

2025



Top Legislative Priorities

City of Kennewick Government

Columbia Park Boat Launch Replacement

The City requests \$1.3 million to replace a failing boat launch at Columbia Park – a focal point for Water Follies, the annual Salmon Summit and other community events. The Columbia Park Boat Launch is nearing its end of life, causing floats to sink into the water. In 2020, the City received a Recreation and Conservation Office (RCO) grant. Combined with local funds, the City designed a replacement boat launch. The project is now construction-ready and permitted for construction until 2028. Once replaced, the new boat launch will provide sustainable, environmentally friendly, and accessible boarding floats to improve access and activities on the Columbia, Snake and Yakima Rivers for residents and visitors.

Community Connectivity: At-Grade Rail Solutions Study

A United Pacific (UP) and Burlington Northern Santa Fe (BNSF) rail line runs through the Kennewick community, with several at-grade rail crossings. In downtown Kennewick, there are three at-grade rail crossings: Washington, Benton and Fruitland). Additionally, there are two in west Kennewick: Kellogg and Edison. The crossings cause delays of up to 20 minutes for residents. The City requests \$300,000 to study potential solutions to improve safety and alleviate traffic delays, including grade-separation and other enhancements, as rail traffic increases in the region with the completion of improvements at Stampede Pass.

Columbia Center Boulevard Widening

Columbia Center Boulevard is one of Kennewick's main arterial streets and is a freight corridor. The Boulevard serves the existing Columbia Center Mall, Costco, Toyota Center, and Three Rivers Convention Center and experiences continuously high traffic volumes. Kennewick requests \$14.7 million to add a south and northbound lane to Columbia Center Boulevard from Quinalt to Deschutes Avenues. The project is recognized regionally as #3 on the Benton-Franklin Council of Government's Top Six Regional Transportation Projects.

Public Safety Communication System Infrastructure Upgrades

Kennewick joins communities throughout the Tri-City region to request funding to replace failing analog radio infrastructure and transition law enforcement, fire, and EMS agencies in both counties, as well as a portion of Walla Walla County, to a single, P25 compliant, digital communications platform.

Three Rivers Convention Center Expansion

The City joins the Kennewick Public Facility District in asking for the state's assistance in expanding the Three Rivers Convention Center. To continue to be Eastern Washington's leading event center, the Convention Center needs to be expanded to add exhibit space, meeting rooms, and other support spaces. Once expanded, the Convention Center will attract nearly 200,000 visitors and over 70,000 hotel reservations annually.

2025



Policy Issues

City of Kennewick Government

Policy Statements

The City of Kennewick supports the efforts of the Association of Washington Cities. Below are issue areas of emphasis that the City follows with close attention and engagement:



Infrastructure Funding:

The City of Kennewick supports increased funding to state grant programs for local infrastructure, including the Public Works Assistance Account, grant programs through the Recreation and Conservation Office, the Transportation Improvement Board and other like grant programs.



Water Quality /PFAS:

The City of Kennewick is committed to providing quality water to its current and future residents. The City is concerned about the increasing presence of PFAS impacting water quality, and will closely monitor legislation regulating PFAS.



Homelessness:

The City of Kennewick has taken a compassionate approach to managing individuals experiencing homelessness within the community. The City asks that the Legislature honor this approach, including maintaining the ability to regulate encampments in public rights-of-way.



Public Safety:

Increase funding to cities and counties to hire and retain police officers. Additionally, enhance officer training through continued state funding of 100% of Basic Law Enforcement Academy (BLEA) costs and expand existing regional academies. Additionally, the City encourages ongoing funding to support pre-charging diversion programs for those experiencing behavioral health challenges.



Public Defense:

The City of Kennewick is responsible for providing public defense services to indigent defendants of misdemeanor charges. The City asks for the state's partnership in recruiting public defenders and allocating the necessary funding needed to meet public defense caseload standards under consideration by the Washington State Supreme Court.



Local Community Decision-Making:

The City of Kennewick conducts significant public processes and community engagement when developing local policies. The City calls on the Legislature to honor this community-driven process and allow decisions to be made locally, particularly in relation to land use and right-of-way management.



Fiscal Sustainability:

The City of Kennewick urges the Legislature to approve policies and tools that allow local governments to maintain fiscally sustainable budgets that keep pace with inflation, such as removing the 1% cap on property tax levies.



