



City Council Meeting Schedule July 2017

July 4, 2017

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING - ***CANCELLED - 4TH OF JULY HOLIDAY***

July 11, 2017

Tuesday, 6:30 p.m.

WORKSHOP MEETING

1. Storm Water Rate Study
2. Inland Sea Port Update
3. Upcoming Events Update

July 18, 2017

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

July 25, 2017

Tuesday, 6:30 p.m.

WORKSHOP MEETING

1. Development Update
2. Public Records Policy
3. NPDES Permit/Delegation of Authority

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 2017
Updated 7/5/17

Council Workshop Coversheet



Agenda Item Number	1.	Meeting Date	07/11/2017
Agenda Item Type	Presentation		
Subject	2017 Stormwater Rate Study		
Ordinance/Reso #		Contract #	
Project #	P1700	Permit #	
Department	Public Works		

Info Only	☒
Policy Review	☒
Policy DevMnt	☒
Other	☐

Summary

As part of the 2017/2018 biennial budget, staff recommended and received Council approval to conduct a rate study for the City's stormwater utility. The City selected FCS Group, experts who recently completed a water-sewer rate study for the City, to perform this work. The primary purpose of the study is to determine whether the utility's current rate structure will provide funding to adequately meet the utility's financial obligations and capital improvements required to maintain the current system and meet additional needs required to serve new growth and comply with the requirements of the City's NPDES MS4 Stormwater permit.

The current rate study is a multi-year financial plan that will provide revenue requirements to meet the following obligations.

- o Operating Expenses
- o Debt Service
- o Capital Expenditures
- o Fiscal Policy Achievement

The rate study will also evaluate the sufficiency of current rates on a stand-alone basis and develop a rate implementation strategy based upon the findings.

Through

Bruce Mills
Jul 05, 15:01:02 GMT-0700 2017

Attachments: Presentation - Stormwater Rate Study

Dept Head Approval

Bruce Mills
Jul 05, 15:06:07 GMT-0700 2017

City Mgr Approval

Marie Mosley
Jul 06, 11:29:03 GMT-0700 2017



City Council Workshop

Stormwater Rate Study

Angie Sanchez Virnoche, Principal; FCS Group
Bruce Mills PE, Deputy Public Works Director, City of
Kennewick

July 11, 2017



Discussion Outline

- ◆ **History of Stormwater Utility**
- ◆ **Challenges/needs/problems**
 - Pressing Maintenance and Capital needs
- ