Bike/Ped Priority Classification

The Bike/Ped Priority class emphasizes bicycle and pedestrian mobility over other modes. Posted vehicle speeds would typically be 30 mph or lower and the number of vehicle lanes would be minimized. The travel context along these routes would be to provide comfortable experience for pedestrians and cyclists.

Shared Priority Classification

The Shared Priority class represents corridors where vehicle mobility is balanced with non-motorized travel comfort. This

type of street has been referred to as a "complete street", though all streets should have basic facilities or accommodations for each mode. Posted speeds would be typically 30 to 35 mph.



4.1.3 Truck Route Classification

The City of Kennewick has a significant level of truck activity. With increased commercial and employment growth forecast through 2040, the level of truck activity will also increase. In order to systematically address the needs of future truck travel, the City has adopted a defined system of truck routes.

The safe and efficient movement of freight and goods is vital to the economy of the region and to the City of Kennewick. The geographic area in which Kennewick is located is a major source of agricultural commodities which must be shipped by rail, water, air, or truck to loading and unloading facilities, ports, and processing plants in Kennewick and across the world. Much of the produce and agricultural products are perishable and must be moved quickly to avoid spoilage. A large portion of freight is shipped by rail or by barge to ports located up and down the Snake and Columbia Rivers. The roadways that provide access to these ports are vitally important to the successful movement of freight. Pressure to remove some of the dams on the Snake River, lawsuits to restrict dredging in regional waterways, and an increasing financial burden on companies that operate short rail lines could place ever higher demands on truck routes to move goods and freight in the future,

As shown in Figure 4-4, the Truck Route system generally provides north-south and east-west regional connections through the City of Kennewick. The Truck Route also connects freight generating areas within the City, such as the commercial areas near Columbia Center Boulevard, Clearwater Avenue, and Downtown.

As mentioned in Chapter 2, WSDOT's Freight and Goods Transportation System (FGTS) classifies state highways, county roads, and city arterials according to average annual gross truck tonnage. The T-1 and T-2 corridors shown in Figure 2-6 in the greater Kennewick area are designated as part of a Strategic Freight Corridor.

4.1.4 Other Street Classifications

The following classifications are included as reference. Federal and state classification systems serve different purposes from the City classifications, particularly as it relates to funding.

Federal Functional Classification

The Federal Functional Classification system provides a hierarchy of roadways as defined by the Federal Highway Administration (FHWA). This classification system defines the role of travel through a network of roadways, rather than focusing on individual roadways. As a result, the Federal Functional Classification may differ from the City's Functional Classification.

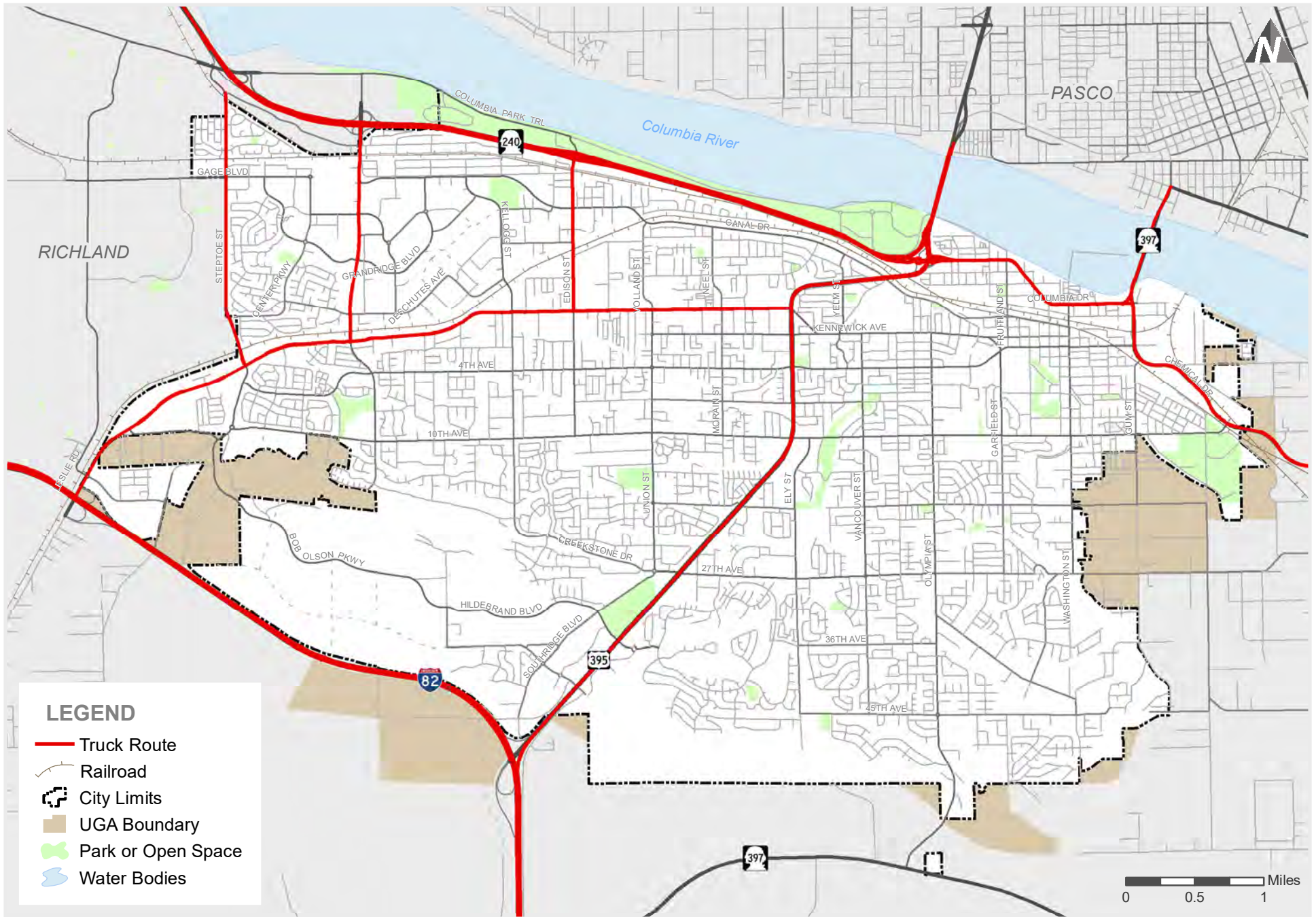
Changes to the Federal Functional Classification may be submitted through the Washington State Department of Transportation (WSDOT).

National Highway System

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility as defined by the Federal Highway Administration (FHWA). Both I-82 and US 395 and are classified as NHS facilities.

Highways of Statewide Significance

WSDOT designates interstate highways and other principal arterials that are needed to connect major communities in the state as Highways of Statewide Significance (HSS). This designation assists with the allocation of some state and federal funding. These roadways typically serve corridor movements having travel characteristics indicative of substantial statewide and interstate travel.



4.2 System Plans by Travel Mode

The Kennewick Transportation System Plan combines the system plans from three different travel modes: vehicles, pedestrians, and bicycles. The following sections highlight detail included in each of the system plans: Highway and Street System Plan, Pedestrian System Plan, and Bicycle System Plan.

4.2.1 Street and Highway System Plan

The streets within a city are like the blood vessels in a living organism. Like the arteries that facilitate the movement of life sustaining blood in a living organism, the arterials and streets of a city facilitate the movement of freight, pedestrians, bicyclists, motorists, and passengers. A healthy arterial and roadway network allows laborers to travel to and from work, grocery store shelves to be re-supplied, children to be transported to and from school, and emergency services to reach those that desperately need them. A street system that is inadequate or poorly maintained can retard the growth of a city and decrease the livability of the community.

Figure 4-5 highlights the highway and street system envisioned for the City of Kennewick. This map shows the ultimate number of lanes for each of the roadways in the system assuming the TSP is built to completion. In other words, this map is meant to show the ultimate size and configuration of area roadways. This aids City staff in determining frontage needs for new development and other related decisions.

Columbia Center Boulevard is anticipated to have 3 lanes in each direction, with center left-turn lanes and raised medians, to facilitate expected traffic volumes in the area.

US 395 is anticipated to remain at 2 lanes in each direction at most locations within the City of Kennewick. At the southern end of the City, auxiliary lanes may be added in the future associated with the new Ridgeline Interchange.

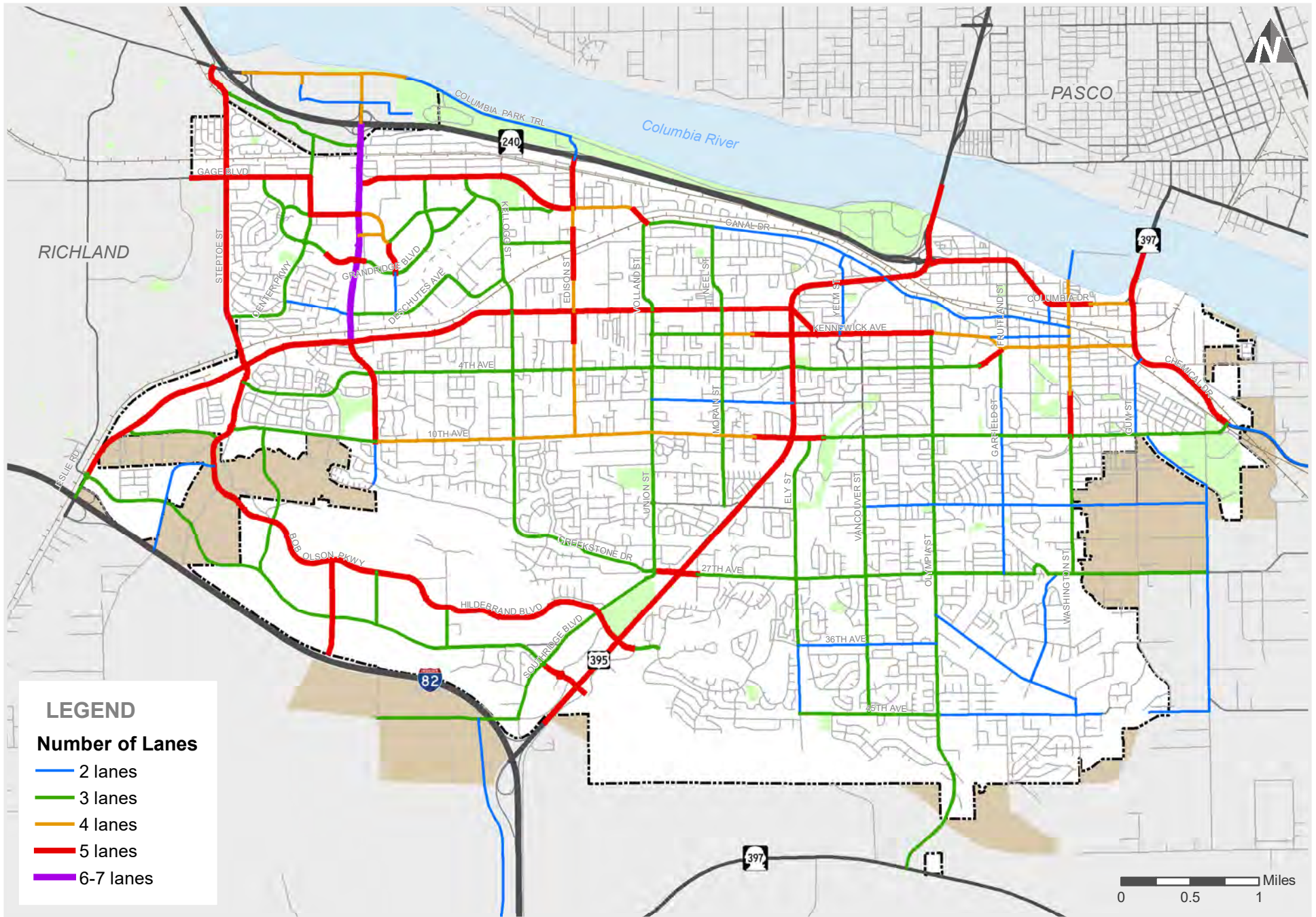
Other roadways that are or will be 5-lane facilities are Clearwater Avenue, Steptoe Street, Gage Boulevard, Canal Drive, Edison Street, Bob Olson Parkway, Kennewick Avenue, Columbia Drive and SR 397. In addition, the new Center Parkway associated with the new I-82 Center Parkway interchange is expected to be 5 lanes.

Roadways that are shown as 4-lane facilities are typically streets where widening to 5 lanes is unfeasible. Streets with only 4 lanes include Edison Street, Canal Drive, 10th Avenue, Kennewick Avenue, and Washington Street. In some cases, 4-lane street corridors may be good candidates for “road diets” where streets are converted to 3-lane facilities (one lane in each direction, with center left-turn lane). These are done primarily to improve safety along the corridor without major reductions in vehicle capacity. However, no road diets have been identified for Kennewick in this TSP.

The remaining arterials and collectors are shown to have 2 or 3 lanes.

Street Design Guidelines

Street standards are created based on roadway functional classification and travel context classification to ensure that the function of the roadway is reflected in the design of the roadway. Street standards ensure that street design is consistent with the look and feel of the surrounding land use, meets user expectations for the area through which they are traveling, and meets the safety requirements of the City and other agencies. Street standards also incorporate design principles that account for the safe movement of pedestrians and cyclists. The City of Kennewick provides street design guidelines in separate engineering documents.



4.2.2 Pedestrian System Plan

In developing the Pedestrian System Plan, an emphasis was placed on the importance of providing connecting facilities. This can only be accomplished by building sidewalks where they are not currently in place, especially along major streets where pedestrian activity exists or likely to occur and where transit operates. To help provide this comprehensive network of well-maintained pedestrian facilities, the Pedestrian System element of the Kennewick TSP contains a priority system plan for the City, as shown in Figure 4-6. The two classifications are:

- Primary pedestrian routes indicate those corridors that have the highest priority for establishing a completely connected sidewalk and trail network.
- Secondary pedestrian routes indicate the arterials and collector streets that also should have basic pedestrian facilities.

The street design standards will indicate the type of pedestrian facilities based on the Functional Classification and Travel Context Classification of the street segment. Most of the additional pedestrian facilities will be constructed as part of associated roadway projects. These may be constructed as part of developer frontage requirements or as part of a capital project by the City of Kennewick or another agency. In some corridors, pedestrian facilities will be provided through development of multiuse trails separated from the travel lanes.

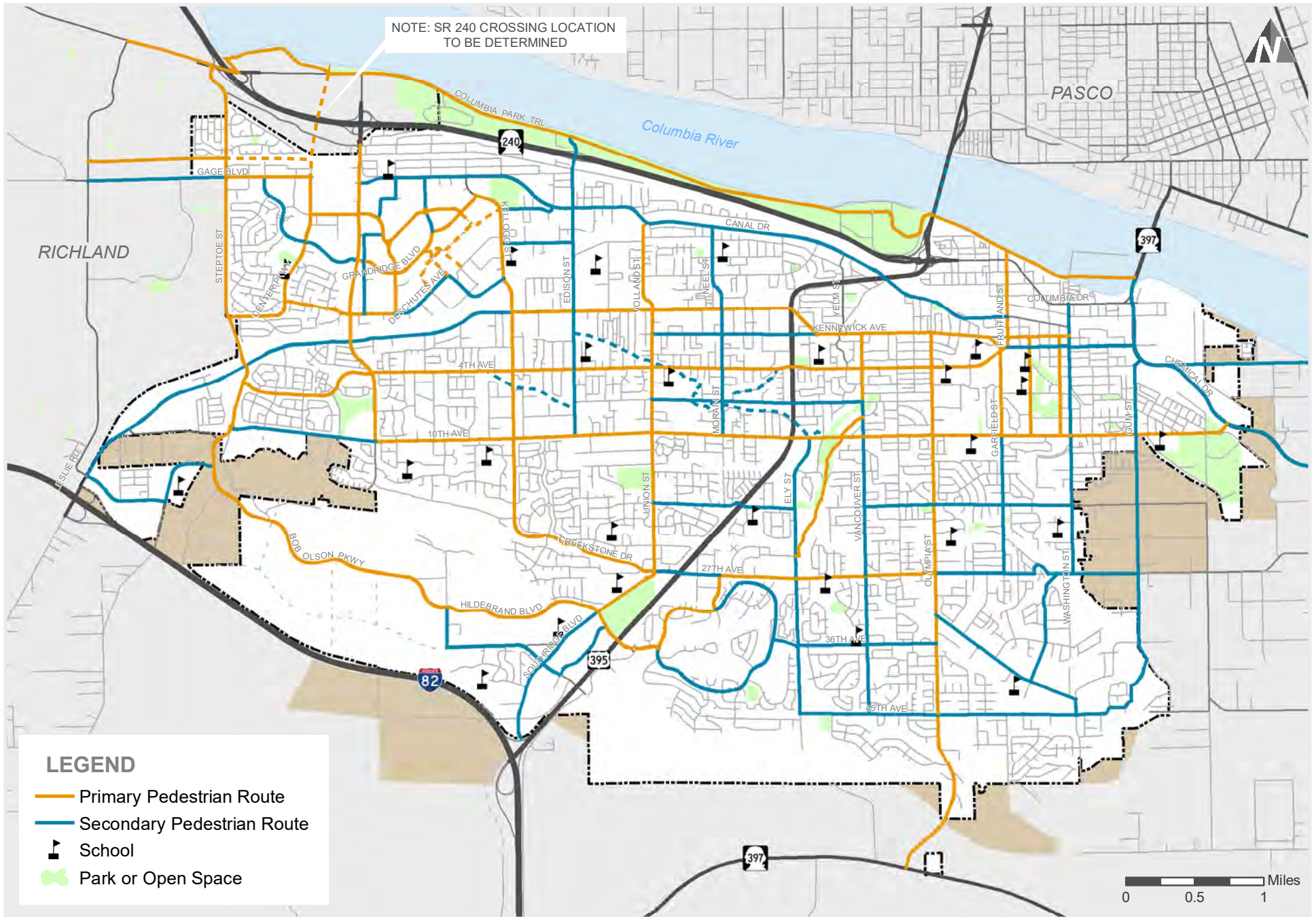
Safe Routes to Schools

The Pedestrian System is meant to provide a backbone of pedestrian facilities throughout the City of Kennewick. However, it is also recognized that safe routes to schools on neighborhood streets would also be a priority. The Pedestrian System Plan is meant to be complement rather than compete with safe-routes-to-school travel networks.

Sidewalk Construction

In implementing the TSP pedestrian element, several methods of providing sidewalks or shared-use pathways are currently available to the City:

- *Private Development of Properties and Subdivisions.* All new streets are required to have sidewalks. Most developing properties are required to construct sidewalks on abutting street frontages as part of the building permit process. The majority of new sidewalks are constructed in this manner.
- *City-funded Street Improvement Projects.* The City will typically construct sidewalks as part of a street improvement project that brings a street up to urban standards. City- and grant-funded shared-use path improvements including trail connections between the various parks and along canal rights-of-way.
- *Assessed Projects.* An assessed project involves the direct financial participation of abutting or nearby property owners to fund the construction of public improvements. This is implemented through the creation of an assessment district called a Local Improvement District. Individual properties can also be assessed for the improvements required along their own frontage.
- *Inclusion in Current Transportation Improvement Program.* The TIP should be updated with transportation system projects (sidewalk, multi-use path, bicycle lane and shared travel lane improvements) as prioritized in the TSP. Within the TIP Kennewick should define a new section titled “Pedestrian Improvements and ADA Compliance Sidewalk Repair and Rehabilitation.
- *State Coordination.* Coordination with WSDOT and BFCOG is essential to assure that adequate pedestrian facilities are included in all WSDOT improvements to SR 240 and US 395.



Pedestrian System Plan

Kennewick Citywide Transportation Plan

M:\1711.17118.00 - Kennewick Citywide Transportation Plan\GIS\Maps\MXD\Figures\DRAFT_Fig 4-6 Pedestrian System Plan.mxd

transpogroup

FIGURE

4-6

Pedestrian Crossings

Pedestrian crossings play a critical role in creating a connected pedestrian system. High-volume arterials can present barriers to pedestrian mobility even when sidewalks or trails are included on sides of the street. Pedestrians need to cross the street to reach destinations such as schools, transit stops, or other community locations.

Traffic signals and roundabouts provide safe opportunities for pedestrian crossings. However, often the most convenient crossing location is not aligned with an intersection traffic signal or roundabout. Therefore, specific pedestrian crossing facilities are used along arterials to provide a safe location for crossing. These facilities include:

- Crosswalk with rapid flashing beacons
- High-Intensity Activated Crosswalk (HAWK) beacons
- Pedestrian-actuated traffic signal

The City has identified the following corridors as priority corridors for additional pedestrian crossings. These include:

- Clearwater Avenue
- 10th Avenue
- Columbia Drive
- Steptoe Street
- Ely Street
- Washington Street
- Olympia Street

Pedestrian crossings improvements are typically funded as part as an annual safety improvement program. Potential new crossings will be evaluated on a regular basis to determine the next improvement location. In addition to new crossings, existing pedestrian crossing facilities may also need to be upgraded to safety standards. The City will consider existing and new locations as part of the improvement program.

4.2.3 Bicycle System Plan

The bicycle system plan provides a comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks. The bicycle system plan is intended to serve both recreational cyclists as well as cyclists using the system as a means of transportation to work, school, or shopping destinations.

In developing the Bicycle System Plan, a continuous bicycle network was developed as shown in Figure 4-7. The two classifications shown are:

- *Primary bicycle routes* indicate those corridors that have the highest priority for establishing a completely connected bicycle facility network.
- *Secondary bicycle routes* indicate the arterials and collector streets that also should have a priority to have basic bicycle facilities.

Of these designated routes, multi-use trails, protected bike lanes, buffered bike lanes, bike lanes, bike routes with sharrows, and bicycle boulevards on lower volume roadways are recommended. Coloring the pavement within the facilities, particularly at intersections, helps to increase bicyclist visibility, identify conflict zones, reinforce priority for bicyclists on the road. Double buffered bike lanes may also be recommended in street segments where on-street parking is present and where roadway widths permit. The type of bicycle facility will be dependent on the Functional Classification and Travel Context Classification of the streets.

High-quality modal separation, such as protected and/or buffered bike lanes are appropriate on roads with higher volumes, higher speeds and wide shoulders. Bike routes with sharrows and bike boulevards are appropriate facilities on low speed, low volume roads that provide continuous

routes. Specific project level planning and engineering studies are still required to determine feasibility on a project-by-project basis. Bicycle facilities would be along most key arterials, excluding most Principal Arterials due to high vehicle and truck volumes and limited right-of-way.

The main east-west bicycle corridors, from north to south, would be:

- Columbia Park Trail
- Canal Drive
- 4th Avenue
- 10th Avenue
- Bob Olson Parkway/Hildebrand Boulevard

The main north-south bicycle corridors, from east to west, would be:

- Olympia Street
- Ely Street
- Volland Street
- Kellogg Street
- Steptoe Street

Direct connections to the following multi-use trails with bike paths are also provided:

- Columbia Park Trail
- Steptoe Street
- Sacagawea Heritage Trail
- Spirit of America Trail

Chapter 2 mentioned barriers to bicycle travel in the City. The City of Richland is considering concepts for a non-motorized bridge across SR 240 connecting the Columbia Center Mall area to the Sacagawea Heritage Trail. Related to this, the City of Kennewick is considering an extension of the Keene Trail to the Columbia Center Mall area. Both of these concepts would remove existing barriers to bike travel in the northwestern part of the city.

The following section provides high-level planning guidance related to bicycle system planning for the City of Kennewick. This material is included in the Transportation System Plan to help future City staff, elected officials, and citizens understand the various elements of Bicycle system planning.

Bicycle Friendly Community

The League of American Bicyclists promotes guidance to make bicycling a real transportation and recreation option for all people. It is called the “5 E’s for a Bicycle Friendly America”² and contain the following points:

- **Engineering:** Create safe and convenient facilities to ride and park a bicycle
- **Education:** Give people of all ages and abilities the skills and confidence to ride
- **Encouragement:** Create a strong bike culture that welcomes and celebrates bicycling
- **Enforcement:** Ensure that roads and trails are safe for all users
- **Evaluation/Planning:** Plan for bicycling to be a safe and viable transportation option.

This TSP document addresses two of the E’s with engineering and evaluation/planning. The Bicycle System Plan creates a safe and convenient network. The next section also discusses how bicycle facilities should be engineered to address all bicycle user groups. The following section then discusses types of facilities that can be implemented to create a safe and viable transportation option.

Bicycle User Groups

There are a variety of bicyclists traveling within the study area, depending on their skills, confidence and preferences. This Plan proposes bicycle facilities that aim to entice more people to cycle, and to improve the safety, comfort and convenience for people on bicycles. In order to plan facilities that accomplish these goals, it is useful to examine the market for bicyclists and potential bicyclists. Roger Geller from the City of Portland, Oregon, has defined the bicycling market in a way that many planners across the United States now use. Geller suggests that bicyclists and potential bicyclists fall into the following categories³:

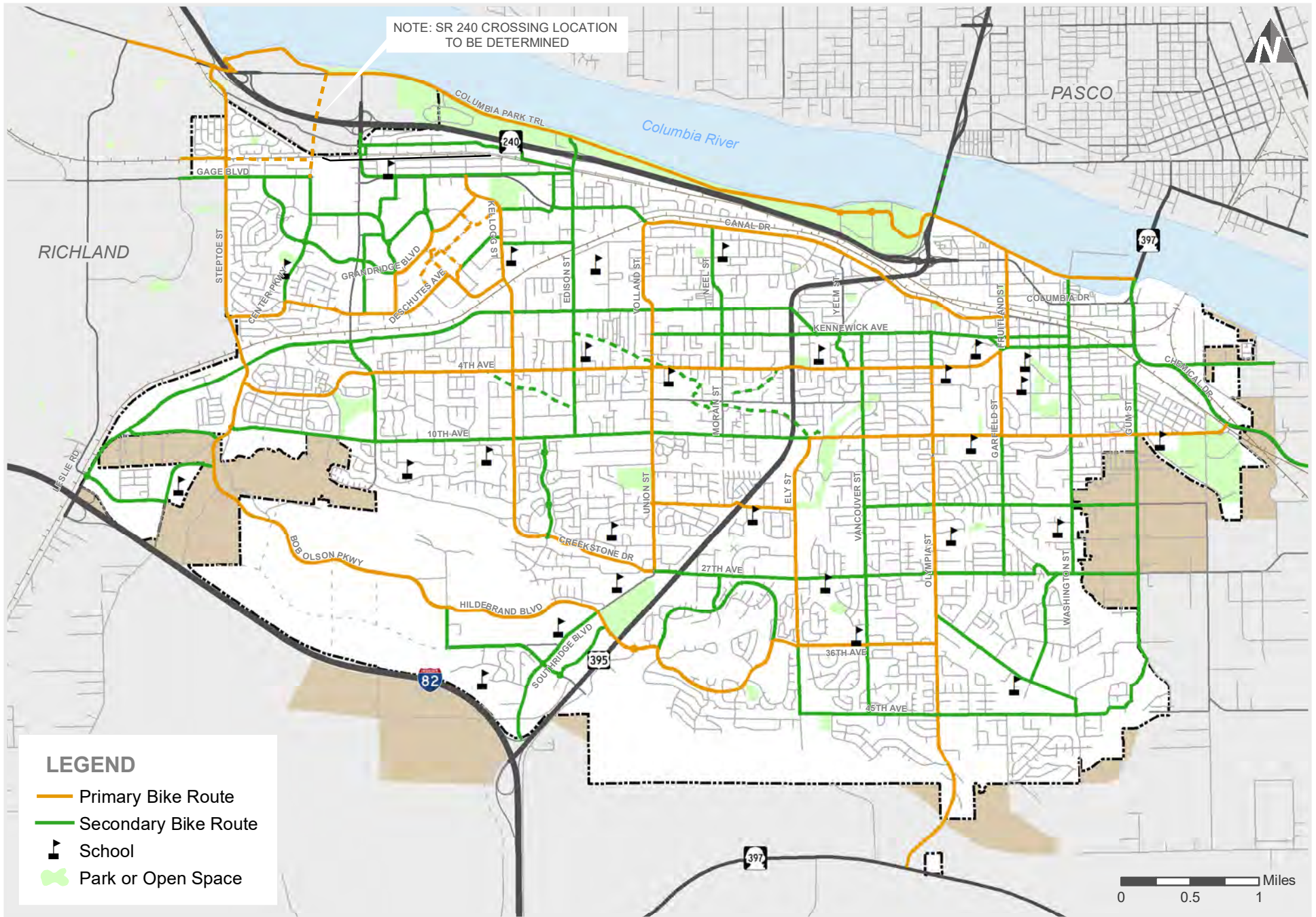
Strong and Fearless: These are expert riders that will ride on just about any street anywhere whether any designated bikeway exists or not. This category likely represents a very small portion of the people. Geller estimates that this group is less than 1% of the population.

Enthusied and Confident: These cyclists want to ride more. They prefer riding on paths, streets with bike lanes or quiet residential streets. They will bicycle more as more bike lanes and paths are put in. This is likely to be a small population, but much larger than the Strong and Fearless. Geller estimates this group to be about 7% of the population.

Interested but Concerned: These people like the idea of bicycling, but only feel comfortable on paths, and bike lanes with a higher level of separation from motor vehicle traffic than basic bike lanes. This is likely the majority of people. Surveys have shown many women to fall into this category. Geller estimates this group to be about 60% of the population.

² See League of American Bicyclists, www.bikeleague.org, accessed 2018

³ Jennifer Dill, Nathan McNeil, “Four Types of Cyclists”, Working Paper, Portland State University, 2012



No Way, No How: These people aren't interested in bicycling under any conditions. With excellent facilities and enough people bicycling to create a strong culture of bicycling for every day needs, some of these people may reconsider. But they are the last on the market for bicycling. Geller estimates this group to be about 33% of the population.

Given these bicyclist types, the City of Kennewick aims to improve facilities for the Enthused and Confident, but will also concentrate efforts on the Interested but Concerned. At the same time, the City doesn't want to create situations where the Strong and Fearless feel impeded. Their right to use any street should remain.

In order to attract more people to bicycling, the City needs to expand beyond basic bike lanes and bike routes. For instance, implementing higher quality facilities such as multi-use trails, protected bike lanes, buffered bike lanes, and bicycle boulevards should go a long way to get the Enthused and Confident to ride more. Bike routes with sharrows, preferably greenback sharrows, is recommended where installation of a bike lane is not possible. These types of bicycle facilities are discussed below.

Bicycle Facilities

The City of Kennewick can begin more proactive planning for bicycle facilities by first clarifying the definitions of the various bicycle facilities, especially for the on-street bicycle system. Figure 4-8 illustrates the basic forms of bikeway facilities as defined by:

- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 2012
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, 2014

- Federal Highway Administration's (FHWA) Separated Bike Lanes Planning & Design Guide, 2015
- NACTO Designing for All Ages & Abilities (2017)
- FHWA Manual on Uniform Traffic Control Devices (MUTCD), 2009 (Pavement markings and signing guidance)

Consistent with these guidelines, the following are definitions of terms concerning bicycle facilities:

Bikeway is a generic term for any road, street, path that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive bicycle use or are to be shared with other travel modes.

Bicycle Facilities is a general term denoting improvements and provisions that accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically defined for bicycle use.

Multi-use paths/trails should generally be designed as separated facilities away from parallel streets. They are commonly planned along rights-of-way such as waterways, utility corridors, railroads, and the like that offer continuous separated riding opportunities. Users may include pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users.

Protected bike lanes, sometime called "separated bike lanes" or "cycle tracks" provide a physical barrier between the bike lane and the adjacent travel lanes, parking lanes, and sidewalks. They are most effective in attracting users who are concerned about conflicts with motorized traffic. Protected bike lanes may be one-way or two-way. They may also be at the level of the street, at the level of the sidewalk,

or between the two. If they are at the sidewalk level, different pavement colors and textures separate the bike lanes from the sidewalks. If at the street level, they can be separated from the travel lanes by physical barriers. If there is on-street parking they are placed between the sidewalk and parking.

Bicycle lanes are a portion of the roadway designated for preferential use by bicyclists; they have been designated by striping, signage, and pavement markings. Bike lanes run adjacent to the travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane.

Buffered bike lanes provide a painted divider between the bike lane and the adjacent travel lane. This additional space can improve the comfort of cyclists, as they don't have to ride as close to motor vehicles. Buffered bike lanes can also be used to narrow travel lanes, which slows traffic. Buffered bike lanes are most appropriate on wide, busy streets. They can be used on streets where physically separating the bike lanes with protected bike lanes is undesirable for cost, operational, or maintenance reasons.

Shy lanes, similar to bicycle lanes, have lane striping that is typically at a distance of 4-6 feet from the face of the curb. The area is usable by cyclists but is not designated for their exclusive use and thus generally do not have any associated pavement markings or signage. In addition, shy lanes may be utilized by vehicles briefly while exiting driveways or minor streets to improve sight distance, by the City to store snow after a winter storm, and as a buffer area adjacent to sidewalks. These lanes may have intermittent obstacles such as utility vaults, manholes, or storm drain grates that would be cost prohibitive for the City to repair. A few locations also experience a narrowing to less than 4 feet for short distances where roadway width is briefly constricted, or might even be dropped in favor of a turn lane at larger volume intersections.

Bicycle routes are typically simple signed routes along street corridors, usually local streets and collectors. With proper route signage, design, and maintenance, bike routes can be effective in guiding bicyclists along a route suited for bicycling that does not have enough roadway space for a dedicated bike lane.

Sharrows. Bike routes can be designed in a manner that encourages bicycle usage, convenience, and safety by incorporating sharrows (officially known as “shared lane markings”). Sharrows indicate to bicyclists the proper position to ride within the travel lane and assist with wayfinding. They also alert motorists that the travel lane is to be shared with bicyclists.

Bicycle boulevards are designated to offer priority for bicyclists over motor vehicle traffic. Bicyclists share the same roadway space as motorists that operate at similar speeds. Residential streets that offer convenient low-street access to commercial corridors, schools, and other local destinations are the most common candidates for bicycle boulevards. Combinations of diversions, access management and traffic calming for motorists off the bicycle boulevards are generally included to reduce motor vehicle operating speeds and volumes on these facilities.

Pavement coloring is useful for a variety of applications in conjunction with bicycle facilities. They are used to highlight conflict areas between bicycle lanes and turn lanes, especially where bicycle lanes merge across motor vehicle turn lanes.

Additional Guidance on Bicycle Design Features

Bikeway design and construction should take into account vertical requirements and the impacts of maintenance and emergency vehicles on shoulders. They should also be designed with adequate width for street sweeping to ensure that debris will not accumulate.

Though not included in this section, guidance on additional bicycle design features can be referenced in the AASHTO, NACTO and FHWA manuals mentioned above. These may include (but not limited to) additional guidance on:

- Bikeway symbols, markings and signing
- Wayfinding and directional signing
- Bicycle parking
- Intersection design
- Multi-use path crossings
- Bicycle signals and detection

Figure 4-8 Bicycle Facilities



4.3 Air and Water Transport

Several non-automobile facilities serve Kennewick's transportation needs. These facilities do not serve passenger transportation, but they do play an important role in Kennewick's economic vitality.

4.3.1 Aviation

The closest commercial airport to Kennewick is the Tri-Cities Airport, located in the City of Pasco and operated by the Port of Pasco. It is located just north of the junction of US 395 and I-182. The Tri-Cities Airport is the largest in the region with major airlines operating daily at this airport.

The region also has two other airports: the Richland Airport, and the Prosser Airport. Along with the Tri-Cities Airport in Pasco, these three airports are part of the Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems (NPIAS). This inclusion enables these facilities to receive funding through the federal Airport Improvement Program (AIP).

4.3.2 Marine/Water

Kennewick sits along the Columba-Snake River System (CSRS), which extends 465 miles from the Pacific Ocean into North America. Eight dam and lock complexes are in the system, allowing barge lines to transport goods to various destinations along the river. The Port of Kennewick owns several sites along the CSRS, including the Hover site just southeast of the City.

4.4 Transit and Transportation Demand Management

As the costs of fuel and street projects increase there will be greater demand and emphasis on public transportation services to address the mobility needs of Kennewick's residents. Local planning efforts will likely be encouraged and perhaps required to further emphasize transportation

and land use plans, programs and policies that help reduce (single-occupant) vehicle miles traveled (VMT) per capita, resulting in lower vehicle emissions. Transit is a key modal element of Kennewick's TSP, and will become an increasingly more important mobility option for Kennewick residents. Transportation demand management (TDM) measures, combined with the growing role for transit in Kennewick and the Tri-City area, will also help to reduce vehicle emissions growth. Both the transit and TDM elements of the TSP are described below.

4.4.1 Transit

Kennewick and the surrounding Tri-City area have historically supported public transportation through flexible and fixed-route, bus transit services. Ben Franklin Transit is the primary bus operator in the Tri-Cities, but there are additional forms of public transportation available to Kennewick residents. While the City does not directly own and operate public transit, there are many ways in which it supports transit through multi-modal system operations and project and program development.

4.4.2 Transportation Demand Management

Transportation Demand Management (TDM) is a general term for various strategies that increase transportation system efficiency. TDM treats mobility as a means to an end, rather than an end in itself. It emphasizes the movement of people and goods, rather than motor vehicles, and so gives priority to more efficient modes (such as walking, cycling, ridesharing, public transit and telecommuting), particularly under congested conditions.

The City of Kennewick has established several strategies to reduce transportation demand, and thereby addressing the City's transportation congestion. The aim of transportation demand management (TDM) programs is to reduce the number of vehicles on the area's roads, which will reduce the demand on the existing transportation network. The

City's policies for TDM are provided in the 2017 Comprehensive Plan.

4.5 Level of Service Standards

Level of service (LOS) standards measure the performance of the transportation system and establish the basis for the concurrency requirements in the Growth Management Act (GMA), while also being used to evaluate impacts as part of the State Environmental Protection Act (SEPA). Agencies are required to “adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development.” (RCW 36.70A.070(6)(b)). Therefore, setting the LOS standard is an essential component of regulating development and identifying planned improvements for inclusion in the Transportation Systems Plan.

4.5.1 Level of Service Definitions

Level of service (LOS) is both a qualitative and quantitative measure of roadway operations. Level of service, as established by the Highway Capacity Manual uses an “A” to “F” scale to define the operation of roadways and intersections as follows:

LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at signalized intersections are minimal.

LOS B: Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and control delays at signalized intersections are not significant.

LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues, adverse signal coordination, or both may contribute to lower than average travel speeds.

LOS D: Small increases in traffic flow may cause substantial increases in approach delays and, hence decreases in speed. This may be due to adverse signal progression, poor signal timing, high volumes or some combination of these factors.

LOS E: Significant delays in traffic flow operations and lower operating speeds. Conditions are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and poor signal timing.

LOS F: Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized intersections, with high delays, high volumes, and extensive vehicle queuing.

4.5.2 Level of Service Standard

The City typically applies the LOS standards to weekday PM peak hour conditions for its arterials and collectors within the City. However, evaluation of other time periods may be required based on the type and location of development and the existing conditions of the local transportation network. As areas are annexed, the City's standards are applied. The following summarizes the current minimum LOS standards established by the City.

- LOS D - Major approaches at signalized intersections and roundabouts.
- LOS E - For all minor street approaches at unsignalized intersections or driveways.
- LOS F – May be acceptable at unsignalized intersections or driveways when a second access

point is within ¼ mile operating at LOS D or better and which is controlled by a traffic signal or roundabout. An LOS F may also be acceptable in situations where the side street volumes are low and no adverse impact on safety is expected.

If expected funding for improvements to meet future transportation needs is found to be inadequate and the City will not be able to meet their adopted LOS standard, then the City may pursue one or more of the following options:

- Lower the LOS standard for the system or for portions of the system that cannot be improved without a significant expenditure;
- Revise the City's current land use element to reduce density or intensity of development so that the LOS standard can be met; or;
- Phase or restrict development to allow more time for the necessary transportation improvements to be completed.

4.6 Concurrency

The concurrency provisions of the GMA require local governments to have a concurrency management program to monitor and identify future facility and service needs based on its LOS standards. Concurrency is a policy to determine whether adequate public facilities are available to serve new developments. "Local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development". (RCW 36.70A.070).

The term "concurrent with the development" is defined to mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six-years of development.

To ensure that future development will not cause the City's transportation system performance to fall below the adopted LOS, the jurisdiction must do one or a combination of the following: modifying the land use element, limiting or "phasing" development, requiring appropriate mitigation, or changing the adopted standard.

4.6.1 Concurrency Requirements

The City has adopted concurrency requirements as part of Chapter 4.12 of the Kennewick Municipal Code. A finding of concurrency is necessary as a condition of development. Concurrency approval is required for the following types of permit applications:

- (a) Preliminary plat (subdivision of ten or more residential lots);
- (b) Site plans designated as Tier 2 or Tier 3;
- (c) Any other land use that generates 50 or more peak hour trips per day (based upon the latest ITE Trip Generation Manual or other data, as approved by the City's traffic engineer).

Tier 2 permits are projects that exceed 1,500 sq. ft. but are not greater than 4,000 sq. ft., requires less than 20 parking spaces and do not require grading/excavation of 500 cubic yards or more. Tier 2 permits exclude all new commercial and industrial buildings or additions that exceed 50% of the assessed value of the improvements on the site.

Tier 3 permits are projects that exceed 4,000 sq. ft., and/or require 20 parking spaces or more, and/or require grading/excavation of 500 cubic yards or more. Tier 3

permits include all new commercial, industrial buildings, multi-family dwellings (3 dwelling units and greater), and additions that exceed 50% of the assessed value of the existing improvements on the site.

4.6.2 Monitoring Concurrency

The City of Kennewick may require a traffic impact study (TIS) for developments that impact the transportation system. The TIS guidelines are located in Title 13-08 of the Kennewick Administrative Code. The purpose of a TIS report is to document the purpose, procedure, findings, conclusions and recommendations of the transportation analysis performed to support the proposed development. The report is used by City staff to evaluate the proposed development with respect to appropriate land use approval criteria and establish conditions of approval and any transportation mitigation measures. The review also identifies whether concurrency has been achieved. City staff also use information in the report to track those locations that are approaching the City's LOS standard and where concurrency might be triggered in the future. The City Traffic Engineer will generally determine when a Traffic Impact Study is required.

4.7 Maintenance

Maintenance is vitally important to the function, life-span, quality, and long-term user costs of roadways, intersections, and other infrastructure components. Poorly maintained roadways costs more to fix in the long run and degrade safety. Poorly maintained traffic signs and signals can increase the frequency of crashes and increase delay. Maintenance costs cover such things as channelization, striping, sign replacements, vegetation removal, pothole repair, crack seals, chip seals, or overlays, and roadway or bridge reconstruction.

Maintenance can also improve conditions for pedestrians and cyclists as cracks and upheavals in sidewalks are

repaired and the shoulders of roadways are swept and kept clear of debris. More pedestrians and/or cyclists are likely to use roadways and sidewalks that are properly maintained, safe, and attractive thereby reducing vehicular traffic. The City should continue to allocate annual budget resources to maintain and preserve the existing infrastructure in a cost-effective manner.

4.8 Transportation System Management

Transportation System Management (TSM) programs are designed to increase the usefulness and efficiency of existing facilities and systems through short range, low cost improvements. TSM programs involve all modes of transportation. Examples of TSM programs include transit programs, Intelligent Transportation Systems (ITS), traffic signal timing programs, and road diets. ITS and traffic signal timing programs are discussed in this section.

4.8.1 Intelligent Transportation Systems (ITS)

ITS are used to gather and/or disseminate information regarding performance of the transportation system (usually in real-time) in an effort to increase capacity, safety, and efficiency for all system users. ITS data are frequently used to solve transportation problems and aid in transportation planning activities. Data gathering ITS include weigh-in-motion devices that collect and classify information regarding heavy vehicle travel while data disseminating systems include variable message signs that warn motorists of congested roadways and recommend alternative routes. ITS systems have also been used to warn motorists of hazardous conditions such as snow and ice.

Data gathering equipment and variable message signs were added to the Columbia River Bridge (Blue Bridge) on US 395 to alert motorists to roadway conditions, hazards, and crashes. Other such ITS measures may be useful along

SR 240 and further south on US 395 to allow motorists and heavy vehicle operators to plan their routes through Kennewick in the event of congestion or crashes that may impede or delay their travel.

4.8.2 Traffic Signal Timing Programs

Traffic signal systems must be retimed or upgraded periodically as growth occurs or travel patterns change to ensure optimal operations at intersections, improve safety, meet City standards, and refresh or replace software. The City of Kennewick has planned city-wide traffic signal system upgrades, communications upgrades, and retiming of intersections throughout the City. The signal system upgrade and retiming plan will reduce delay, improve operations, and increase safety. Improvements resulting from the upgrade plan can directly impact local streets where through traffic has been a problem thereby reducing the maintenance costs of those roadways. Reduced delay will also save motorists time, reduce fuel consumption, and reduce pollution and harmful particulate matter. Improvements to the communication equipment will aid traffic operations and vehicle detection. The City of Kennewick should continue to review signals and signal timing plans and put in place a plan where by signals are evaluated on a regular basis.

4.9 Transportation Projects & Programs

The evaluation of existing and forecast traffic volumes as well as traffic operations, safety, functional classification, roadway physical characteristics, and connectivity issues has generated a recommended list of projects and programs to improve the overall safety and efficiency of the City's transportation system. Figure 4-9 illustrates the location of each the proposed projects. A complete list of these projects is shown in Table 4-2. The projects are organized into the following categories:

- New Street Construction

- Roadway Widening/Reconstruction
- Intersections
- Pedestrian/Bicycle
- Studies
- Monitoring/Operations/Programs
- Other Agency Improvements

In addition, planning level cost estimates were prepared based on typical unit costs for other projects that were recently completed in the City. All costs are in 2017 dollars. The cost estimates account for projected costs of right-of-way, typical infrastructure consistent with the City street standards, construction labor, and engineering and design costs. Adjustments were made to cost estimates where environmental issues, railroad or canal crossings, and structural or bridge construction were identified. All costs contain a large contingency factor to account for unknown design details to be evaluated when the projects are integrated into the City's 6-year Transportation Improvement Project (TIP) list.

4.9.1 New Street Construction

A large portion of growth in the City of Kennewick is expected to occur in the west and south sectors of the City. As growth occurs, new roadways will be needed to provide connectivity, support development, and facilitate the local economy.

Most the new street construction is in the Southridge area with Ridgeline Drive, Montana Street, Center Parkway, Colorado Street. Two new interchanges are planned in the area with I-82 interchange with Center Parkway or Georgia Street, and US 395 interchange with Ridgeline Drive.

Other new construction projects are the Edison Street railroad crossing project (north central area), Morain Street extension (central area), and the Cascade Street extension in the southeast area of the City.

4.9.2 Roadway Widening/Reconstruction

Roadway widening and reconstruction projects were selected based on the need to maintain current infrastructure, relieve congestion, support anticipated growth, upgrade to urban standards set by the City of Kennewick, increase safety, and facilitate non-motorized forms of transportation.

Many roadways are planned to be reconstructed to urban standards or widened to accommodate growth. The following lists these types of projects:

- Columbia Center Boulevard (completing three lanes each direction)
- Ridgeline Drive (east and west ends of the corridor)
- 10th Avenue (west ends of the City corridor)
- Metaline Avenue
- Kennewick Avenue
- Vancouver Street
- 45th Avenue
- 27th Avenue

4.9.3 Intersections

Not all corridor improvements require roadway widening and reconstruction to reduce congestion and increase safety. Intersection improvements can reduce delay at cross-roads to relieve queuing and congestion and improve safety. These spot locations are located throughout the city and involve adding a traffic signal, a roundabout, or additional turn lanes.

4.9.4 Pedestrian/Bicycle

Most new street construction, roadway widening, reconstruction, and intersection projects will incorporate pedestrian and bicycle facilities as part of the overall improvement. This category of project refers to projects that primarily benefit non-motorized users.

The pedestrian/bicycle projects are focused on improving sidewalks or trails on certain corridors, or providing better crossing facilities near schools and other public facilities.

4.9.5 Studies

Some projects are classified as studies, in that the specific infrastructure improvement has yet to be identified or finalized. The study is meant to supplement analysis work completed as part of this TSP update.

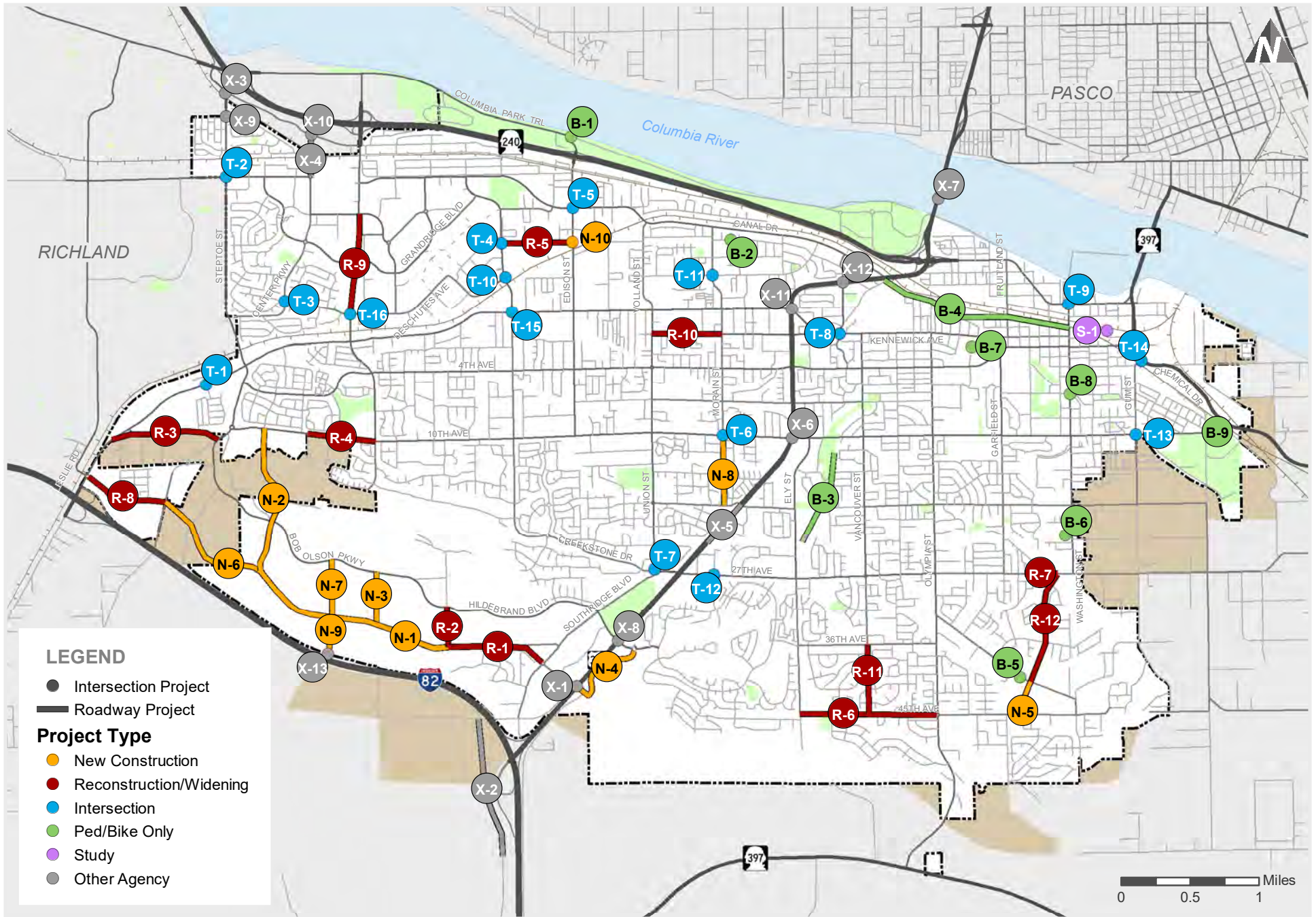
The only study in this TSP is the Downtown Railroad Grade Separation Study. This study is meant to provide more clarity on where and how the railroad in downtown will be crossed, given the mobility problems associated with the increases in railroad freight operations.

4.9.6 Monitoring/Operations/Programs

Projects related monitoring and operations relate to improving traffic operations through better monitoring, managing, and implementing new mobility tools. In many cases, new technology may provide operational benefits at a more cost-effective manner than traditional transportation improvement projects. The

4.9.7 Other Agency Improvements

Many regional improvements have been planned that will also benefit the Kennewick area. Most of the regional improvements benefiting Kennewick will occur along US 395 or I-82 at new interchanges and intersections. The City of Richland also has several projects associated with Tapteal Drive in the northwest corner of the City.



Transportation System Plan Projects

Kennewick Citywide Transportation Plan

M:\1711.17118.00 - Kennewick Citywide Transportation Plan\GIS\Maps\MXD\Figures\DRAFT_Fig 4-9 Transportation Plan Project.mxd

transpogroup

FIGURE

4-9

Kennewick Long-term Transportation Project List

Plan ID	Type	Project Name	Project Limits	Project Description	Total Cost (\$1,000's)	Grants/ Other Funds (1000s)	Local Funds (1000s)	Draft Timing
T-1	Intersect	Clearwater Avenue / Utah Street Improvements	Intersection	Widening for eastbound and westbound right-turn lanes (modify permanent pavement markings, permanent traffic control signing, and storm drainage modifications). Remains stop-controlled intersection.	\$480	\$0	\$480	Short 2018-2025
T-2	Intersect	Steptoe Street / Gage Boulevard Turn Lanes	Intersection	Construct 2nd left turn lane on all approaches and add right turn lanes on all approaches (where not existing). Remove split phasing.	\$2,310	\$0	\$2,310	Short 2018-2025
T-3	Intersect	Center Parkway / Deschutes Avenue Roundabout	Intersection	Construct small diameter roundabout.	\$1,110	\$0	\$1,110	Short 2018-2025
T-4	Intersect	Kellogg Street / Metaline Avenue Traffic Signal	Intersection	Install signal	\$510	\$0	\$510	Short 2018-2025
T-5	Intersect	Canal Drive / Edison Street Improvements	Intersection	Construct 2nd eastbound left-turn lane (widen both east and west legs). Access reconstructions sidewalk improvements, frontage improvements, signal modification, APS and ADA improvements.	\$1,425	\$0	\$1,425	Short 2018-2025
T-6	Intersect	10th Avenue / Morain Street Traffic Signal	Intersection	Construct traffic signal.	\$580	\$0	\$580	Short 2018-2025
T-7	Intersect	27th Avenue / Southridge Boulevard Improvements	Intersection	Construct NBR slip lane	\$500	\$0	\$500	Short 2018-2025
T-8	Intersect	Kennewick Avenue / Yelm Street Signal Improvements	Intersection	Upgrade traffic signal poles and equipment.	\$330	\$0	\$330	Short 2018-2025
T-9	Intersect	Washington Street / Columbia Drive Improvements	Intersection	Add an eastbound right-turn lane.	\$580	\$0	\$580	Short 2018-2025
T-10	Intersect	Kellogg Street / Deschutes Avenue Traffic Signal	Intersection	Install signal	\$510	\$0	\$510	Medium 2026-2035
T-11	Intersect	Hood Avenue / Neel Street Roundabout	Intersection	Construct a one-lane roundabout.	\$1,380	\$0	\$1,380	Medium 2026-2035
T-12	Intersect	Olsen Street / 27th Avenue Signal	Intersection	Install a traffic signal.	\$530	\$0	\$530	Medium 2026-2035
T-13	Intersect	Gum St / 10th Avenue Traffic Signal	Intersection	Install traffic signal	\$550	\$0	\$550	Medium 2026-2035
T-14	Intersect	SR 397 / Gum Street Traffic Signal	Intersection	Install traffic signal	\$510	\$0	\$510	Medium 2026-2035
T-15	Intersect	Kellogg Street / Clearwater Avenue Turn Lane	Intersection	Add second southbound left-turn lane	\$1,130	\$0	\$1,130	Medium 2026-2035
T-16	Intersect	Deschutes Avenue / Columbia Center Blvd	Intersection	Add westbound right-turn lane	\$580	\$0	\$580	Short 2018-2025

Kennewick Long-term Transportation Project List

Plan ID	Type	Project Name	Project Limits	Project Description	Total Cost (\$1,000's)	Grants/ Other Funds (1000s)	Local Funds (1000s)	Draft Timing
N-1	New Construct	Ridgeline Drive Extension (Phase 3)	Center Pkwy to Sherman St	Construct new 3-lane standard street (curb, gutter, sidewalk, storm drainage, illumination, controlled intersection). Right-of-way by developer donation.	\$3,630	\$0	\$3,630	Short 2018-2025
N-2	New Construct	Montana Street Extension	10th Ave to Ridgeline Dr	Construct new 3-lane standard street (curb, gutter, sidewalks, illumination, storm drainage, traffic control devices, channelization, signage).	\$7,470	\$0	\$7,470	Short 2018-2025
N-3	New Construct	Colorado Street Construction	Bob Olson Pkwy to Ridgeline Dr	Construct new standard street (curb, gutter, sidewalks, illumination, storm drainage, traffic control devices, channelization, signage).	\$2,700	\$0	\$2,700	Short 2018-2025
N-4	New Construct	Zintel Way, Ridgeline Drive, and Bofer Canyon Road Realignments	Area east of Ridgeline Dr and US 395 intersection	Construct new Zintel Way alignment. Reconstruct Ridgeline Dr. Realign Bofer Canyon Rd to the East. Construct roundabout. All standard streets (sidewalks, curb and gutter, illumination, storm drainage). Prepare for future US 395 interchange.	\$1,100	\$0	\$1,100	Short 2018-2025
N-5	New Construct	Cascade Street Extension	45th Ave to Highland Dr	Construct new standard street from Highland Dr to 45th Ave. Roundabouts at 45th Ave and Highland Dr..	\$2,610	\$0	\$2,610	Short 2018-2025
N-6	New Construct	Ridgeline Drive Extension (Phase 4)	Clodfelter Rd to Center Pkwy	Construct new 3-lane standard street (curb, gutter, sidewalk, storm drainage, illumination, controlled intersection). Right-of-way by developer donation.	\$10,010	\$0	\$10,010	Medium 2026-2035
N-7	New Construct	Center Parkway Extension (Phase 1)	Bob Olson Pkwy to Ridgeline Dr	Construct new 3-lane standard street (curb, gutter, sidewalk, illumination). Roundabouts at Bob Olson Parkway and Ridgeline Drive.	\$4,460	\$0	\$4,460	Medium 2026-2035
N-8	New Construct	Morain Street Extension	10th Ave to 19th Ave	Construct new standard street (curb, gutter, sidewalks, illumination, storm drainage, traffic control devices, channelization, signage). Construct Kennewick Irrigation District bridge/culvert.	\$4,410	\$0	\$4,410	Medium 2026-2035
N-9	New Construct	Center Parkway Extension (Phase 2)	Ridgeline Dr to I-82	Construct standard street (curb, gutter, sidewalk, illumination) and grade separation crossing at I-82. Access to I-82 will be a separate project. Interchange justification report.	\$14,190	\$0	\$14,190	Long 2036-2040
N-10	New Construct	Edison Street Railroad Grade Separation	Intersection (near Metaline Ave)	Railway crossing grade separation (BNSF Line)	\$17,670	\$0	\$17,670	Long 2036-2040
R-1	Reconst/ Widen	Ridgeline Drive Reconstruction	Sherman St to Southridge Blvd	Reconstruct to 3-lane standard street (curb, gutter, sidewalk, illumination, intersection control). Right-of-way by developer donation.	\$1,010	\$0	\$1,010	Short 2018-2025
R-2	Reconst/ Widen	Sherman Street Reconstruction	Bob Olson Pkwy to Ridgeline Dr	Reconstruct to 3-lane standard street (curb, gutter, sidewalk, illumination, intersection control). Right-of-way by developer donation.	\$2,960	\$0	\$2,960	Short 2018-2025
R-3	Reconst/ Widen	10th Avenue Widening (Phase 1)	Clearwater Ave to Bob Olson Pkwy	Widen to 3-lane standard street (curb, gutter, sidewalks, illumination, shy lanes). Roundabout or signal at Clearwater Ave and 10th Ave	\$5,690	\$0	\$5,690	Short 2018-2025
R-4	Reconst/ Widen	10th Avenue Widening (Phase 2)	Joliet St to Columbia Center Blvd	Widen south side of 10th Ave (Bike lane, curb, gutter, illumination, sidewalk, center turn-lane.)	\$2,585	\$0	\$2,585	Short 2018-2025
R-5	Reconst/ Widen	Metaline Avenue Widening	Kellogg St to Edison St	Reconstruct and widen to standard street (curb, gutter, sidewalk, storm drainage, illumination).	\$1,475	\$1,276	\$199	Short 2018-2025
R-6	Reconst/ Widen	45th Avenue Widening	Ely St to Olympia St	Reconstruct to standard street (curb, gutter, sidewalks, illumination, storm drainage, replace AC water lines, traffic control devices, channelization, signage).	\$2,230	\$0	\$2,230	Short 2018-2025
R-7	Reconst/ Widen	27th Avenue Reconstruction	Washington St to Dayton St	Reconstruct to standard street (curb, gutter, sidewalks, illumination, and shy lanes).	\$2,980	\$0	\$2,980	Short 2018-2025
R-8	Reconst/ Widen	Ridgeline Drive Reconstruction	Clearwater Ave to Clodfelter Rd	Reconstruct to 3-lane standard street (curb, gutter, sidewalk, illumination, intersection control).	\$210	\$0	\$210	Medium 2026-2035
R-9	Reconst/ Widen	Columbia Center Blvd Widening	Quinault Ave to Deschutes Ave	Widen and reconstruct street. Construct an additional travel lane in each direction (NB and SB), curb & gutter, sidewalk, storm drainage, illumination, signal modifications. At Quinault Ave: construct 2nd EBL lane, rechannelize WB approach, and remove split phasing. At Grandridge: add WBR and 2nd EBL. Remove split phasing	\$7,325	\$0	\$7,325	Medium 2026-2035
R-10	Reconst/ Widen	Kennewick Avenue Widening	Union St to Morain St	Reconstruct and widen to 3-lane standard street (curb, gutter, sidewalk, storm drainage, illumination).	\$3,850	\$0	\$3,850	Medium 2026-2035

Kennewick Long-term Transportation Project List

Plan ID	Type	Project Name	Project Limits	Project Description	Total Cost (\$1,000's)	Grants/ Other Funds (1000s)	Local Funds (1000s)	Draft Timing
R-11	Reconst/ Widen	Vancouver Street Reconstruction	36th Ave to 45th Ave	Widen and reconstruct to standard street (curb, gutter, sidewalk, illumination, left-turn lanes, and shy lanes).	\$4,650	\$0	\$4,650	Medium 2026-2035
R-12	Reconst/ Widen	Cascade Street Reconstruction	Highland Dr to 27th Ave	Reconstruct to standard street (curb, gutter, sidewalk, illumination, storm drainage). Roundabout at 27th Ave/Washington St.	\$4,250	\$0	\$4,250	Long 2036-2040
B-1	Ped/Bike Only	East Columbia Park Bicycle Improvements – Phase 2 - Columbia Park Trail	SR240 entrance to 1900 feet west	The project will construct pavement widening for dedicated bicycle lanes. The project includes permanent pavement markings and signage.	\$228	\$207	\$21	Short 2018-2025
B-2	Ped/Bike Only	Hawthorne Elementary School Crossing Improvements - Neel Street	John Day Avenue to 400 feet north	Construct a new crossing at the intersection of Neel & John Day, construct a median refuge at the existing crossing at mid-block, extend the school zone on Neel Street to encompass both crosswalks, install RRFB at both crossings.	\$174	\$174	\$0	Short 2018-2025
B-3	Ped/Bike Only	Spirit of America Trail Improvements	15th Ave to 27th Ave	Construct a 12-foot wide shared use (ped/bike) facility. The project includes paving the staging/parking area at the south termini, pavement markings and signage.	\$250	\$225	\$25	Short 2018-2025
B-4	Ped/Bike Only	Canal Drive Non-motorized Improvements	US 395 to Hartford Street	Construct new sidewalks. Minor widening & curb construction.	\$500	\$200	\$300	Short 2018-2025
B-5	Ped/Bike Only	Cascade Elementary School Sidewalk	Lyle St to Cascade St	Construct approximately 3,700 linear feet of new curb, gutter and sidewalk from Lyle St to Cascade St. Project includes a crossing of Highland Dr with a pedestrian activated Rectangular Rapid Flash Beacon (RRFB).	\$886	\$806	\$80	Short 2018-2025
B-6	Ped/Bike Only	Washington Elementary School Crossing Improvements	Intersection	Install rectangular rapid flash beacon and associated signage and channelization.	\$50	\$0	\$50	Short 2018-2025
B-7	Ped/Bike Only	Amistad Elementary School Crossing Improvements	Kennewick Avenue between Ione Street to Intersection project	Install Rectangular Rapid Flash Beacon (or similar) and associated signage.	\$85	\$85	\$0	Short 2018-2025
B-8	Ped/Bike Only	Washington Street / 6th Avenue Pedestrian Safety Improvements	Intersection	The project will install a pedestrian activated rectangular rapid flash beacon (RRFB) to improve recognition and warning, especially for southbound. Construction of a center median to provide a pedestrian shelter at the mid-point of the crossing and existing curb ramps reconstructed to current ADA standards. Crosswalk blocks will be installed to define the safe walking route; Washington Street channelization will be removed and reinstalled to utilize the existing width to the fullest advantage (lanes will be narrowed to provide traffic calming through the intersection).	\$250	\$225	\$25	Short 2018-2025
B-9	Ped/Bike Only	10th Avenue Non-motorized Improvements	SR 397 to Oak St	Construction of new sidewalks.	\$250	\$200	\$50	Short 2018-2025
S-1	Study	Downtown Railroad Crossing Study	Downtown Vicinity	Study to address at-grade crossing improvements in downtown area. Explore technology to address congestion related to prolonged gate down time and safety.	\$100	\$0	\$100	Short 2018-2025
P-1	Program	City Arterial Pavement Preservation	City Wide	Infrastructure preservation on city arterials: Planned \$1,650,000 annually.	\$40,000	\$8,304	\$31,696	Ongoing
P-2	Program	Citywide Traffic Signal System Upgrade/Retiming	City-wide	New signal system software, communications equipment, and retiming.	\$3,400	\$0	\$3,400	Short 2018-2025
P-3	Program	Citywide Intersection & Corridor Safety Program	City-wide	City-wide signal modifications & retiming for Flashing Yellow Left-turns.	\$1,650	\$0	\$550	Short 2018-2025
P-4	Program	Citywide Sidewalk/ADA Improvements Program	City-wide	City-wide signal sidewalk and ADA-related improvements	\$2,500	\$0	\$2,500	Short 2018-2025
X-1	Other Agency	US 395 / Ridgeline Drive Interchange	Interchange	Construction of a grade separated interchange. Includes improvements on SR395 and the Hildebrand Blvd intersection (US 395 Aux lanes, RT lanes on Hildebrand Blvd)	\$18,000	\$12,000	\$6,000	Short 2018-2025
X-2	Other Agency	Adair Road Extension	End of county road (Adair Rd) to Christensen Rd	Build approximately 1.1 miles of new roadway. Surface would be hot-mix asphalt. [BENTON CNTY TIP LIST]	\$755	\$755	\$0	Short 2018-2025
X-3	Other Agency	Steptoe Street / Tapteal Drive	Intersection	Realign Tapteal Dr and Steptoe St by constructing new intersection. Includes sidewalk, street lights, signalized/gated at-grade RR crossing, storm drainage. [CITY OF RICHLAND TIP LIST]	\$1,380	\$1,380	\$0	Short 2018-2025

Kennewick Long-term Transportation Project List

Plan ID	Type	Project Name	Project Limits	Project Description	Total Cost (\$1,000's)	Grants/ Other Funds (1000s)	Local Funds (1000s)	Draft Timing
X-4	Other Agency	Center Parkway Extension	Gage Blvd to Tapteal Dr	Extend Center Parkway from Gage Boulevard to Tapteal Drive. 3-lane Street with signalized at-grade RR crossing [CITY OF RICHLAND TIP LIST]	\$3,203	\$3,203	\$0	Short 2018-2025
X-5	Other Agency	WSDOT US 395 Noise Walls	19th Ave Vicinity	Install noise walls. This project will install noise walls in the vicinity of West 19th Ave to reduce the highway noise for adjacent homes and properties.	\$2,089	\$2,089	\$0	Short 2018-2025
X-6	Other Agency	US 395 / 10th Avenue Improvements	Intersection	Construct dual southbound left-turn lane.	\$1,060	\$636	\$424	Short 2018-2025
X-7	Other Agency	Columbia River Bridge Traffic Operations Improvements	Columbia River Bridge	Install monitoring equipment, signs and communications on the Blue Bridge on US 395 across the Columbia River that connects Pasco and Kennewick	\$0	\$0	\$0	Short 2018-2025
X-8	Other Agency	US 395 / Hildebrand Blvd	Intersection	Add EB and WB dual left-turn lanes. Add WB right-turn lane. Finish constructing EB right-turn lane.	\$300	\$0	\$300	Short 2018-2025
X-9	Other Agency	Steptoe Street / Canyon Street Traffic Signal	Intersection	New signalized intersection	\$520	\$520	\$0	Medium 2026-2035
X-10	Other Agency	Center Parkway / Tapteal Drive Traffic Signal	Intersection	New signalized intersection	\$510	\$510	\$0	Medium 2026-2035
X-11	Other Agency	US 395 / Clearwater Avenue Improvements	Intersection	Construct dual eastbound left-turn lanes, and dual northbound left-turn lanes. Construct new eastbound and westbound right-turn lanes.	\$2,970	\$1,782	\$1,188	Medium 2026-2035
X-12	Other Agency	Yelm Street / US 395	Intersection	Add a second westbound left-turn lane with receiving lane on Yelm Street.	\$0	\$0	\$0	Medium 2026-2035
X-13	Other Agency	Center Parkway Interchange	Interchange	Construct on/off ramps to grade-separated crossing (separate project), traffic control devices, channelization, signage.	\$10,730	\$6,438	\$4,292	Long 2036-2040
D-1	Other	Bob Olsen Parkway Debt Service	New Corridor	Build new corridor (already completed)	\$2,610	\$0	\$2,610	



FINANCE PROGRAM

5 Financing Program

This chapter provides an overview of the financial assumptions driving the Kennewick TSP. It identifies the estimated costs of the transportation system improvements and programs, and summarizes the existing and potential future financial resources to pay for the improvements. The financing program provides a general policy guideline for funding the transportation investments to support the City's adopted Comprehensive Plan.

5.1 Introduction

The Kennewick TSP financial analysis offers the City a better understanding of its fiscal constraints with regards to short- and long-range transportation revenues. Financial forecast estimates were developed to assist in TSP project prioritization and planning, but are not intended here to be precise forecasts. Exact funding levels are difficult to predict given the uncertainties of funding sources, predicted versus actual growth, and unforeseen needs such as emergencies. The revenue figures used in this chapter are intended to be used for planning purposes; as actual revenues are highly sensitive to local, state, and federal policy decisions; personal choices of residents; and other market forces.

Estimated future revenues have been projected for the Transportation Plan's 2017-2040 planning horizon, in current year (2017) dollars, in two categories:

- Existing Revenue Projections
- Other Possible Funding

5.1.1 Existing Revenue Projections

These revenue estimates are based on existing revenue sources. Estimates in this category rely on recent historical revenue trends and the current policy context of each revenue source. While based on past revenue collections

and City's past policy decisions, this analysis uses conservative financial assumptions.

Many of the revenue sources presented in this section may be used for maintenance and operations of existing transportation capital facilities and construct new transportation capital facilities. In addition, several of the revenue sources can also be directed to other non-transportation capital facility expenses. However, as the cost of maintenance and operations of existing facilities increase faster than inflation, the City is confronted with difficult decisions regarding whether to fund maintenance and operations costs at the expense of building new capital, or to lower level of service standards.

5.1.2 Other Possible Funding

The revenues in this category may be available via policy changes. These are primarily changes in tax policy, some of which may require voter approval.

In reality, transportation funding may comprise any number of combinations of available funding or other funding due to policy changes. These possible funding sources are presented to show the options that the City has in creating the necessary funding mix to respond to the transportation needs of Kennewick's citizens. In addition to making policy changes to increase revenues, this can involve putting more resources in pursuing grants, shifting funds from non-transportation uses, and spreading costs across time through financing and project phasing.

5.1.3 Chapter Structure

This chapter addresses estimated revenues from a variety of sources, and includes a detailed description of each revenue source and projections for future revenue dollars. Following the revenue projections, costs for capital projects are identified, along with expected maintenance and operations costs. As mentioned, in some cases revenues may only be used for capital purposes, and in other cases revenues may

be used for capital or maintenance purposes. The decisions on where to allocate revenues is ultimately the responsibility of City staff and Council members.

5.2 Revenue Projections

5.2.1 State Grants

Grants are an important funding source for transportation capital projects; however, these funds are distributed in a competitive process making it difficult to determine future grant funding levels. For this analysis, recent historical grant revenue trends were reviewed since the passage of Initiative 747⁴.

Because Washington jurisdictions have property tax revenues capped at a 1.0% increase, which is lower than expected inflation (3.0%), inflation-adjusted revenues are declining each year. This impacts transportation spending in two ways. First, property tax funds that are collected for transportation spending are able to purchase less annually. Second, property tax funds that are non-restricted and are used for other municipal necessities are also declining. Jurisdictions face competing demands on ever-decreasing fund, pulling the non-restricted funds that were going towards transportation projects towards other immediate needs, creating a greater need for grant funding.

There have been increases in the state fuel tax rate in recent years. However, much of these additional state funds were earmarked for specific large projects, although local jurisdictions did receive some funding from the increase. The Transportation Partnership Act (TPA) of 2005 provided

additional funds to the Transportation Improvement Board (TIB) and the County Road Administration Board (CRAB), for a total of \$80 million to be disbursed to local jurisdictions as grants over a 16-year period. However, these increases in funds are very small relative to demand, with requests to the TIB overreaching available funds⁵ and TPA collections has been almost 20 percent lower than the original 2005 TPA projections.⁶

Who Pays/Who Benefits

State grants are primarily funded with the state-levied portion of the Motor Vehicle Fuel Tax, which is paid by anyone purchasing fuel for vehicles within the state. Therefore, road users are the largest funding source for grant-funded improvements, and road users are the primary beneficiaries as well.

Assumptions for Revenue Projections

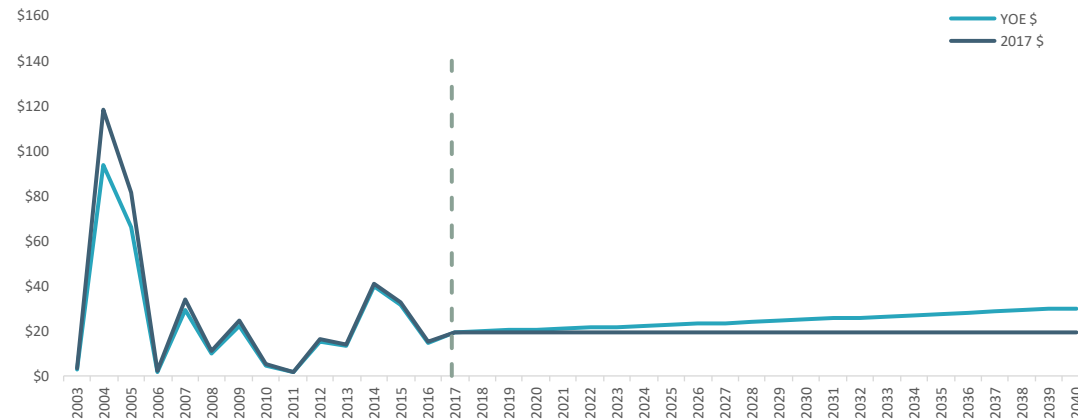
Grant revenues are project-specific and competitive; as such, grant funding can exhibit large swings year-to-year. For example, between 2003 and 2005, Kennewick received several grants that were larger than typical to fund specific projects. This analysis estimates revenues on a per capita basis, assuming that over time the City will receive its “fair share” of available state grant revenues. Over the last ten years, Kennewick received \$19.74 per capita in state grant revenues in 2017 dollars, but that per capita amount varied each year from \$1.79 to \$41.36. Because fluctuations in grant funding are typical, and future revenues are projected on a constant trend, they are likely to overstate revenues in some years and understate them in others.

⁴ Although Initiative 747 was determined unconstitutional by the State Supreme Court in 2007, a similar law was immediately passed by the State Legislature, keeping the cap on property taxes effectively the same.

⁵ The Transportation Partnership Act of 2005, Saving Lives, Moving People, Delivering Goods. Passed by the Washington State Legislature, April 25, 2005.

⁶ Washington State Department of Transportation, Gray Notebook, Ed. 67, September 2017, p 67

Figure 5-1 shows historic per capita revenues to the left of the dotted line and estimated future per capita state grant funds to the right. These revenues are project-specific as can be seen in the peaks and valleys of the historical data. Estimates are best understood as the sum across years; estimates for specific years are very likely going to be incorrect.



Source: City of Kennewick, 2017; OFM 2007-2017; BERK 2018

Figure 5-1 Estimated Local Per Capita State Grant Funds

5.2.2 Federal Grants

Similar to State grants, Federal grants are also an important funding source for transportation capital projects. As discussed previously, grant funding is difficult to project because it is awarded on a competitive basis and is project-based. However, recent historical trends and information regarding the context of federal grant revenue sources can inform the assumptions that are made about available future grant dollars.

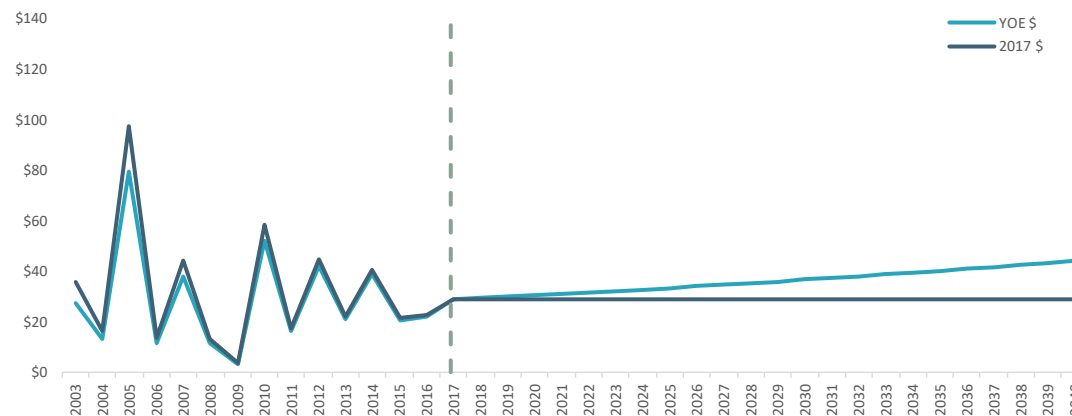
Federal transportation grants are primarily funded through the federal portion of the Fuel Excise Tax. The federal gas tax rate has fluctuated between \$0.184 and \$0.183 per gallon of gasoline since 1994; while diesel has fluctuated between \$0.243 and \$0.244 over the same period. The majority of these funds are deposited into the Federal Highway Trust Fund and disbursed to the states through the Highway and Mass Transit Accounts.

Who Pays/Who Benefits

Similar to state grants, federal grants are primarily funded by the Motor Vehicle Fuel Tax. This tax is paid by all who purchase gas within the United States. Drivers are therefore the largest funding source for improvements paid by federal grants and the primary beneficiaries. However, the pool of contributors is nationwide, and the grants are distributed nationwide. This means that each year all states contribute to grant revenues, but depending on that year's grant awards, any given state may receive more or less in funding than it contributed.

Assumptions for Revenue Projections

As with state grants, recent historical federal grant revenue trends were reviewed for this analysis, and similar to state grants, future revenues have been estimated based on per capita revenues staying constant in the future and only growing due to changes in population. It is likely that this trend will continue into the future, and may worsen over time.



Source: City of Kennewick, 2017; OFM 2007-2017; BERK 2018

Figure 5-2 Estimated Local Per Capita Federal Grant Funds

as gas prices and vehicle fuel efficiency are both expected to continue to increase, reducing the per capita gallons of gas purchased per year.

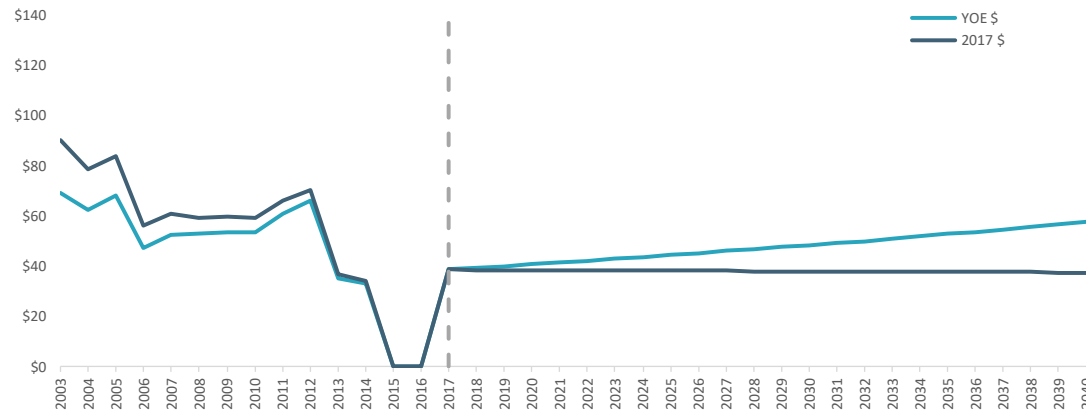
Figure 5-2 shows historical and estimated future per capita federal grant funds. Future projections are based on per capita revenues staying constant in today's dollars and growing at an assumed rate of inflation of 1.88% in year of expenditure dollars. The inflation rate is based on the annual change in the Bureau of Labor Statistics' (BLS) Consumer Price Index for the previous 20-years for all urban consumers in Western United States size class B/C cities. The BLS defines size class B/C as cities with populations less than 2.5 million. These revenues are also largely project-specific as can be seen in the peaks and valleys of the historical data. Estimates are best understood as the sum across years; estimates for specific years are very likely going to be incorrect.

5.2.3 Transportation Development Fees

Up until the passage of the transportation impact fee program in 2015, developers paid the City transportation fees for specific transportation improvement projects necessary due to new development. These funds were collected through the State Environmental Policy Act (SEPA) process, which requires review of the impacts of proposed projects on multiple environmental elements, including transportation. Since the City's implementation of Growth Management Act transportation impact fees, the City does not anticipate SEPA transportation fees to be a significant source of revenue, and any collection of SEPA transportation fees will be ad-hoc and likely not focused on system improvements identified in the TSP. For that reason, no revenues are projected for transportation development fees in the 2040 TSP.

5.2.4 Sales Tax

The City of Kennewick has used sales tax primarily to fund street construction in the past, but as the revenue source has grown over time, the uses of the funds have broadened in response to increasingly diversified needs for other capital improvements. Sales tax is also used to pay for annual electrical costs for street lighting, debt service payments on a new police facility and the Toyota Center/Three Rivers Complex, economic development activities, and other infrastructure costs. Sales tax has not been used to fund transportation capital projects since 2015.



Source: City of Kennewick, 2017; OFM 2007-2017; BERK 2018

Figure 5-3 Estimated per Capita Sales Tax Revenue Available for Transportation Infrastructure

Who Pays/Who Benefits

All residents and visitors who make retail purchases within the city limits contribute to this revenue stream. The beneficiaries of the transportation improvements are those who use the City roads.

Assumptions for Revenue Projections

Although the City has not used sales tax revenues for transportation projects since 2015, this is a policy decision as part of those funds could be used for transportation projects. Sales tax revenue available to the City has been increasing at an annual rate of 3.8% since 2007, while the annual per capita sales tax revenue has been increasing at an average rate of 1.7% since 2007, in line with the relatively slower population growth rate compared to the taxable retail sales growth rate.

For this analysis, revenue data was included for 2007 to 2016, a period of time that appeared to capture a full cycle of the City's retail sales tax revenue. The selected period spans the recession, including a year immediately prior to the beginning, the low in revenues in 2009, and the recovery period through 2016. The average annual per capita increase over this period of time was 1.7%. This rate was continued into the future, projecting an increase in year of expenditure dollars, but a slow decline in inflation-adjusted, 2017 dollars.

Figure 5-3 illustrates the historical per capita sales tax revenues that were spent on transportation infrastructure, and the estimated future revenues available for these expenditures based on the reduced rate of use in 2013 and 2014. The historic revenues can be seen to the left of the dotted line, and the expected decrease in real dollars is clear in the navy line to the right.

5.2.5 REET

Cities and counties in Washington are authorized to levy two separate 0.25% real estate excise taxes on the sales of all real estate. The first quarter percent of the tax receipts must be used on capital projects included in the capital facilities element of the City's Comprehensive Plan. This restriction is in place for cities with populations greater than 5,000 or planning under the Growth Management Act (GMA). The second 0.25% (REET II) must be spent on transportation capital projects as defined in RCW 82.46.035(5) which includes streets, roads, sidewalks, traffic signals, bridges, and street and road lighting systems. Currently, Kennewick levies the full 0.5% on all sales of real estate within the city limits, but only uses 0.25% on transportation capital projects.

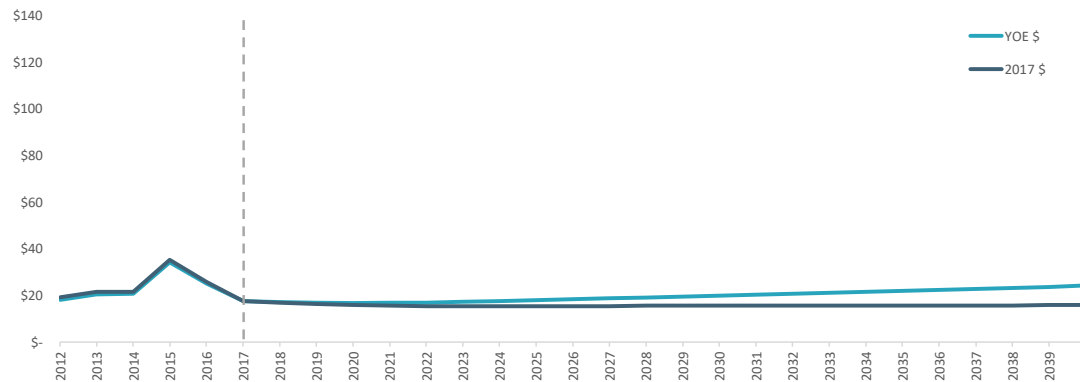
Who Pays/Who Benefits

REET is collected from the property seller, but the property buyer is liable if the tax is not paid. Similar to GMA

transportation impact fees, the extent to which sellers are able to pass this cost along to buyers is dependent on market conditions, such as strength of demand, availability of credit, and building cycle. For REET revenues used for transportation purposes, users of City roads are the beneficiaries of the capital improvements, although property owners recoup some of the REET costs through increased capitalized property values.

Assumptions for Revenue Projections

The City began using REET II revenue for transportation projects in 2012. The City estimates future REET revenue for their Capital Improvement Program using a 2% annual increase. Projections for the 0.25% transportation capital project REET II are shown in Figure 5-4 for the years 2017 to 2040. The City's 2% annual increase assumption was continued forward in the analysis for the years 2023 to 2040.



Source: City of Kennewick, 2018; BERK 2018

Figure 5-4 Estimated per Capita REET Revenue for Transportation Capital Projects

5.2.6 Transportation Impact Fees

Impact fees are a financing tool that provides a mechanism for new development to pay a portion of the costs associated with infrastructure improvements that are “reasonably related” to that development. The Washington State Growth Management Act (GMA) allows jurisdictions to develop and implement a transportation impact fee program to help fund some of the costs of transportation facilities needed to accommodate growth. State law (Chapter 82.02 RCW) requires that impact fees are:

- Related to improvements to serve new development and not existing deficiencies.
- Assessed proportional to the impacts of new development
- Allocated for improvements that reasonably benefit new development
- Spent on facilities identified in the Capital Facilities Plan (CFP)

Legally, financing for improvements that will serve the new development must provide a balance between impact fees and other sources of public funds, and the fees must be structured in a manner that ensures that funds collected do not exceed a proportionate share of the costs of improvements reasonably related to new development.

The statutes enacting the impact fee laws leave room for interpretation regarding the issue of improvements being “reasonably related to the new development.” However, in the decision of *The City of Olympia v. John Drebeck et al.*, the Washington State Supreme Court supported the idea that an individual development does not need to be tied to a specific improvement project.

Who Pays/Who Benefits

Although it is developers who initially pay for the transportation improvement projects, some portion of these costs is passed on to the home buyers and commercial

tenants of the developed property. The extent to which home buyers pay this fee in increased costs is an issue of regular debate, but is dependent on economic conditions, such as the availability of credit and local market demand.

All users of the road system benefit, since these specific improvement projects are necessary to retain the current level of service after the development has been built. Also, the developers and property owners in particular benefit by being able to develop in the area

Assumptions for Revenue Projections

The City has adopted a transportation impact fee (TIF) program defined in Chapter 13.16 (Transportation Impact Fees) of the City’s Municipal Code. The TIF is based on the TSP projects and cost estimates, and the anticipated growth through 2040. The total project costs considered eligible to include in the transportation impact fee program is anticipated to be \$73.5 million. Based on the project costs and the expected growth in trips, the maximum TIF rate was determined to be \$2,720 per net-new PM peak hour trip generated. The maximum trip rate was then reduced by 60% to be consistent with surrounding jurisdictions resulting in a fee of \$1,088 per PM peak hour trip.

Based on the reduced TIF rate, the TIF is expected to generate approximately \$29 million in revenues between 2017 and 2040. The actual TIF revenues will be directly tied to the level of growth that occurs each year. The TIF will allow the City to match funding for growth-related improvements to the pace of growth.

The City will not actually collect all of the TIF funds because developers will be asked to construct some of the projects. Where a developer is conditioned to construct all or a portion of TIF project, the City will provide credits, consistent with GMA requirements.

5.2.7 Motor Vehicle Fuel Tax

Gas tax funds are a large portion of the revenues that support the City of Kennewick's transportation maintenance program. Currently, the City uses all gas tax funds received from the State for maintenance. In keeping with this policy decision, future MVFT revenues are assumed to be used exclusively by the City for maintenance costs.

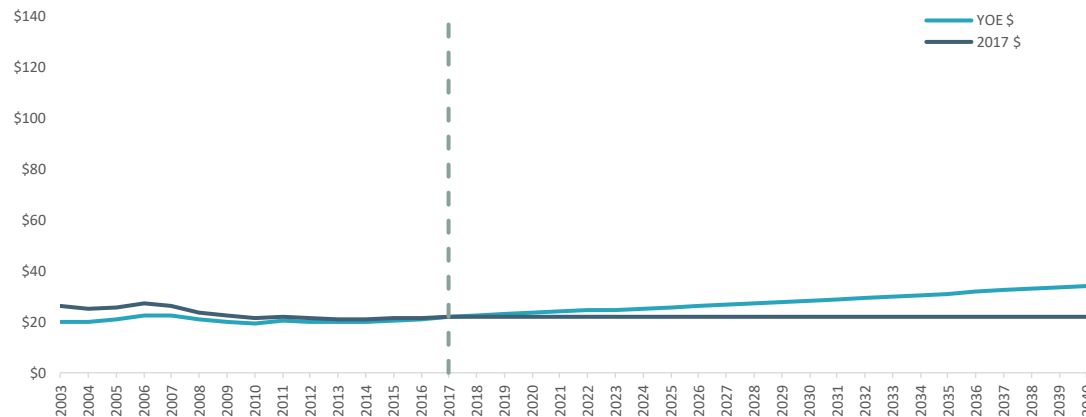
Counties and cities receive a portion of the State Motor Vehicle Fuel Tax (MVFT) based on a reimbursement formula. These funds decreased on a per capita basis for the City of Kennewick at an average annual rate of approximately 2.1% in real dollars from 2007 to 2016.

Motor vehicle fuel tax revenues are sensitive to overall economic conditions because people tend to drive more when the economy is stronger. The sensitivity of MVFT revenues to economic conditions is demonstrated by the dip

between 2007 to 2010. Independent of economic conditions, MVFT revenues are expected to decrease as vehicle fuel efficiency increases. Over the long-term, the Washington Department of Transportation is working on alternative approaches to funding roadway usage needs. These changes could change or replace the MVFT, in which case the assumptions used here will need to be updated.

Assumptions for Revenue Projections

As vehicle fuel efficiency increases, the number of gallons consumed has increased at an average rate of 1% over the past six years, likely due to statewide population growth. Historically, per capita MVFT funds used for maintenance have been fairly steady in nominal terms, declining at an average annual rate of less than 1.0% since 2006. The City may see some growth in total revenues due to increases in population, but real per capita revenues are likely to remain constant, and have been projected with that assumption. Per capita year of expenditure revenues are therefore expected



Sources: City of Kennewick, 2017; OFM 2007-2017; BERK 2018

Figure 5-5 Estimated per Capita State MVFT

to continue to increase slowly in the future at an average annual rate of 1.9%. Figure 5-6 illustrates historic per capita State MVFT revenues received by the City of Kennewick, and the estimated future per capita revenues through 2040.

5.2.8 Property Tax

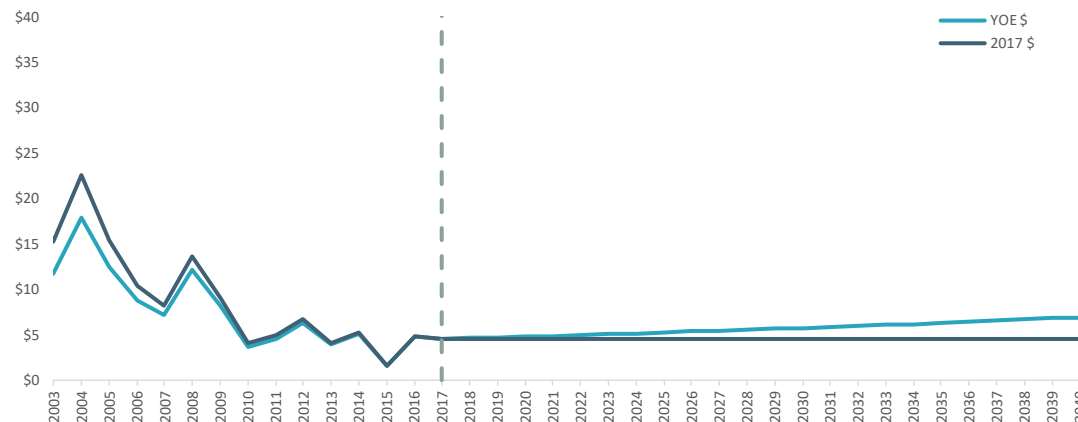
Property tax is deposited into the City's General Fund, and is available for any municipal purpose, including transportation spending. The City of Kennewick transfers property tax funds from the General Fund for transportation maintenance, as needed. Property tax revenues are used to make up for any funding shortfalls.

Assumptions for Revenue Projections

In year of expenditure and 2017-dollar terms, total assessed property value has increased annually throughout the 2007 to 2016 period. During this period, the City of Kennewick annexed areas in 2009, 2010, 2014, 2015, and 2016 that

caused an immediate increase in total assessed real property value; even without these annexations, property value in real dollar terms does seem to have outpaced inflation for the study period.

In 2009, Kennewick created a stormwater fund. As stormwater has its own utility fund, property tax is not used for stormwater maintenance. Since that change, property tax revenues for transportation maintenance have been lower. To account for the decrease in property tax applied to transportation maintenance, projections use the average real per capita property tax revenue from 2010 to 2016 to project estimated revenues going forward.



Sources: City of Kennewick, 2017; OFM 2007-2017; BERK 2018

Figure 5-6 Estimated per Capita Property Tax Funds to be Used for Transportation Maintenance

Since the passage of Initiative 747⁷ in 2001, property tax increases on existing properties are restricted to 1.0% of the previous year's revenues. In inflation-adjusted terms, revenues from property tax are actually declining, since the 1.0% allowed increase does not keep pace with inflation (which has averaged 1.9% in Kennewick over the past 20-years), or population growth. Because of the cap, all Washington State jurisdictions that collect property tax are seeing declining purchasing power in their property tax revenues.

To be conservative and account for the expected continuing decline in ability to raise real property tax revenues, property tax real revenues were held steady at their current rate of \$4.42 per capita. Figure 5-7 shows the estimated per capita property tax funds to be used for transportation maintenance.

5.2.9 Total Estimated Revenue

Table 5-1 shows the estimated revenue available for transportation projects for the planning time period of 2017 to 2040 in 2017 dollars.

There are significant differences between the revenue projections from the 2007 Transportation Systems Plan and this update to the Transportation Systems Plan. Comparing the performance of the 2007 projections with the actuals from the past ten years, the methodologies used in 2007 were found to not accurately represent what had been collected and spent in the past 10 years. The revenue and expenditure projections contained in this update reflect methods that better represent the City's past experiences. In addition to the change in methodologies, this plan includes a

greater increase in population and a slightly longer planning horizon (2007-2025 versus 2017-2040).

Table 5-1 Total Estimated Available Funds (2017-2040)

Estimated Available Funds	(2017 \$)
Capital Funds	
State Grants	\$47,327,000
Federal Grants	\$69,128,000
REET II (0.25%)	\$33,945,000
Transportation Impact Fees	\$29,425,000
Subtotal Capital Funds	\$179,826,000
<i>Estimated Debt Service (-)</i>	<i>(\$7,883,000)</i>
Total Available Capital Funds	\$171,943,000
Optional Capital Funds	
Sales Tax (optional)	\$91,282,000
REET I (0.25%) (optional)	\$33,945,000
Total Optional Capital Funds	\$125,227,000
Maintenance and Operations Funds	
State Motor Vehicle Fuel Tax	53,817,000
Property Tax	10,842,000
Total Maintenance & Operations Funds	\$64,659,000

Note: All values rounded to the nearest \$1,000. Optional Capital Funds are currently used for different purposes by the City of Kennewick, but could be used for transportation capital projects.

Sources: City of Kennewick, 2017; OFM, 2007-2017; BERK, 2018.

While the sales tax revenue projection came out lower than the 2007 estimate, most of the revenue projections were significantly higher in this update. The City uses sales taxes as needed for transportation purposes and has not used any sales tax revenues for transportation project since 2015.

⁷ Although Initiative 747 was determined unconstitutional by the State Supreme Court, a similar law was immediately passed by the State Legislature, keeping the cap on property taxes effectively the same.

Given this uncertainty, it is impossible to estimate how much, if any, sales tax revenues the City will use for transportation projects in the future.

5.3 Other Possible Funding

This section outlines additional funding sources that may apply to transportation spending but would require changes to current policy and, in some cases, voter approval. These changes include updates to existing tax policies.

For example, the City previously used a portion of collected sales tax to fund street construction, but since 2015, the City has used this revenue source for other needs. In addition, the City could use REET I funds for transportation projects as part of their capital improvement program.

Similarly, property tax revenue is deposited into the General Fund and is available for any municipal purpose, including transportation. The City has used property tax revenue for transportation maintenance on an as-needed basis, but the City has the option to dedicate more funds to transportation needs.

In addition to these policy changes, there are several other revenue sources available to the City of Kennewick, including establishing a Transportation Benefit District. Table 5-2 shows revenue sources available for cities in Washington State for transportation purposes.

Some revenue sources are not discussed. Specifically, the following revenue sources are available but unlikely to be used by the City for transportation:

- Franchise fees are entered into on an as-needed basis with utility providers and other jurisdictions;
- Property tax levy lid lifts require ballot measures;
- Short-term debt funding tools, such as anticipation notes, loans, and lines of credit that are meant to cover temporary liquidity issues; and

- Tolling on state highway portions which would require designation by the Washington State Legislature.

Table 5-2 Other Possible Funding Sources

Funding Source	Funding Source and Description and Applicable Restrictions
General Obligation Bonds <i>RCW 39.36.015 and Article 8, Section 6 of the Constitution of the State of Washington</i>	Cities, Transportation Benefit Districts, and Local Improvement Districts may issue general obligation bonds, by special election or council decision, to finance projects of general benefit to the city or district. TBDs must use the revenue to finance projects specific to transportation. In addition to the principal and interest costs of issuing debt, there are usually costs associated with issuing bonds, including administrative time, legal and underwriting costs, and insurance costs. <i>The Washington State Constitution limits the amount of debt municipalities can incur to 5.0% of the City's assessed value of taxable properties; the Washington State Legislature has statutorily limited the debt carrying capacity further to 2.5% of the assessed value.</i>
Limited Tax General Obligation (LTGO) <i>RCW 36.36</i>	Limited tax general obligation bonds, sometimes referred to in Washington as "councilmanic" bonds, do not require voter approval and are payable from the issuer's general tax levy and other legally available revenue sources. LTGO bonds can be used for any purpose, but funding for debt service must be made available from existing revenue sources. There are constitutional and statutory limits on a municipality's authority to incur non-voted debt. <i>Total debt is limited to 2.5% of the assessed value of taxable properties; maximum LTGO debt is then 2.5% minus unlimited tax general obligation bonds.</i>
Unlimited Tax General Obligation (UTGO) <i>RCW 84.52.056 and Article 7, Section 2 of the Constitution of the State of Washington</i>	These bonds require 60% voter approval with a minimum voter turnout of 40% of voters who cast ballots in the last general election within the district. When voters of a jurisdiction vote for a bond issue, they are being asked to approve: (a) the issuance of a fixed amount of general obligation bonds and (b) the levy of an additional tax to repay the bonds, unlimited as to rate or amount. Once voter approval is obtained, a municipal corporation is still restricted by constitutional and statutory debt limits with these bonds. <i>Councilmanic debt is limited to 1.5% of the assessed value of taxable properties.</i>
Public Utility Tax <i>RCWs 35.21.870, 35.22.280(32), and 82.16.020</i>	Local governments have the authority to levy Public Utility Taxes, which are a form of Business and Occupation tax. These revenues contribute to a municipality's General Fund and may be used for many city expenses, including capital improvements. Washington State sets the maximum rate of tax on electrical, natural gas, steam energy, and telephone businesses at 6.0%, unless a higher rate is approved by voters. There is no tax rate limit on other utilities such as water, sewer, and garbage services. Currently, Kennewick has an 8.50% tax on natural gas, electricity, telephone and steam energy businesses. To increase this rate would require voter approval. For water, sewer, and garbage services, Kennewick currently charges a 15.5% tax. In addition, the city charges a 7% tax on cable and solid waste businesses and a 1% tax on emergency services and stormwater businesses. These rates could be increased without voter approval to generate further revenues.
Local Improvement District (LID) and Road Improvement District (RID) Formation <i>RCW 35.43-35.56</i>	Allows cities to carry out public improvements, including transportation improvements through mechanisms that assess those costs to benefitted property owners.
Levied by Transportation Benefit Districts (TBDs) <i>RCW 36.73</i>	TBDs are independent taxing districts that can impose an array of fees or taxes to fund transportation improvements. TBDs can be established in jurisdictions ranging from a city to multi-county area. TBDs are intended to finance the construction of, and operate, improvements to roadways, high capacity transportation systems, public transit systems, and other transportation management programs.
Sales and Use Tax <i>RCW 82.14.0455</i>	Cities can authorize local TBDs that provide up to a 0.2% local sales and use tax with voter approval. <i>This tax may not be in effect longer than 10 years unless reauthorized by voters.</i>
Motor Vehicle Excise Tax (MVET) <i>RCWs 81.100 and 81.104</i>	TBDs can levy up to a \$100 fee for each new vehicle weighing less than 6,000 pounds registered in its jurisdiction. \$20 of this fee can be leveraged without a public vote.

5.4 Funding Strategy for Capital Needs

The financial analysis performed for the Kennewick TSP is aimed at providing the City with information to help answer two main questions:

- What transportation improvement projects can the City reasonably afford to build in the next 20+ years?
- What would the City have to do to augment available revenue for transportation infrastructure in order to increase the number of projects it is able to build?

Notably, this chapter is not intended as the singular finance plan and does not require the City to commit to a specific funding plan. Instead, it is meant to provide information so that the City's policy-makers are able to make informed decisions regarding the balance between building necessary transportation infrastructure and the opportunities and efforts required in raising the revenue needed to pay for it.

5.4.1 Capital Project Costs

Table 5-2, in the previous chapter, summarizes the list of transportation improvement projects. Planning level cost estimates are provided for each project. The cost estimates were developed based on typical unit costs from the City's Transportation Improvement Program (TIP) and recent construction costs in the region. However, the cost estimates should be refined and updated as each project moves into design and implementation.

Projects were combined into seven project type categories as summarized in Chapter 4. Table 5-3 summarizes the estimated costs of the projects in 2017 dollars. Costs are only shown for projects within the City of Kennewick's jurisdiction. The summary also includes estimated costs of projects along WSDOT maintained highways such as US 395. It is assumed costs will be shared between the City and WSDOT as improvements to state highways are completed in the future.

Table 5-3 Summary of Transportation Capital Project Costs (2017-2040)

Estimated Costs by Project Type	(2017 \$)
New Street Construction	\$13,015,000
Reconstruction / Widening	\$68,250,000
Intersection	\$39,215,000
Pedestrian / Bicycle	\$2,673,000
Annual Programs	\$47,550,000
Studies	\$100,000
Subtotal	\$170,803,000
WSDOT / City Joint Projects*	\$33,060,000
Total Project Costs	\$203,863,000

Note: All values rounded to the nearest \$1,000. Costs in 2017 dollars.

Sources: City of Kennewick and Transpo Group, 2018.

* Costs to be shared between the City and WSDOT

5.4.2 Capital Revenues

Table 5-4 summarizes the total revenues available to capital projects over the study period. The revenues are displayed in 2017 dollars. A total of approximately \$172 million in revenue is projected. However, the "real" revenues decrease in value over time as project costs increase.

Table 5-4 Summary of Available Transportation Capital Revenues (2017-2040)

Estimated Available Revenues	(2017 \$)
State Grants	\$47,327,000
Federal Grants	\$69,128,000
REET II (0.25%)	\$33,945,000
Transportation Impact Fees	\$29,425,000
Total Revenues	\$179,826,000
Estimated Debt Service	\$7,883,000
Total Capital Available Funds	\$171,943,000

Note: All values rounded to the nearest \$1,000.

Sources: City of Kennewick, 2017; OFM, 2007-2017; BERK, 2018.

5.4.3 Summary

The funding analysis identifies approximately \$204 million in capital improvement projects over the study period, and approximately \$172 million in estimated available revenues. In order to fully fund the transportation capital projects, the City would need approximately \$32 million in additional revenue (in 2017 dollars) between 2017 and 2040 to address the gap.

One way to address the gap between estimated revenues and costs is to work closely with WSDOT and local legislators to obtain a greater contribution from the State to fund improvements along the state highways within the City, such as US 395. If additional State funds are obtained for the purpose of implementing the capital projects along the state highways, the expected funding shortfall would be addressed.

If State funding is not able to be obtained, the City will need to make policy decisions regarding implementation of the capital projects in terms of utilizing other available revenue sources or evaluating new funding options, and decide which is most politically feasible. These decisions will affect the level of transportation capital improvements that can be funded. Decisions will need to be made regarding the balance of expected revenue and the timing of projects, including what projects get pushed beyond the study period to a future plan and what projects are foregone entirely.

5.5 **Funding Strategy for Maintenance and Operations Needs**

It is equally important to estimate the resources needed to maintain existing and newly created transportation infrastructure. Certainly, it is not sustainable to invest in new capital projects if the resources do not exist to maintain them properly, or if in doing so, it requires pulling revenues from other municipal priorities.

Transportation maintenance spending is directly related to level of service standards, which are typically set at the discretion of the jurisdiction. Therefore, jurisdictions must continually make decisions regarding available funds, desired level of service, and other financial priorities.

In an attempt to help the City of Kennewick make informed investment decisions, Maintenance and Operations (M & O) trends were analyzed. In doing so, historical M & O revenue and expenditure streams were studied and projected based on knowledge about how these expenses and revenues are likely to change in the near future.

5.5.1 Maintenance Costs

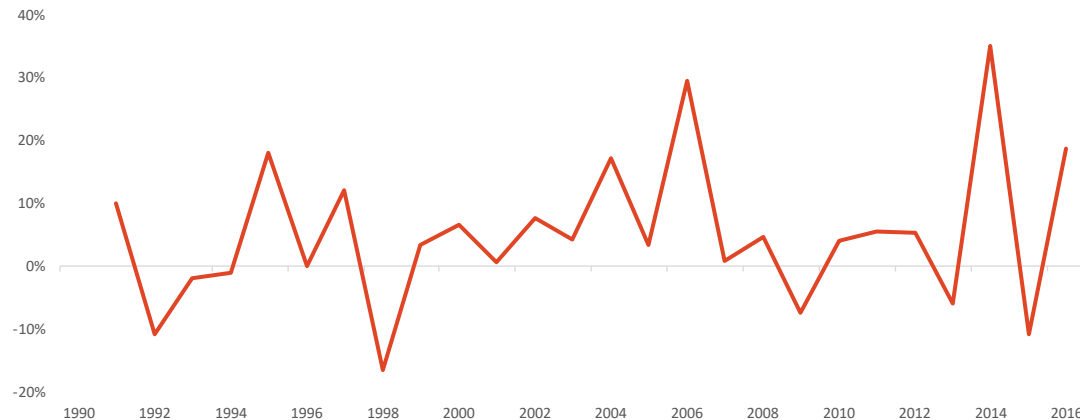
According to the WSDOT Highway Construction Cost Index, road construction costs have been increasing at an average annual rate of 4.2% over the past 10 years.⁸ Figure 5-8 shows the annual percentage change in highway construction costs since 1990, taken from the WSDOT Highway Construction Cost Index. The volatility of costs from year over year is clear in the hills and valleys of the chart.

To estimate cost projections for transportation maintenance through 2040, this analysis assumes increases of 4.2% annually, the same average rate seen historically over the past ten years.

The assumption in cost inflation has a significant effect on the resulting cost projections for maintenance and the overall funding need. Any marked difference in the inflation assumption will change estimated future costs. In order to project transportation maintenance costs in the future, current costs were analyzed on a cost-per-center-line-mile basis. This allows for the consideration of additional center line miles in the future through the construction of new roads. A separate, lower maintenance cost per center-line mile was used for the added roads to account for expected delayed maintenances costs associated with new construction.

Assumptions for Cost Projections

As discussed, road construction costs have been increasing at an average annual rate of 4.2% over the past ten years.



Sources: City of Kennewick, 2017; WSDOT 1990-2017; BERK 2018.

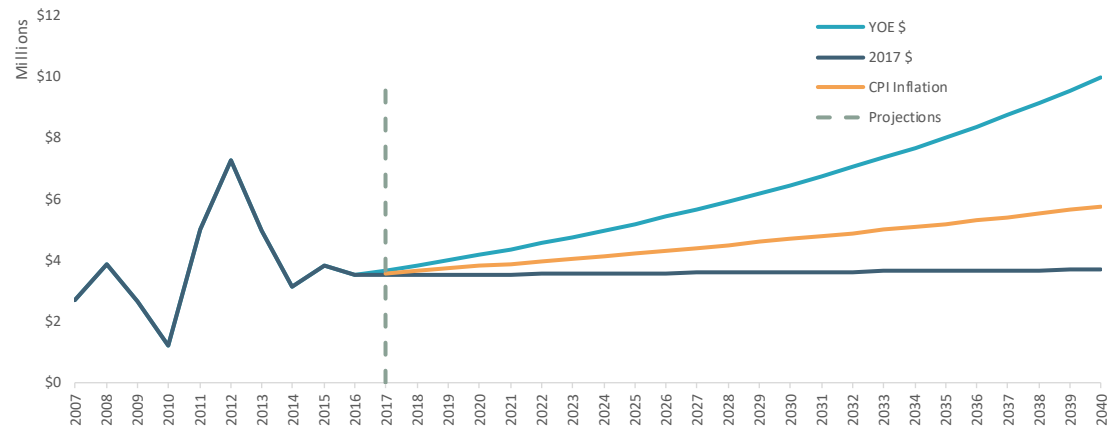
Figure 5-7 Annual Percentage Change in Highway Construction Costs as represented by the WSDOT Construction Cost Index (1990-2016)

⁸ The Washington State Department of Transportation discontinued the Construction Cost Index as of June 2016. The Construction Cost Index covered the past study period used in this plan, but will not be available for future updates.



Sources: City of Kennewick, 2017; BERK 2018.

Figure 5-9 City of Kennewick Historic Transportation Maintenance Expenditures (2003-2016, Year of Expenditure)



Sources: City of Kennewick, 2017; OFM 2007-2017; U.S. Bureau of Labor Statistics, 1996-2016; BERK 2018.

Figure 5-8 Estimated Future Road Maintenance Costs

To estimate cost projections over the next 20 years, this analysis assumes a continuation of this 4.2% average annual rate. However, the City's spending on maintenance has increased at rate of 1.9% between 2003 and 2016 (Figure 5-10), similar to the 20-year CPI inflation rate.

Both the CPI and CCI inflation rates were used to project costs for comparison in the analysis. Also included in this analysis are assumptions regarding the creation of new roads. New roads are expected to be constructed at an average rate of 1.7 center-line miles per year. Maintenance of new roads are expected to cost approximately 50% of existing roads since they are new and should need minimal upkeep for a period of time.

The total costs to maintain the transportation system over the course of the study period is estimated at \$86,277,000.

5.5.2 Maintenance Revenues

The City currently uses two primary funding sources for maintenance of transportation infrastructure; State motor vehicle fuel tax and property tax. The expected total revenues available for maintenance and operations from 2017 to 2040 can be found in **Error! Reference source not found..** The revenues are displayed in 2017 dollars. A total of approximately \$65 million in revenue is projected.

Table 5-5 Summary of Available Maintenance and Operations Revenues (2017-2040)

Estimated Maintenance and Operations Funds	(2017 \$)
State Motor Vehicle Fuel Tax	53,817,000
Property Tax	10,842,000
Total Maintenance & Operations Funds	\$64,659,000

Note: All values rounded to the nearest \$1,000.

Sources: City of Kennewick, 2017; OFM, 2007-2017; BERK, 2018.

5.5.3 Summary

The funding analysis identifies approximately \$86 million in maintenance costs over the study period, and approximately \$65 million in estimated available revenues. In order to fully fund the transportation maintenance and operations, the City would need approximately \$21 million in additional revenue (in 2017 dollars) between 2017 and 2040 to address the gap.

The solution that will work best for the City to address the transportation maintenance financing gap will have to be determined by those in the position to make related policy decisions, and may be some combination of the options discussed below.

- **Lower Maintenance Standards.** The City may choose to reduce the level of service to which they maintain the road system. This will thereby reduce the per-center-line-mile required maintenance funding.
- **Dedicate more General Funds to transportation maintenance.** More funds may be transferred from the City's General Funds (including property tax) to the Street Fund for transportation maintenance. This clearly involves a tradeoff, reducing funds available for other City expenses.
- **Construct fewer new projects.** The new transportation capital projects will increase the necessary maintenance costs by adding center line miles within the City. Similarly, annexing new area to the City will require the City to pay for maintenance on the added roads. Reducing or postponing new projects and annexations is one way to reduce maintenance costs



IMPLEMENTATION PLAN

6 Implementation

Once developed, a plan is just a collection of words and good intentions. It has no effectiveness unless its goals, objectives, and policies are adopted as a foundation for decision-making. Its recommended projects and programs will not be undertaken unless designed and financed. In essence, a plan is only as good as the actions taken to implement it.

6.1 Legal Basis of the Kennewick Transportation Systems Plan

Implementing the Kennewick Transportation Systems Plan begins with the establishment of its legal standing through adoption. The Kennewick Transportation Systems Plan will be adopted by City Council as an element of the Kennewick Comprehensive Plan. The Kennewick Transportation Systems Plan is considered a detailed component of the Comprehensive Plan; and, therefore, has the same weight, or legal standing, as the Comprehensive Plan. The goals, objectives, policies, maps and projects contained in both the Comprehensive Plan and Transportation Systems Plan are legally adopted and binding.

When new studies or neighborhood plans develop recommendations that would improve upon the Kennewick Transportation Systems Plan, the Plan can be amended to reflect those changes. Amendments to the Plan require a public hearing and vote of approval by City Council.

6.2 Policy Foundation for Decision-Making

The Kennewick Transportation Systems Plan provides the policy foundation for City decision-makers, Staff, advisory bodies, and citizens. The goals, objectives, and policies of the Plan are to be considered in all decision-making

processes that impact, or are impacted by, the transportation system. Specifically, the Plan is to guide decisions involving:

6.3 The Function and Location of Streets

The Plan describes, through the use of maps and descriptions the classification, or function, the public streets within the Kennewick planning area. It also describes the approximate alignment of planned arterial and collector streets.

6.4 Land Use Development

The Plan contains policies and recommendations that require new development to provide adequate accessibility for all travel modes within the development, and system coordination with existing and planned development. The Plan also guides the development of new street system elements as development occurs.

6.5 Transportation Programs

This Plan identifies measures and programs to be undertaken to increase mobility for all travel modes.

6.6 Capital Investments

The project and program recommendations contained within the Plan form the basis from which projects are placed into the Six-Year Transportation Improvement Program (TIP), the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) Transportation Improvement Program (MPO/RTPO TIP), The State of Washington STIP, and annual City budget.

6.7 Funding Priorities

The projects and programs recommended in the Plan are prioritized based on need and general timeframe. These

priorities should be considered when preparing funding scenarios and measures. It is understood that priorities may change over time, and other factors need to be considered when preparing funding and construction priorities.

6.8 Relationship with the Kennewick Six-Year Transportation Improvement Program

The City of Kennewick Six-Year Transportation Improvement Program (TIP) is a six-year implementation plan for the City's capital construction and operations projects. The major transportation-related projects contained in future TIP's will be derived, in part, from the projects and needs identified in the Kennewick Transportation Systems Plan. All transportation projects contained in the TIP, whether major or minor, must be consistent with the goals, objectives, policies, and needs identified in the Kennewick Transportation Systems Plan.

6.9 Relationship with Land Use Actions and Development Review

In accordance with requirements contained in the Kennewick Municipal Code, the adopted goals, objectives, policies, projects and maps of the Kennewick Transportation Systems Plan must be considered and applied in the review and approval of land use actions and development applications.

6.10 Component of Regional Transportation Plans

The Kennewick Transportation Systems Plan has been developed in relation to the MPO/RTPO TIP for Benton, Franklin and Walla Walla Counties, which makes recommendations for local plan development for the City of Kennewick and other jurisdictions in the region. The MPO/RTPO TIP is updated and adopted by the Benton-Franklin Council of Governments (BFCOG).

6.11 MPO/RTPO Transportation Improvement Program

Just as the Kennewick TIP is the primary implementing document for the Kennewick Transportation Systems Plan, the MPO/RTPO TIP is the implementing mechanism for the Metropolitan Transportation Plan. The MPO/RTPO TIP contains all projects of regional significance from each of the region's jurisdictions. Projects requiring the use of state or federal funds must also be included in the MPO/RTPO TIP. Project priorities and the assignment of federal funds are reviewed by the regional Technical and Policy Advisory Committees of the Regional Transportation Planning Organization (RTPO), which consists of elected officials from each participating local jurisdiction, and the Washington State Department of Transportation. Some of the projects and programs identified in the Kennewick Transportation Systems Plan will constitute a significant portion of the MPO/RTPO TIP.

6.12 Amending the Kennewick Transportation Systems Plan

With the detailed elements of the 20-year plan and the broader principles contained in the long-range strategy, the Kennewick TSP is designed to be relevant for the 20 year planning horizon. However, like all plans, circumstances change, assumptions become modified, and new priorities are developed. As a living document, the Kennewick TSP has been prepared for an efficient amendment process to address ongoing transportation issues.

2040 Transportation System Plan Update & Transportation Impact Fees



City Council Presentation
Cary M. Roe, PE, Public Works Director
June 5, 2018



Modeling – New Trips

Completed in TSP Update:

1. Determined future peak hour vehicle trips, utilizing the BFCG traffic model (**27,042 new trips** in next 22 years)
2. Determined **projects needed** to assure *LOS D on roads

*based on busiest leg of intersection



LOS "A"



LOS "C"

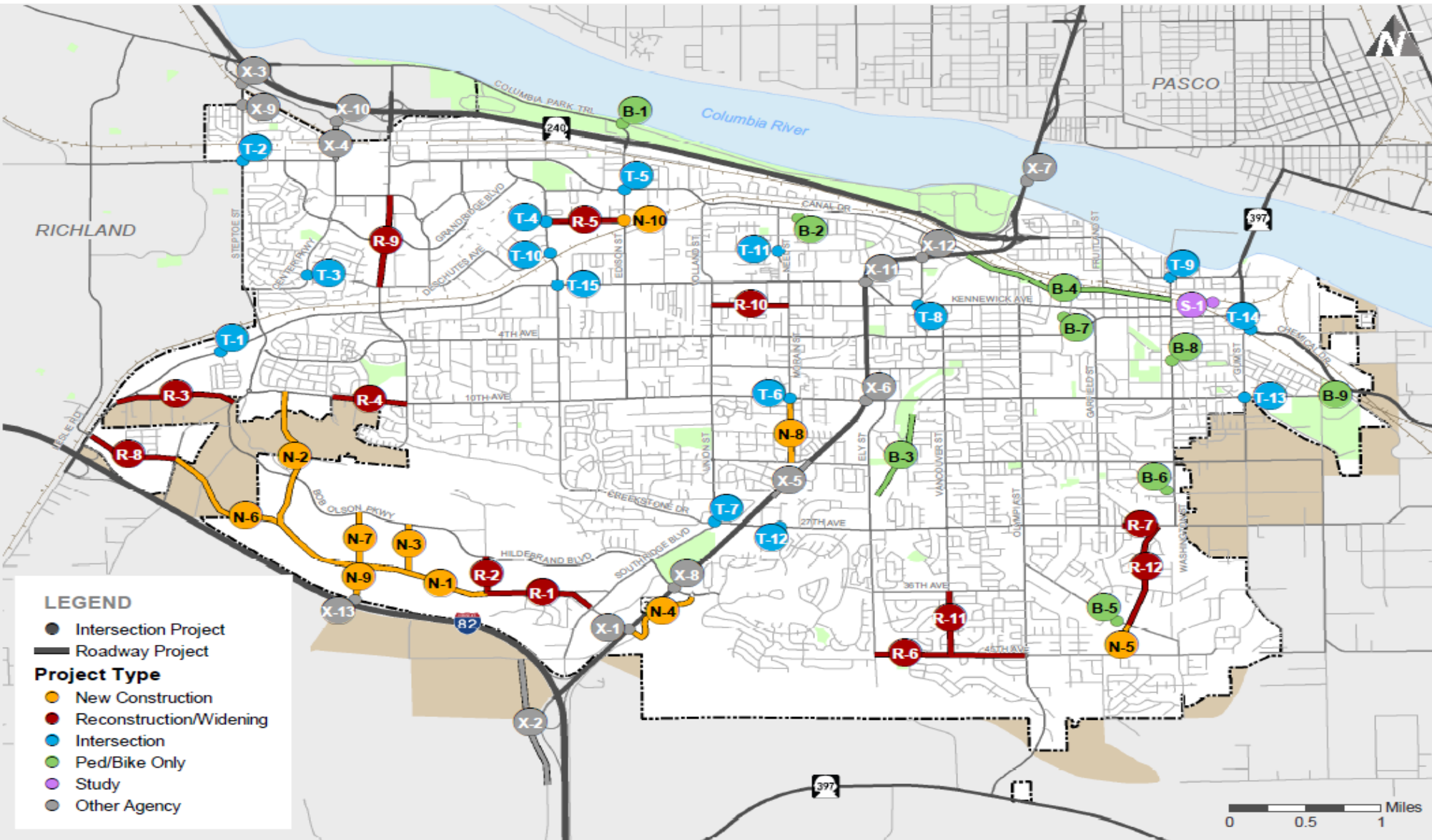


LOS "D"



LOS "F"

22-Year Projects Map



Projects and Costs

Needed projects in next 22 years:

- 15 intersections

- 10 new roads

- 12 reconstruct/widen roads

- 9 pedestrian/bike facilities

46 projects totaling \$212M

Of these, 34 are partially impact-fee eligible



Projects and Costs - 2

Project Type	Cost (\$)
New Street Construction	\$13,015,000
Reconstruction/Widening	\$68,250,000
Intersection	\$39,215,000
Pedestrian/Bicycle	\$2,673,000
Annual Programs (preservation, sidewalk, signal upgrades)	\$47,550,000
Studies	\$100,000
Estimated Debt Service	\$7,883,000
Subtotal	\$178,686,000
<i>* WSDOT/City Joint Projects</i>	<i>\$33,060,000</i>
Total	\$211,746,000

- Developed planning level project cost estimates
- Based on updated 20-year project list
- All costs in 2017 dollars
- WSDOT projects primarily located along US 395 and would likely require some City funds

* Costs would likely be shared between the City and WSDOT



Revenue Projections by Source

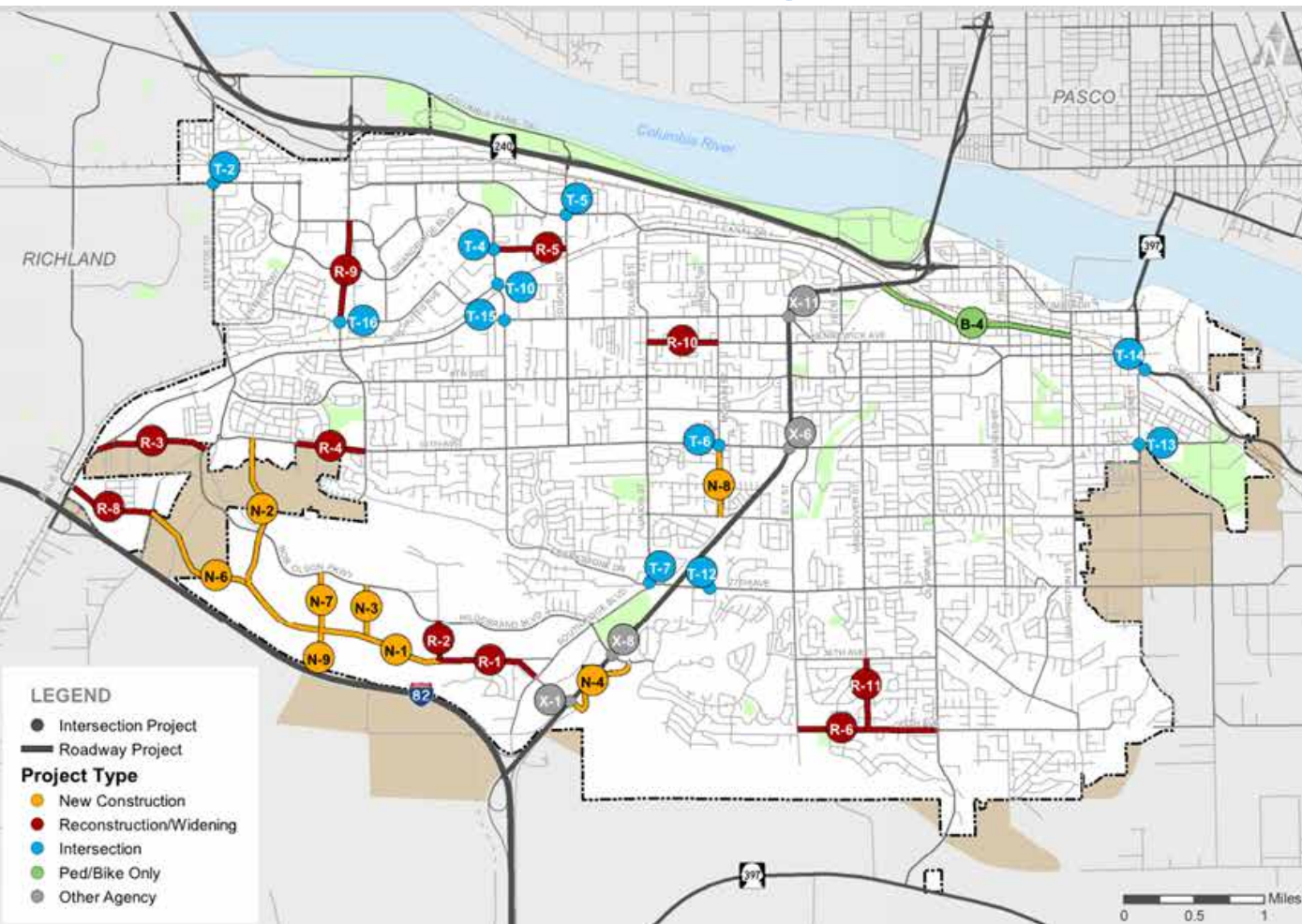
Projected Revenues (2017 \$)	Key Assumptions	2017 to 2040
State Grants	Grant revenue per capita based on last 10 years	\$47,327,000
Federal Grants	Grant revenue per capita based on last 10 years	\$69,128,000
Transportation Impact Fees	Based on the 60% reduction in maximum allowed fee	\$29,425,000
General Fund Taxes (REET, Optional Sales Tax, etc.)	General revenue directed to transportation projects	\$33,946,000
Motor Vehicle Fuel Tax (MVFT)	Used to fund maintenance activities, not capital projects	\$0
Total Capital Revenues		\$179,826,000

- Revenue estimates are based on historical data provided by the City
- The capital program is heavily dependent on state and federal grants
- TIF is expected to comprise less than 20% of capital revenue
- Other sources of City revenue may be used such as sales tax or other general fund revenue

- Based on analysis by BERK, 2018
- All revenues in 2017 dollars

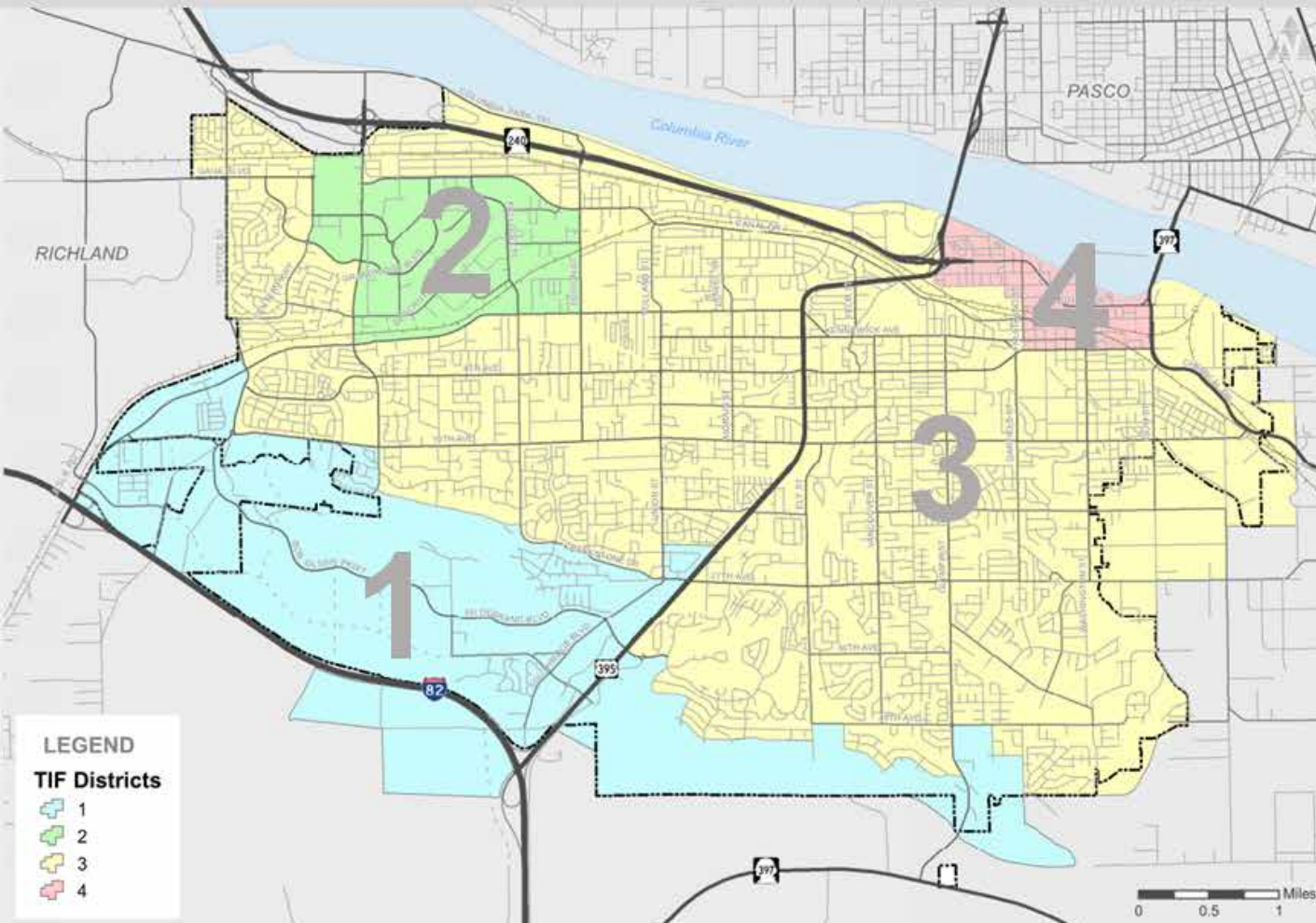


TIF-Eligible Projects



- Intersections
- New roadway construction
- Reconstruction/ widening of roadway segments
- Building/widening roadway shoulders
- Non-motorized enhancements (bike lanes, sidewalks)

Four TIF Districts



1. Southridge Area
2. Vista Field Area
3. All Other Areas
4. Downtown Area

TIF Cost By District

EQUATION

TIF Eligible Cost ÷ Growth Trips = Cost per PM Peak Hour Trip

Area #	Area Name	Total New PM Peak Hour Trips ¹	Total Project Costs ²	Maximum Cost per Trip
District 1	Southridge	14,076	\$46,550,153	\$3,310
District 2	Vista Field	4,058	\$8,816,012	\$2,170
District 3	All Other	6,495	\$16,137,557	\$2,480
District 4	Downtown	2,413	\$2,059,278	\$850
Total		27,042	\$73,563,000	\$2,720

- Represents the maximum fee that could be charged by area
- Based on the new number of PM peak hour trips generated by a development

1. Trips reflect growth trips only, generated by each district
2. Costs (2017 \$) by district reflect proportionate share of project costs based on vehicle miles traveled



Recommendations

TIF Districts: Use the 4 districts

- Variable rate by district creates incentives without targeting specific land uses

TIF Rate: Reduce maximum allowable TIF by 60%

- Reduces maximum allowable TIF by not funding some projects on list

Area	Maximum (100%) Cost/Trip	Reduced (60%) Cost/Trip	Existing Cost/Trip
District 1	\$3,310	\$1,324	N/A
District 2	\$2,170	\$868	N/A
District 3	\$2,480	\$992	N/A
District 4	\$850	\$340	N/A
Total	\$2,720	\$1,088	\$938



Comparison of TIF Rates

The recommended TIF rate:

- Less than national and statewide averages
- Less than comparable cities

Pasco is the only city with a lower TIF rate in the region

TIF Costs per Single Family Residence

Regional	
Nationwide	\$3,256
Northwest Region	\$2,871
Western Washington	\$2,834
Eastern Washington	\$1,524 (per 2015 Study)
Cities	
Ellensburg	\$1,846
Richland	\$1,534 / \$475
West Richland	\$1,435
Kennewick	\$938 (current) \$1,088 (recommended)
Pasco	\$709 / \$0



Detailed Comparison of TIF Rates

TIF Rate Comparison of Various Land Uses

City	Single Family Home	Specialty Retail Center (8500 sf)	Fast Food w/Drive-Thru (2600 sf)	Medical-Dental Office (10,000 sf)	TIF per PM Peak Hour Trip
Richland (Zone 1)	\$1,534	\$24,690	\$65,176	\$55,208	\$1,534
Richland (Zone 2)	\$475	\$7,641	\$20,169	\$17,085	\$475
West Richland	\$1,449	\$11,051	\$25,607	\$39,391	\$1,435
Pasco	\$709	\$9,719	\$16,716	\$8,544	\$709
Kennewick District 1	\$1,311	\$20,125	\$56,233	\$45,810	\$1,324
Kennewick District 2	\$859	\$13,194	\$36,866	\$30,033	\$868
Kennewick District 3	\$982	\$15,079	\$42,132	\$34,323	\$992
Kennewick District 4	\$337	\$5,168	\$14,440	\$11,764	\$340
Kennewick (Average)	(\$1,078)	(\$16,538)	(\$46,210)	(\$37,644)	(\$1,088)
Kennewick Current	\$938	\$14,258	\$39,818	\$25,115	\$938
Kennewick proposed fees based on a 60% reduction in the maximum allowable Traffic Impact Fee (Average) is proposed fee if City kept only one TIF District					



Resulting Positive Outcomes

- Expanded list of TIF-eligible projects
- Fees collected pay for projects in their district
- Attract development in targeted areas
- Moderate increase in fees collected to cover expanded project list
- Developers will receive TIF credits for building TIF-eligible projects
- Maintains acceptable Level of Service (low congestion)



Questions?



Council Agenda Coversheet	Agenda Item Number	5.b.(2)	Council Date	06/05/2018	Consent Agenda	☐
	Agenda Item Type	Ordinance			Ordinance/Reso	☒
	Subject	Transportation Impact Fees			Public Mtg / Hrg	☐
	Ordinance/Reso #	5759	Contract #		Other	☐
	Project #		Permit #		Quasi-Judicial	☐
	Department	Public Works				

Recommendation

Staff recommends the Council adopts Ordinance 5759, which amends KMC 13.16 and establishes four new Transportation Impact Fee districts with varying impact fees, and establishes an alternate consumer price index.

Motion for Consideration

I move to adopt Ordinance 5759.

Summary

On June 5, 2018 the Council considered adoption of the 2040 Transportation System Plan, which included a list of transportation improvement projects over the next 22 years to maintain an acceptable level of service on Kennewick's transportation system, and a financial plan to fund the program. The list included 34 projects that are eligible for partial funding through the collection of Transportation Impact Fees (TIF).

Ordinance 5759 adopts four new TIF districts (map attached) as follows:

- District 1 (Southridge Area)
- District 2 (Vista Field Area)
- District 3 (Balance of City)
- District 4 (Bridge to Bridge/River to 1st Avenue)

The ordinance also establishes a variable TIF rate for each district, based on the amount of new vehicle trips generated in each district and the associated new improvement projects in each district needed to maintain an acceptable level of service for Kennewick's transportation system.

The ordinance establishes an alternate consumer price index, as the prior index is no longer prepared by WSDOT.

The changes proposed by the ordinance were vetted through several public open houses, Council workshops, and a developers/contractors/home builders forum.

Alternatives

None recommended.

Fiscal Impact

Adoption of this ordinance will result in the collection of approximately 40% of the impact fee-eligible project costs from the 2040 Transportation System Plan.

Through	Bruce Mills May 29, 17:45:32 GMT-0700 2018	Attachments: 
Dept Head Approval	Cary Roe May 30, 12:14:54 GMT-0700 2018	
City Mgr Approval	Marie Mosley Jun 01, 10:51:06 GMT-0700 2018	
		☐ Recording Required?

CITY OF KENNEWICK
ORDINANCE NO. 5759

AN ORDINANCE RELATING TO TRAFFIC IMPACT FEES AND
AMENDING SECTIONS 13.16.030, 13.16.040, 13.16.050, 13.16.060, 13.16.110,
13.16.150, AND 13.16.160 OF THE KENNEWICK MUNICIPAL CODE

THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON, DO ORDAIN AS
FOLLOWS:

Formatted: Justified

Section 1. Section 13.16.030 of the Kennewick Municipal Code, be, and the same hereby is,
amended to read as follows:

13.16.030: - Findings and Authority.

The City Council of the City of Kennewick hereby finds and determines that development activities, including, but not limited to, new residential, commercial, retail, office, and industrial development in the City of Kennewick will create additional demand and need for public facilities in the City, and the Council finds that such new growth and development should pay a proportionate share of the cost of new facilities needed to serve the new growth and development. The City of Kennewick has conducted research and analysis documenting the procedures for measuring the impact of new developments on public facilities, has prepared the "~~2040 Transportation System Plan (TSP)~~"~~2015 Transportation Impact Fee (TIF) Rate Study~~ dated April 13, ("~~Rate Study~~"). The ~~TSP~~Rate Study utilizes a methodology for calculating impact fees that fulfills all of the requirements of RCW 82.02.060(1). The City of Kennewick has prepared a Fee Schedule based upon ~~a~~ Council approved rates per new P.M. Peak Hour Trip. The ~~TSP~~Rate Study and Fee Schedule are incorporated into this title by this reference. A copy of the ~~TSP~~Rate Study and the Fee Schedule shall be kept on file with the Public Works Department and on the Public Works Department website, and is available to the public for review. Therefore, pursuant to Chapter 82.02 RCW, the Council adopts this chapter to assess impact fees for streets and roads. The provisions of this chapter shall be liberally construed in order to carry out the purposes of the Council in establishing the impact fee program.

Formatted: Justified, Indent: Left: -0.25"

Formatted: Justified

(Ord. 5759 Sec. 1, 2018: Ord. 5596 Sec. 3, 2015)

Formatted: Justified, Indent: First line: 0"

Section 2. Section 13.16.040 of the Kennewick Municipal Code, be, and the same hereby is,
amended to read as follows:

Formatted: Justified

13.16.040: - Definitions.

The following words and terms shall have the following meanings for the purposes of this chapter, unless the context clearly requires otherwise. Terms otherwise not defined herein shall be defined pursuant to RCW 82.02.090, or given their usual and customary meaning.

- (1) *Applicant* means a person who applies for a building permit under this article and who is the owner of the subject property or the authorized agent of the property owner.

- (2) *Base Rate* means the fee per new P.M. Peak Hour trip as approved by the City Council.
- (3) *Building Permit* means an official document or certification which is issued by the building official and which authorizes the construction, alteration, enlargement, conversion, reconstruction, remodeling, rehabilitation, erection, demolition, moving, or repair of a building or structure.
- (4) *Capital Facilities Plan* means the capital facilities element of the City's Comprehensive Plan adopted pursuant to RCW 36.70A and such plan as amended.
- (5) *Certificate of Occupancy* means an official document or certification which is issued by the Community Planning Department under the direction of the Building Official after all inspections have been completed, all documents retained, and there is no apparent Building Code violations, authorizing occupancy of a building and/or structure
- (6) *Council* means the City Council of the City.
- (7) *Department* means the City's Department of Public Works.
- (8) *Development Activity* means any work, condition, or activity which requires a permit or approval under the city's subdivision, zoning, or building code. Exempt permits are set forth in KMC 13.16.080.
- (9) *Development Approval* means any written authorization from the City authorizing the commencement of a development activity or use.
- (10) *Director* means the Director of the Department of Public Works of the City of Kennewick or her/his designee.
- (11) *District* means a geographical area of the City that is assessed a varying impact fee rate based on vehicle trips generated and capital infrastructure improvement costs within the district and the City.
- (12) *Encumbered* means to reserve, set aside, or otherwise earmark the impact fees in order to pay for commitments, contractual obligations, or other liabilities incurred for public facilities.
- (13) *Fee Schedule* means the schedule of Transportation Impact Fees broken out by ITE Land Use Code with a separate fee schedule for each TIF District.
- (14) *GFA* is the Gross Floor Area in square feet of the development. This term is used in the Fee Schedule and the impact fee per unit is set based on a per 1,000 square feet of GFA basis. Alternatively the Fee Schedule refers to GLA, or Gross Leasable Area in some instances.
- (15) *Hearing Examiner* means the hearing examiner operating pursuant to the powers and duties set forth by Chapter 4.02 KMC.
- (16) *Impact Fee* means a payment of money imposed by the City of Kennewick on development activity pursuant to this title as a condition of granting development approval. "Impact fee" does not include a reasonable permit fee, an application fee, or the cost of reviewing independent fee calculations.
- (17) *Independent Fee Calculation* means the street and road impact calculation, and/or economic documentation prepared by an applicant, to support the assessment of an

impact fee other than by the use of the rates listed in the Fee Schedule, or the calculations prepared by the Director where none of the fee categories or fee amounts in the transportation impact fee in the Fee Schedule accurately describe or capture the impacts of the development activity on public facilities.

- | (178) *Interest* means the average interest rate earned in the last fiscal year by the City of Kennewick.
- | (189) *ITE Land Use Code* means the classification code number assigned to a type of land use by the Institute of Transportation Engineers in the latest edition of Trip Generation Manual.
- | (1920) *City Code Section* means the City of Kennewick Municipal Code or, when followed by a numerical designation, a provision of the Kennewick Municipal Code.
- | (201) *P.M. Peak Hour* means the highest volume of traffic for a continuous hour between 4:00 p.m. and 6:00 p.m. on weekdays.
- | (212) *P.M. Peak Hour Trips* means the total vehicular trips entering and leaving a place of new development activity on the adjacent public road or street during the P.M. Peak Hour.
- | (223) *Project Improvements* means site improvements and facilities that are planned and designed to provide service for a particular development project and are necessary for the use and convenience of the occupants or users of the project, and are not system improvements. No improvement or facility included in a capital facilities plan adopted by the Council shall be considered a project improvement.
- | (234) *Public Facilities*, for purposes of this chapter, means the following capital facilities owned or operated by the City of Kennewick or other governmental entities: public streets and roads.
- | (245) *Rate Study* means the ~~"2040 Transportation System Plan" technical memo~~ ~~"2015 Transportation Impact Fee (TIF) Rate Study"~~ dated ~~June 5, 2018~~ ~~April 13th, 2015~~.
- | (256) *Residential or Residential Development* means all types of construction intended for human habitation. This shall include, but is not limited to, single-family, duplex, triplex, and other multifamily development.
- | (267) *RCW* means the Revised Code of Washington or, when followed by a numerical designation, a provision of the Revised Code of Washington.
- | (278) *Street or Road* means a public right-of-way and all related appurtenances, which enables motor vehicles, transit vehicles, bicycles, and pedestrians to travel between destinations, and affords the principal means of access to abutting property, including avenue, place, way, drive, lane, boulevard, highway, street, and other thoroughfare. For purposes of this chapter, public streets and roads are collectively referred to as "transportation."
- | (289) *System Improvements* means public facilities that are included in the City of Kennewick's capital facilities plan, and such plan as amended, and are designed to provide service to service areas within the community at large, in contrast to project improvements.

(2930) *Transportation Impact Fee Account(s)* means the account(s) established for the transportation impact fees that are collected. The account(s) shall be established pursuant to KMC 13.16.110, and shall comply with the requirements of RCW 82.02.070.

(301) *Transportation Network* means public streets, roads, and related appurtenances.

(Ord. 5759 Sec. 2, 2018; Ord. 5596 Sec. 3, 2015)

Section 3. Section 13.16.050 of the Kennewick Municipal Code, be, and the same hereby is, amended to read as follows:

Formatted: Justified

13.16.050: - Transportation Impact Fees Methodology and Applicability.

The transportation impact fee rates are generated from the formula for calculating impact fees set forth in the Fee Schedule, which is on file with the Public Works Department. Except as otherwise provided for in independent fee calculations in KMC 13.16.070, exemptions in KMC 13.16.080, and credits in KMC 13.16.090, all new development activity in the City will be charged the transportation impact fee applicable to the type of development and the District in which the development occurs. as set forth in the current Transportation Impact Fee Schedule as adopted by Council.

Formatted: Justified

(Ord. 5759 Sec. 3, 2018; Ord. 5596 Sec. 3, 2015)

Section 4. Section 13.16.060 of the Kennewick Municipal Code, be, and the same hereby is, amended to read as follows:

13.16.060: - Assessment of Impact Fees.

- (1) The City shall collect impact fees, based on the land use categories and rates on the current Fee Schedule, from any applicant seeking development permits from the City where such development activity requires the issuance of a building permit or approval for a change in use, except for development exempt under KMC 13.16.080. This shall include, but is not limited to, the development of residential, commercial, retail, office, and industrial land, and includes the expansion of existing uses that creates a demand for additional system improvements as well as a change in existing use that creates a demand for additional system improvements. The public works department is authorized to determine the appropriate land use category found in the Fee Schedule that applies to the application. A separate Fee Schedule exists for each District, and the impact fee shall be assessed based on the District in which the development occurs.
- (2) All impact fees shall be due and payable prior to issuance of the certificate of occupancy based on the land use categories on the Fee Schedule. Prior to issuance of a single-family residential building permit, the applicant may elect to defer payment of the impact fee to the time of closing of sale of the unit. If this option is selected, the City shall record a covenant against the property for the payment of the impact fee in effect at time of application for deferral. Any fees associated with filing/recording the covenant, shall be paid by applicant. Unless the use of an independent fee calculation has been approved, or unless a development agreement entered into pursuant to RCW 36.70B.170 provided otherwise, the fee shall be calculated based on the impact Fee

Schedule in effect at the time a completed building permit application is filed. The term of the impact fee deferral for a single-family residential unit may not exceed 18 months from the date of building permit issuance. For a change in use for which no building permit is required, the fee shall be calculated based on the impact fee schedule in effect on the date of payment of the impact fee.

- (3) The public works department shall establish the transportation impact fee rate for a land use that is not listed in the fee schedule. The applicant shall submit all information requested by the City for purposes of determining the impact fee rate pursuant to KMC 13.16.070.
- (4) For a change in use of an existing building or dwelling unit, including any alteration, expansion, replacement or new accessory building that generate additional trips, the impact fee shall be the applicable impact fee for the land use category of the new use, less any impact fee previously paid for the land use category of the prior use. If no impact fee was paid for the prior use, the impact fee for the new use shall be reduced by an amount equal to the current impact fee rate of the current use.
- (5) For mixed use developments, impact fees shall be imposed for the proportionate share of each land use based on the applicable measurement in the transportation impact fee rates set forth in the Fee Schedule.
- (6) The Community Planning Department shall not issue the required certificate of occupancy until the transportation impact fees set forth in the Fee Schedule have been paid as set forth in the Fee Schedule or in the amounts that they exceed any credits allowable under this chapter. For a change in use where a building permit is not required, the applicant shall not occupy or permit a tenant to occupy the subject property unless and until the impact fee has been paid.

([Ord. 5759 Sec 4, 2018](#): Ord. 5596 Sec. 3, 2015)

Section 5. Section 13.16.110 of the Kennewick Municipal Code, be, and the same hereby is, amended to read as follows:

13.16.110: - Establishment of Impact Fee Account.

- (1) Impact fee receipts shall be earmarked specifically and deposited in a special interest-bearing account.
- (2) The City shall establish a separate impact fee account by District, for the fees collected pursuant to this chapter entitled Transportation Impact Fee Account. Funds withdrawn from the account must be used in accordance with the provisions of this chapter and applicable state law. Interest earned on the fees shall be retained in the account and expended for the purposes for which the impact fees were collected.
- (3) On an annual basis, the Finance Director shall provide a report to the Council on the transportation impact fee account showing the source and amount of all moneys collected, earned, or received, and the public improvements that were financed in whole or in part by impact fees. Impact fees shall be expended or encumbered within ten years of receipt, unless the Council identifies in written findings extraordinary and compelling reasons for the City to hold the fees beyond the ten-year period. Under such

circumstances, the Council shall establish the period of time within which the impact fees shall be expended or encumbered.

(4) Impact fees shall be collected and accounted for in the District in which development occurs.

(Ord. 5759 Sec. 5, 2018: Ord. 5596 Sec. 3, 2015)

Formatted: Font: Times New Roman, 12 pt

Formatted: Normal

Formatted: Font: Courier, 10 pt

Section 6. Section 13.16.150 of the Kennewick Municipal Code, be, and the same hereby is, amended to read as follows:

13.16.150: - Use of Funds.

- (1) Pursuant to this title, transportation impact fees:
 - (a) Shall be used for system improvements that will reasonably benefit the new development activity;
 - (b) Shall not be imposed to make up for deficiencies in public facilities; and
 - (c) Shall not be used for maintenance or operation.
- (2) Transportation impact fees may be spent for public improvements to streets and roads as herein defined and, including, but not limited to, transportation planning, engineering design studies, land survey, right-of-way acquisition, site improvements, necessary off-site improvements, engineering, architectural, permitting, financing, administrative expenses, construction of streets and roads and related facilities such as curbs, gutters, sidewalks, bike lanes, storm drainage and installation of traffic signals, signs and street lights, applicable impact fees or mitigation costs, and any other expenses which can be capitalized.
- (3) Transportation impact fees may also be used to recoup system improvement costs previously incurred by the City to the extent that new growth and development will be served by the previously constructed improvements or incurred costs.
- (4) In the event that bonds or similar debt instruments are or have been issued for the advanced provision of public improvements for which impact fees may be expended, impact fees may be used to pay debt service on such bonds or similar debt instruments to the extent that the facilities or improvements provided are consistent with the requirements of this section and are used to serve the new development.

(5) Impact fees shall be spent on TIF-eligible projects at the rate established in the 2040 Transportation System Plan project list, and shall be spent in the District in which the fees were collected, except for cross-over traffic between Districts as noted in the TSP, and at the discretion of the Public Works Director.

(Ord. 5759 Sec. 6, 2018: Ord. 5596 Sec. 3, 2015)

Formatted: Normal, Justified

Formatted: Font: Times New Roman, 12 pt

Formatted: Normal

Section 7. Section 13.16.160 of the Kennewick Municipal Code, be, and the same hereby is, amended to read as follows:

13.16.160: - Periodic Adjustment of Rates.

- (1) The transportation impact fee in the Fee Schedule will be amended to reflect changes to the 20-year transportation project list as part of adoption of amendments to the capital facilities element of the City's Comprehensive Plan. Amendment to the schedule for this purpose shall be adopted by the council.
- (2) The transportation impact fee in the Fee Schedule shall be indexed to provide for an automatic fee increase each January 1 beginning in the year 201~~9~~⁷. A three-year ~~moving~~rolling average of the Consumer Price Index for Urban Wage and Clerical Workers (CPI-W), U.S. City Average, for the year ending October 31 each year~~Washington State Department of Transportation Construction Cost Index~~ will be used to determine the increase in fees for each following year to reflect increased project costs.
- (3) A new rate study, which established the transportation impact fee in the Fee Schedule, shall be updated every five~~three~~ years, unless the city determines that circumstances have not changed to warrant an update.

(Ord. 5759 Sec. 7, 2018; Ord. 5596 Sec. 3, 2015)

Section 8. This ordinance shall be in full force and effect five days from and after its passage, approval and publication as required by law.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON, this 5th day of June, 2018, and signed in authentication of its passage this 5th day of June, 2018.

Attest:

DON BRITAIN, Mayor

TERRI L. WRIGHT, City Clerk

ORDINANCE NO. 5759 filed and recorded
in the office of the City Clerk of the City of
Kennewick, Washington this 6th day of
June, 2018.

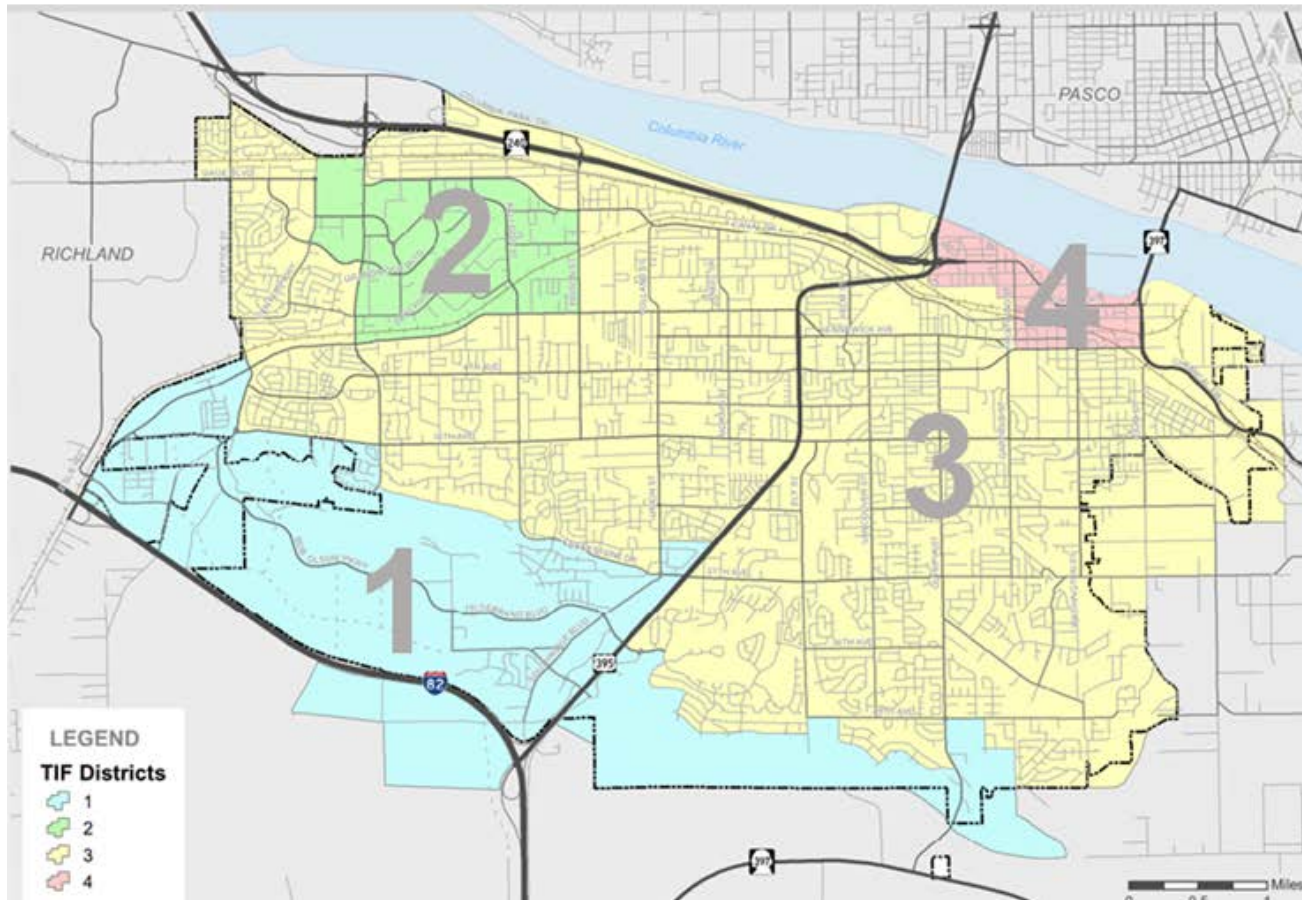
Approved as to Form:

LISA BEATON, City Attorney

TERRI L. WRIGHT, City Clerk

DATE OF PUBLICATION _____

Four TIF Districts



1. Southridge Area
2. Vista Field Area
3. All Other Areas
4. Downtown Area

Council Agenda Coversheet	Agenda Item Number	6.a.	Council Date	06/05/2018	Consent Agenda	☐
	Agenda Item Type	Resolution			Ordinance/Reso	☒
	Subject	Easement Vacation - 113 E Columbia Drive			Public Mtg / Hrg	☒
	Ordinance/Reso #	18-12	Contract #		Other	☐
	Project #		Permit #		Quasi-Judicial	☐
	Department	Public Works				

Recommendation

Staff recommends that Council consider the request to vacate a 10 ft waterline easement located at 113 E. Columbia Drive.

Motion for Consideration

I move to adopt Resolution 18-12.

Summary

Notice of the June 5, 2018 public hearing to consider the request to vacate a 10 ft waterline easement was published in the Tri-City Herald on Saturday, May 26, 2018.

Augustan Kittson is requesting on behalf of the Kittson Family, LLC the vacation of a 10 ft waterline easement. On September 17, 2002 the then trustees of Kittson Family Trust had requested the vacation of this 10 ft waterline easement. The pipeline that the easement was granted for was taken out of service and the owners wished to clean up the title of the property. Due to staff oversight, only a portion of the easement was vacated under auditor file number 2002-043414. This request is to correct the error and vacate the portion of the original waterline easement that was omitted from the previous vacation request.

Affected City staff and utilities have reviewed and have no objections to the proposed vacation.

Alternatives

None Recommended.

Fiscal Impact

None.

Through	Bruce Beauchene May 29, 15:12:55 GMT-0700 2018	Attachments: ☐ Deed ☐ Resolution ☐ Drawing
Dept Head Approval	Cary Roe May 30, 12:15:20 GMT-0700 2018	
City Mgr Approval	Marie Mosley Jun 01, 10:13:19 GMT-0700 2018	
		☒ Recording Required?

CITY OF KENNEWICK
RESOLUTION NO. 18-12

A RESOLUTION OF THE CITY OF KENNEWICK DECLARING SURPLUS A
PORTION OF CERTAIN WATERLINE EASEMENT LYING WITHIN 113
EAST COLUMBIA DRIVE

WHEREAS, the Kittson Family, LLC has requested the vacation of certain waterline easements located on its property; and

WHEREAS, RCW 35.94.040 provides for the disposal of surplus property originally required for public utility purposes; and

WHEREAS, notice has been published on May 26, 2018, that a public hearing would be held on this date concerning disposal of this property; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON that property originally acquired for the purpose of waterline easement and described as follows:

A 10 FOOT WIDE EASEMENT RECORDED UNDER AUDITOR FILE NUMBER 367749 RECORDS OF BENTON COUNTY, WASHINGTON TO BE VACATED LYING IN A PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 9 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN, BENTON COUNTY, WASHINGTON ALSO BEING A PORTION OF LOT 7, REPLAT OF COLUMBIA GARDENS ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 92, RECORDS OF BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS.

THE EAST 10 FEET OF LOT 7, REPLAT OF COLUMBIA GARDENS ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 92, RECORDS OF BENTON COUNTY, WASHINGTON,

is hereby found to be surplus to the City's needs and not required for the providing of continued services; and

BE IT FURTHER RESOLVED that the consideration to be paid for the release of this easement shall be \$50.00; and

BE IT FURTHER RESOLVED that the Mayor of the City of Kennewick is authorized to deed by quit claim to the Kittson Family, LLC the above-described easement and deliver the same upon payment.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENNEWICK, WASHINGTON, this 5th day of June, 2018, and signed in authentication of its passage this 5th day of June, 2018.

DON BRITAIN, Mayor

Attest:

TERRI L. WRIGHT, City Clerk

RESOLUTION NO. 18-12 filed and recorded in the
office of the City Clerk of the City of Kennewick,
Washington, this 6th day of June, 2018.

Approved as to Form:

LISA BEATON, City Attorney

TERRI L. WRIGHT, City Clerk

City of Kennewick
PO Box 6108
Kennewick, WA 99336

Tax Parcel ID # 1-3190-303-0007-002
Location: 113 E Columbia Drive

A 10 FOOT WIDE EASEMENT RECORDED UNDER AUDITOR FILE NUMBER 367749 RECORDS OF BENTON COUNTY, WASHINGTON TO BE VACATED LYING IN A PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 9 NORTH, RANGE 29 EAST, WILLAMETTE MERIDIAN, BENTON COUNTY, WASHINGTON ALSO BEING A PORTION OF LOT 7, REPLAT OF COLUMBIA GARDENS ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 92, RECORDS OF BENTON COUNTY, WASHINGTON, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS.

CITY OF KENNEWICK, WASHINGTON

STATE OF WASHINGTON)
)ss.
COUNTY OF BENTON)

Witness my hand and official seal hereto affixed the day and year first above written.

Notary Public in and for the State of
Washington residing at _____
My Commission Expires: _____



113 E COLUMBIA DR
Tax # 1-3190-303-0007-002

PLOT PLAN REVIEW

PERMIT # _____

BY _____

DATE _____

SOIL REPORT REQUIRED?
YES___ NO___

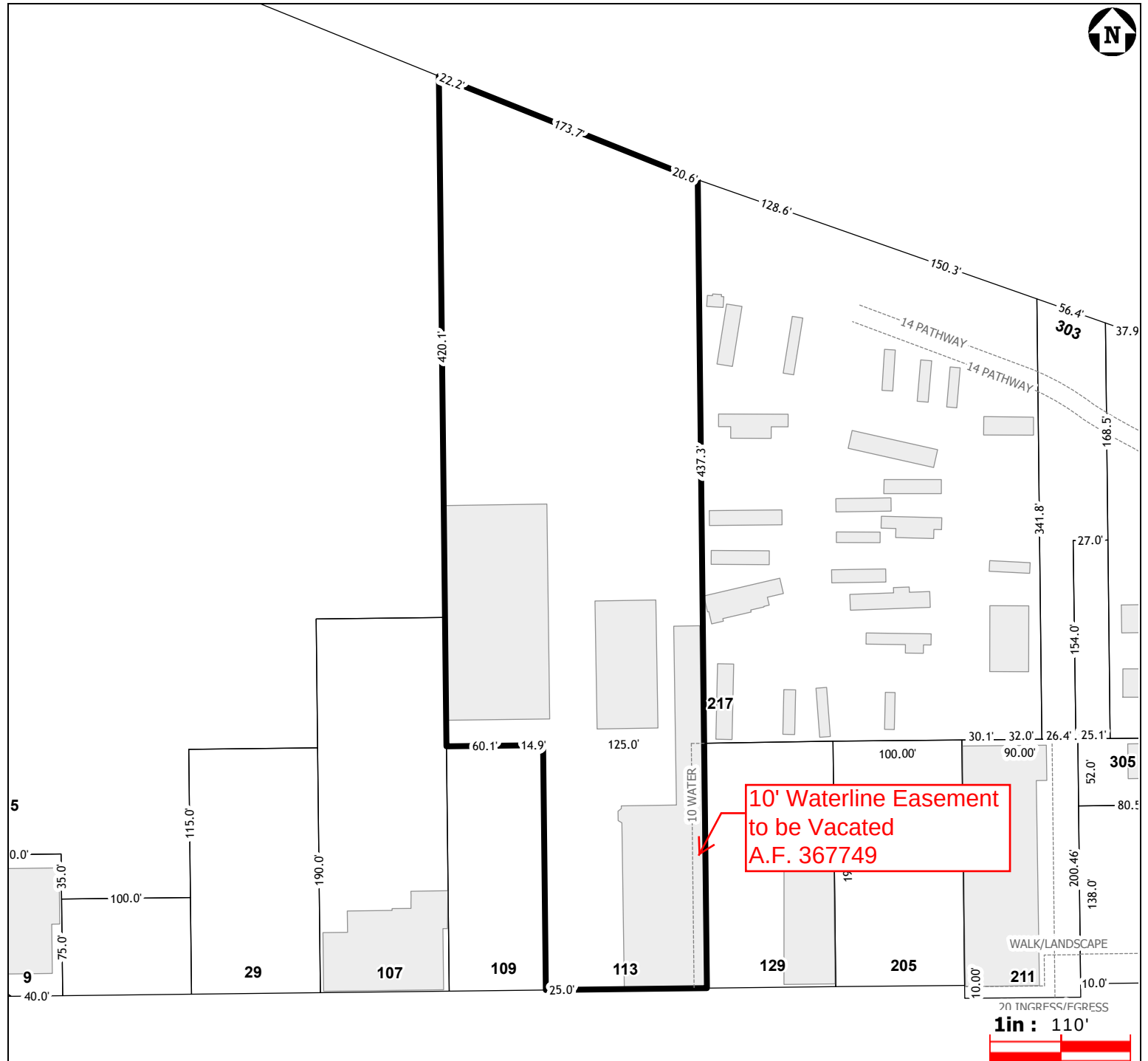
CONTACT CITY OF KENNEWICK
ENGINEERING DEPARTMENT AT
(509) 585-4284 FOR SIDEWALK
REQUIREMENTS.

LEGEND

- Parcel Boundary
- Easement
- Building Footprint

Disclaimer

The City of Kennewick authorizes the user access, for non-commercial use only, to the information that has been made available by the City pursuant to any and all restrictions, limitations, and prohibitions imposed by Federal and State Public Information laws. Nothing contained herein shall be construed as conferring by implication or otherwise any license or right under any patent or trademark of the City or any third party. It is the users own responsibility to know what those restrictions, limitations, and prohibitions are and how they apply to their purpose and use of the information provided and agree to abide by the impacts imposed. The user accepts this information provided by the City with the understanding that it is not guaranteed to be accurate, correct, or complete. Conclusions drawn from this information are the responsibility of the user. Every effort has been made to ensure the accuracy, correctness, and timeliness of the materials presented. However, the City assumes no responsibility in the event that any information is incorrect. The user of this information accepts it "as-is" and assumes all liability for any dependence on this information and assumes responsibility for the information.





City Council Meeting Schedule July 2018

July 3, 2018
Tuesday, 6:30 p.m. REGULAR COUNCIL MEETING

July 10, 2018
Tuesday, 6:30 p.m. WORKSHOP MEETING
1.

July 17, 2018
Tuesday, 6:30 p.m. REGULAR COUNCIL MEETING

July 24, 2018
Tuesday, 6:30 p.m. WORKSHOP MEETING
1. Code Enforcement Update
2.

July 31, 2018
Tuesday, 6:30 p.m. NO MEETING

To assure disabled persons the opportunity to participate in or benefit from City services, please provide twenty-four (24) hour advance notice for additional arrangements to reasonably accommodate special needs.

Please be advised that all Kennewick City Council Meetings are Audio Taped

July 2018
Updated 5/22/18