Juvenile Interrogations:

The City of Kennewick joins stakeholders in requesting that the Legislature clarify a 2021 law ensuring that juveniles who are suspects of a crime are provided with an attorney prior to being questioned by law enforcement, but that juveniles who are witnesses to or victims of a crime can otherwise be interrogated by law enforcement.



Rising Labor Costs

The City of Kennewick urges the Legislature to consider local costs when addressing labor-related issues, including PERS cost-of-living increases, expanded eligibility for the state Paid Family Medical Leave program, and impacts to collective bargaining.



Columbia Park - East Boat Launch

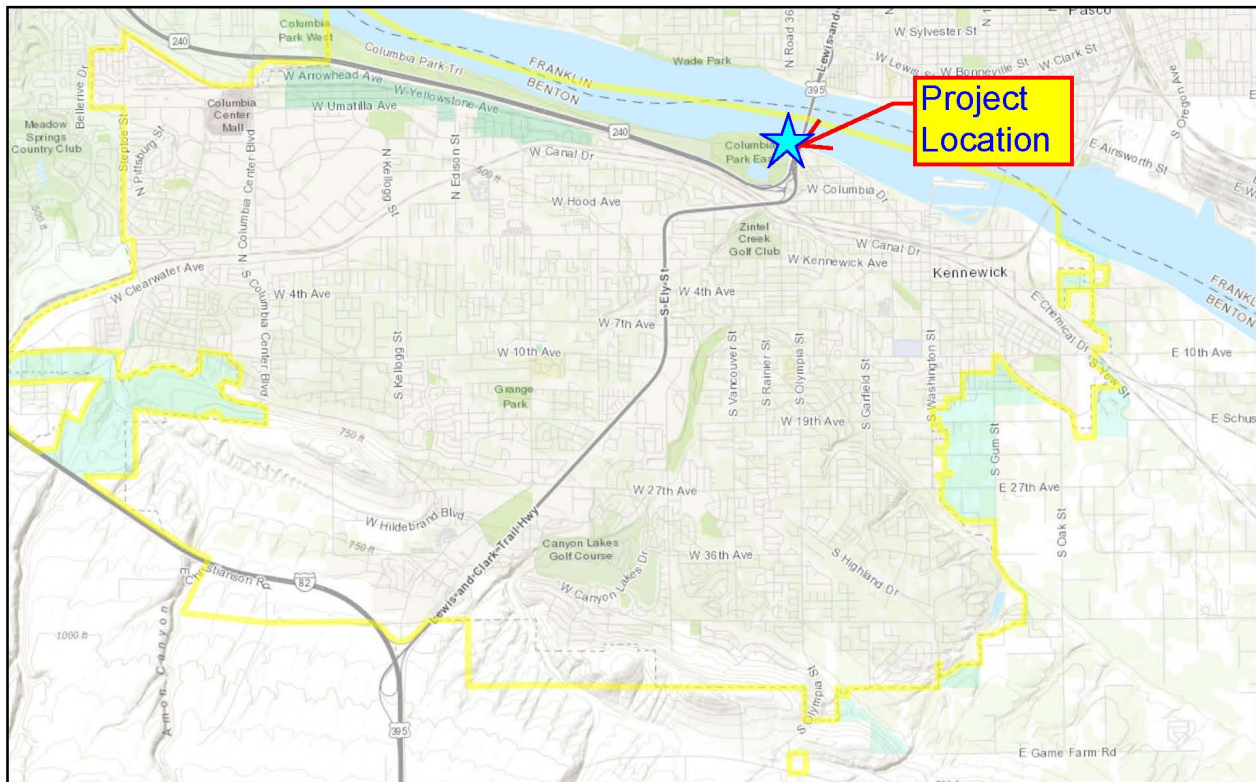
Purpose

The City of Kennewick (City), is seeking funding to replace 3 boat launch boarding floats located within the 387-acre's of Columbia Park. The goal of the project is to provide sustainable, environmentally compliant and accessible boarding floats to improve the water access and memorized boating recreation opportunities on the Columbia and Snake Rivers. Since the original completion of the comprehensive site development in 2000, including the launch ramp construction, boarding floats, a picnic area, restrooms, and a 180-space parking lot, the Columbia Park Boat Launch has provided a popular, well-used recreational facility for all local and regional users. The City of Kennewick and our recreation facilities users and partners recognize the importance and value of providing safe, compliant and sustainable water recreation opportunities that this project provides to the local and regional motorized boating community. The Columbia Park boat launch is also a focal point that supports many annual event to include the Water Follies, Salmon Summit, Mid-Columbia Duck Race, and other community events. The project is now construction-ready and permitted for construction until 2028.

Cost

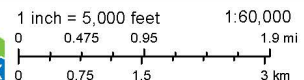
The City is estimating that this project will cost \$1,300,00.00. The project currently has \$88,000.00 in grant funding from the Recreation and Conservation Office (RCO) for Architectural and Engineering services.

Population Proximity Map



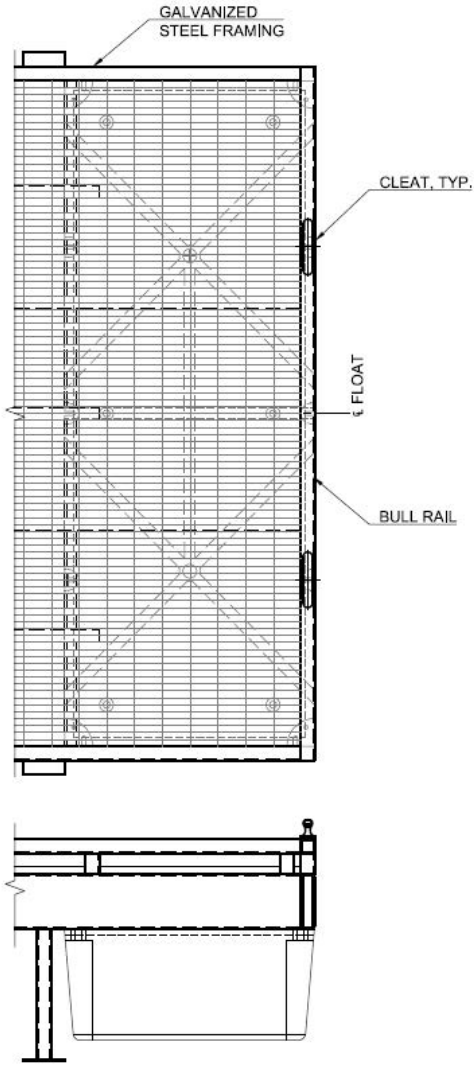
November 2, 2020 This plan is suitable for informational use only. City of Kennewick accepts no liability for any error whatsoever.

- SurveyCityLimits**
- SV_CI_KENNEWICK_10
 - SV_CI_COUNTY_10
 - SurveyUrbanGrowthBoundary
 - SV_CI_RICHLAND_10



Sources: Esri, HERE, Garmin, Intermap, increment P Corp.,





END FLOAT CONFIGURATION

SCALE: 3/4" = 1'-0"



Downtown Kennewick – Railway Grade Separation Study

Purpose

The City of Kennewick (City), like many cities, is built at the junction of historic freight transport routes. Rail lines cross through the center of Kennewick generally east-west. Major highways route over or under the rail lines, but many streets, even major arterials cross at-grade. These at-grade crossings present conflicts between modes of transportation that result in traffic congestion, safety issues, barriers to economic growth, and increased air and noise pollution for the community.

The City is interested in improving conditions at railroad crossings by separating the grades of rail lines from other traffic modes through various intersections within the City limits. This may be accomplished by raising or lowering rail or roadway elevations to create over/under-crossings. The rail and/or roadway networks may be analyzed to reduce the number of at-grade intersections as well. The City will commission a technical study to evaluate and determine feasible options for rail crossing improvements and prepare a prioritized plan to implement changes.

Focus of Study

This study will analyze 10 intersections including at-grade crossings in downtown Kennewick. The crossings are summarized in Table 1 below.

Street Name	Nearest Cross Street	Railroad	Arterial Classification	Traffic Count	Bus Route	Buses / Day
Fruitland St	Railroad Ave	UPRR	Major Collector	9935	41	26
Fruitland St	Railroad Ave	BNSF	Major Collector	9935	41	26
Fruitland St	Canal Dr	UPRR	Major Collector	9935	41	26
Benton St	Railroad Ave	UPRR	Minor Collector	2892		
Benton St	Railroad Ave	BNSF	Minor Collector	2892		
Benton St	Canal Dr	UPRR	Minor Collector	2892		
Washington St	Railroad Ave	UPRR	Minor Arterial	13021	3	128
Washington St	Bruneau Ave	BNSF	Minor Arterial	13021	3	128
Washington St	Canal Dr	UPRR	Minor Arterial	13021	3	128
1st Ave	Gum St	UPRR	Principal Arterial	8117		

Table 1 – Downtown Rail Crossings

This study will also analyze 2 intersections in the central area of the City of Kennewick, which is adjacent to existing Light Industrial zoned sections as well as Kennewick School District facilities and schools. See Table 2 below for a summary:

Street Name	Nearest Cross Street	Railroad	Arterial Classification	Traffic Count	Bus Route	Buses / Day
N. Kellogg St	W.Deschutes	BNSF	Minor Arterial	11,742		
N. Edison St	Metaline Ave.	BNSF	Minor Arterial	17,912	40	56

Table 2 – Central Kennewick Crossings

Study Features

A grade separation study will involve several key features that will reveal the potential options for each intersection. The study will review the possibility of global solutions that could reduce the number of conflicting at-grade intersections. A traffic analysis will also help identify current issues, evaluate concepts and provide solutions to incorporate all general public transportation modes.

Intersection Analyses

This study will be focused at a high level to determine basic feasible solutions. The following points will be reviewed for each intersection:

- Traffic counts for vehicles and trains
- GIS-based topographic assessment, opportunities and constraints
- Existence of various utility systems
- ROW availability
- Impacts of grade separation to each transportation mode: train, vehicle, bicycle, walking
- Rough concept ideas for feasible grade separation
- Order-of-magnitude cost estimate

Global Solution Analysis

A high-level consideration of global options to reduce the number of at-grade crossings could be a game-changer for the City in terms of reducing costs and impacts to address the crossings. Basic concepts will be developed and discussed with the railroad representatives to gauge feasibility of rail line consolidation and/or grade changes.

Stakeholder and Public Outreach

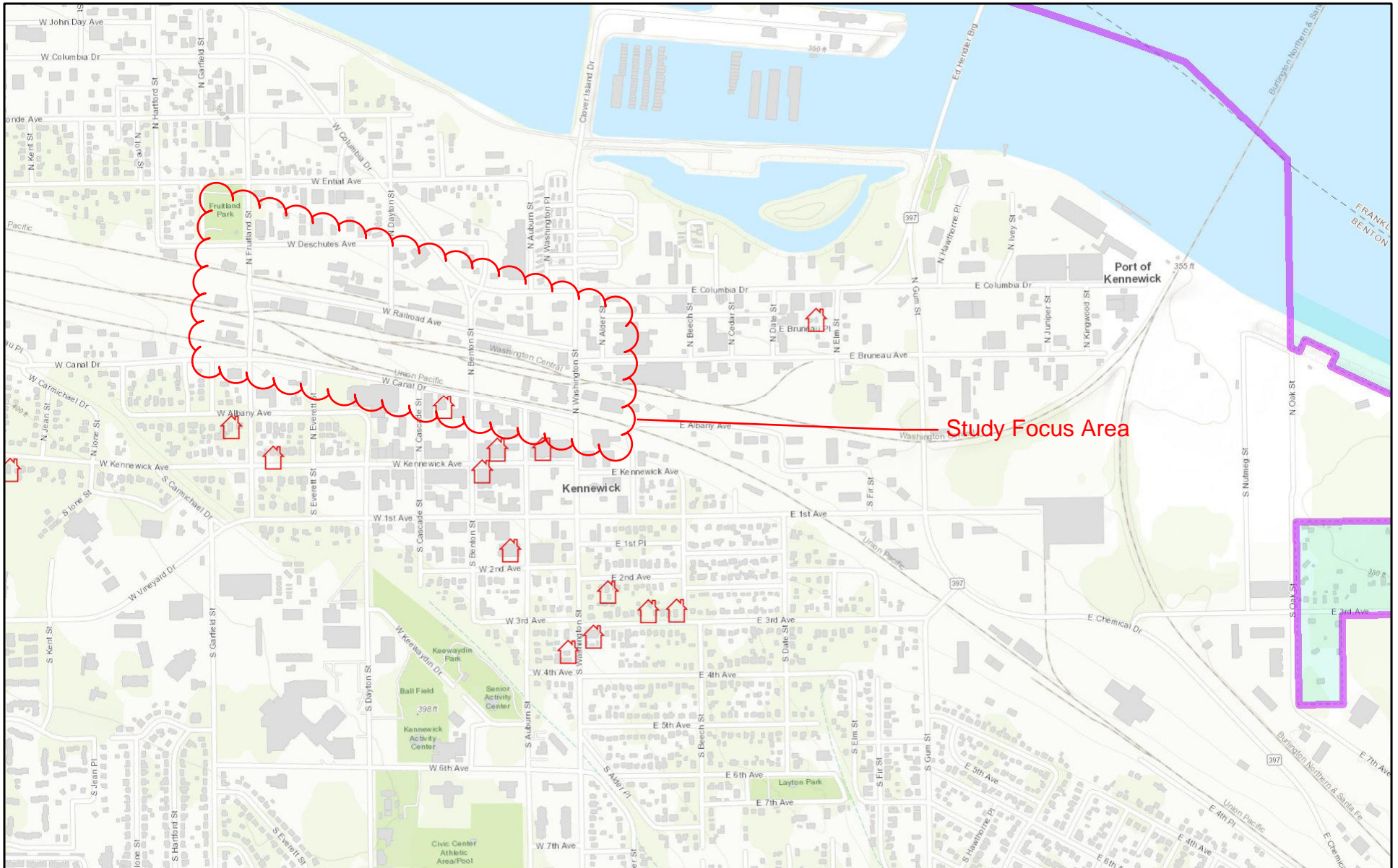
The City will engage key stakeholders and the community to affirm the study objectives, identify issues and opportunities, review feasible concepts and affirm the solution priorities. Stakeholders are expected to include (although not limited to) the following:

- City of Kennewick Elected Officials
- Kennewick School District
- Port of Kennewick
- Port of Pasco
- Columbia Irrigation District
- Department of Commerce
- Downtown Business Association
- Emergency Services Providers
- Kennewick Traffic Department
- WSDOT
- Coast Guard
- Burlington Northern Santa Fe (BNSF) Railway
- Union Pacific (UP) Railroad
- Local businesses near crossings

Cost

The City is estimating that this study will cost \$498,000.

Downtown At-Grade Railroad Crossing Study Area



January 25, 2024 This plan is suitable for informational use only. City of Kennewick accepts no liability for any error whatsoever.

- StreetName
- SV_CI_RICHLAND_10
- SV_CI_COUNTY_10
- SV_CI_KENNEWICK_10
- SurveyUrbanGrowthBoundary

 Historic Bldg on Registry



1 inch = 1,000 feet 1:12,000

0 0.075 0.15 0.3 mi

0 0.125 0.25 0.5 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp.,

COLUMBIA CENTER BOULEVARD CORRIDOR IMPROVEMENTS

DESCHUTES TO QUINAULT



PROJECT DESCRIPTION

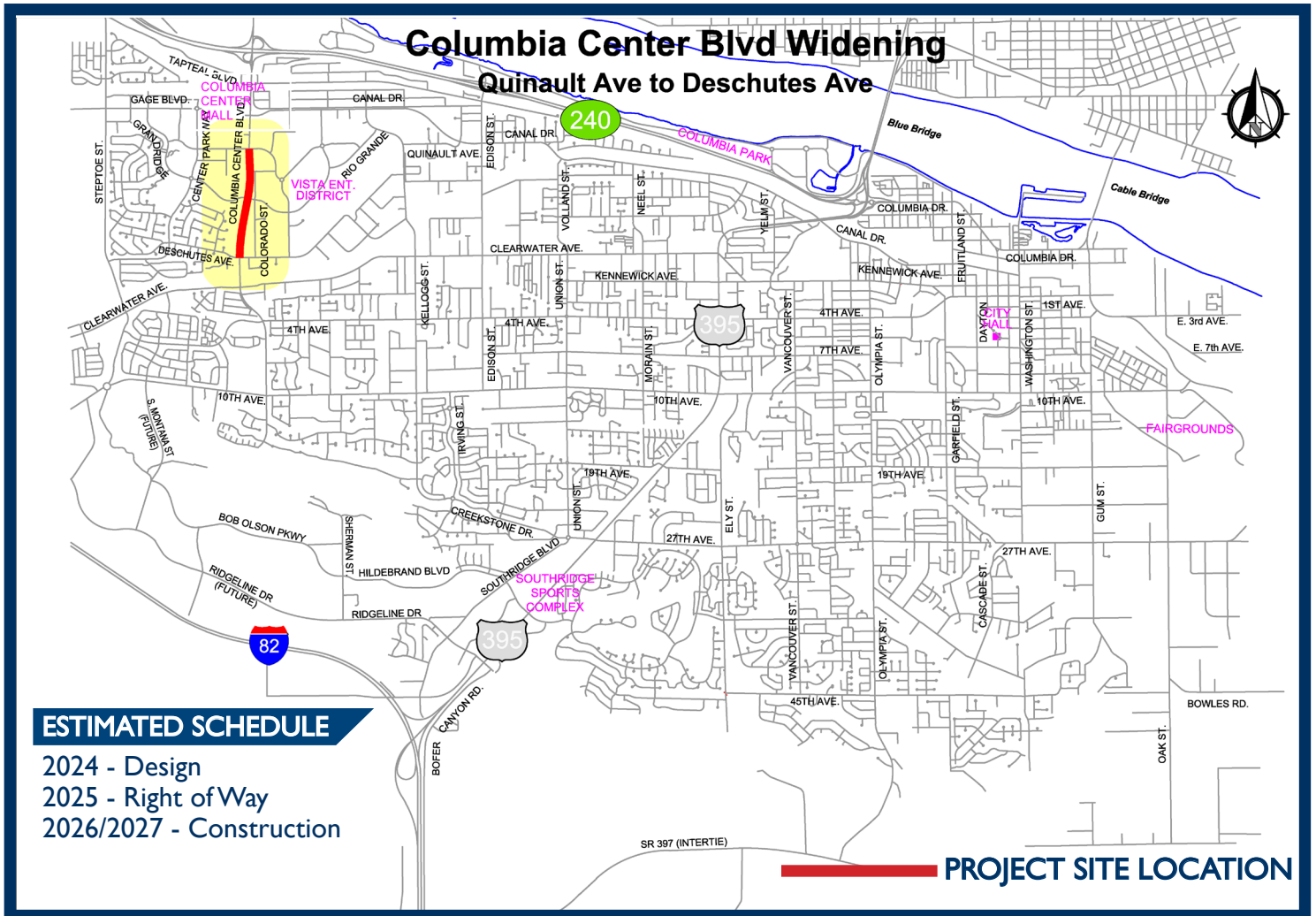
Widen arterial to 3 lanes in each direction, with additional turn lanes and traffic signal upgrades. The project will improve traffic flow through this corridor by constructing an additional northbound and southbound through-lane onto the current two northbound and southbound lanes. Additional work includes curb, gutter, sidewalk, storm drainage, illumination, improved traffic channelization, retaining walls and traffic signal modifications. The three major intersections on Columbia Center Blvd. are at West Quinault Ave., West Grandridge Blvd., and West Deschutes Ave.

Item	Design	Right-of-Way	Construction	Total
Widening – to 3 lanes in each direction	Funded	Funded	10,740,000	10,740,000
Grandridge Intersection	Funded	0	900,000	900,000
Okanogan Intersection	Funded	0	800,000	800,000
TOTAL	Funded	Funded	12,440,000	12,440,000

FINANCIAL PARTNERS

STBG \$666,050 for Design
STBG \$1,989,500 for Right of Way
Port of Kennewick \$207,500

COLUMBIA CENTER BOULEVARD CORRIDOR IMPROVEMENTS – DESIGN



COLUMBIA CENTER BOULEVARD IS:

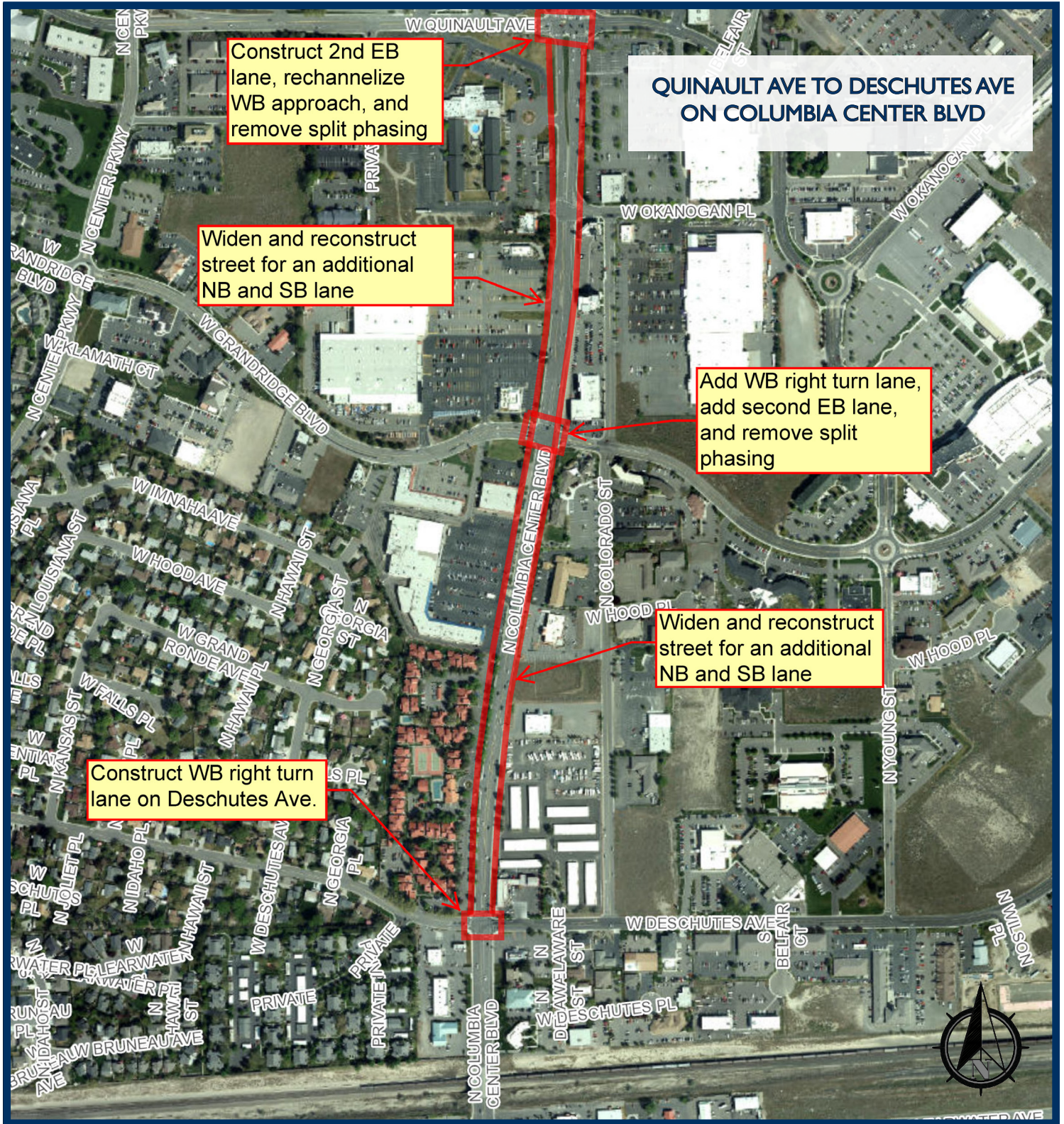
- A Regional Commercial Corridor
- Kennewick’s busiest corridor (40,000 vehicles/day)
- T-1 Strategic Freight Corridor

COLUMBIA CENTER BOULEVARD SERVES:

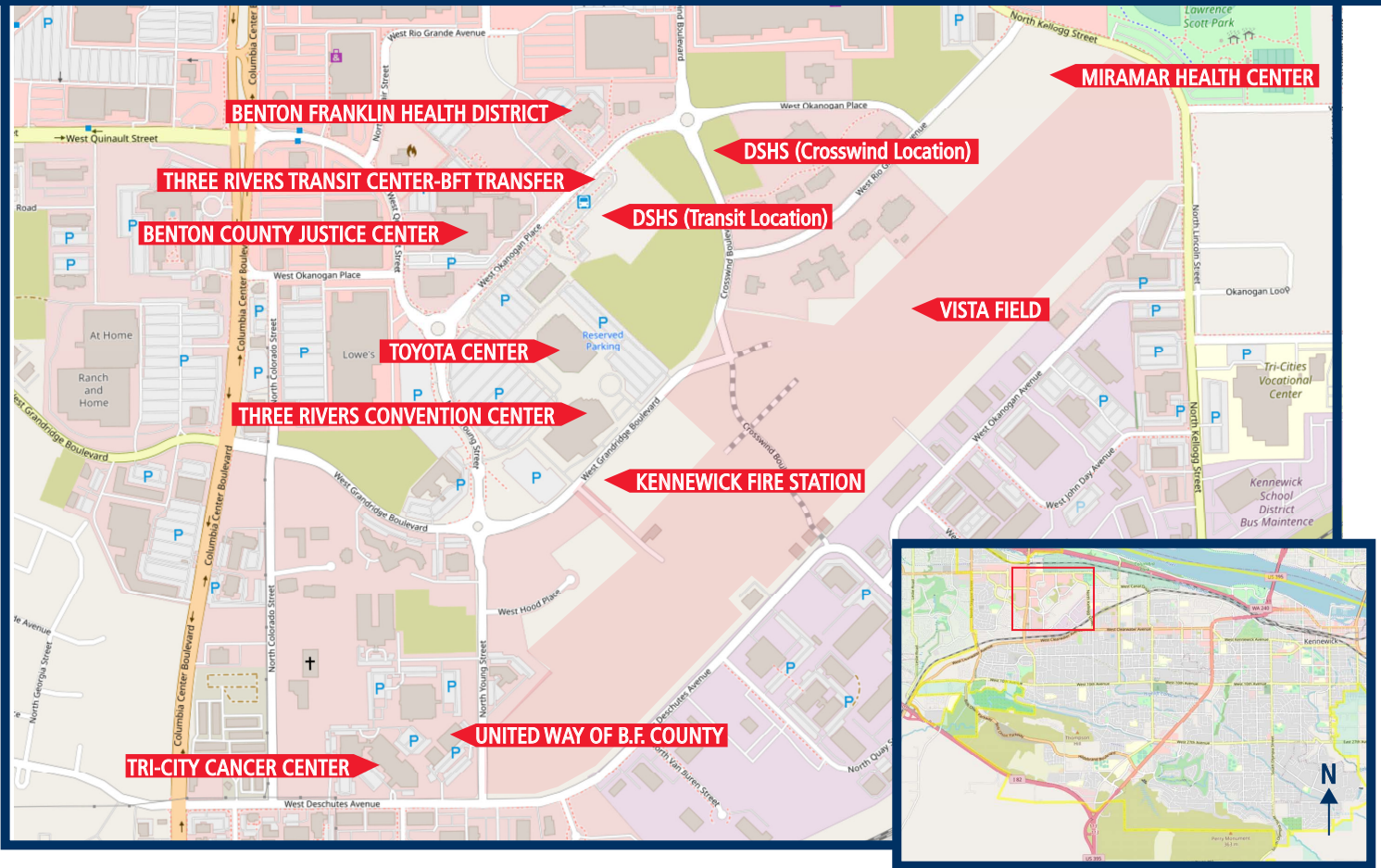
- Regional Shopping Mall (Columbia Center Mall)
- Regional Costco
- Three Rivers Entertainment District
- County Courthouse/Justice Center
- Vista Field Master-Planned Community
- Dozens of other large retail stores, restaurants and businesses

The Columbia Center Boulevard corridor improvement project is on the high priority list of regional projects advocated by the Benton-Franklin-Walla Walla Good Roads & Transportation Association.

CHUTES TO QUINAULT



COLUMBIA CENTER BOULEVARD CORRIDOR MAJOR EMPLOYERS



Fruitland Location

DSHS BUILDINGS

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

Child Support Services
Kennewick Community Services



Crosswind Location



VISTA FIELD

103 acre site. Phase I of 8 completed.

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

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



MIRAMAR HEALTH CLINIC

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

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



FIRE STATION 3

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



Go2Kennewick.com



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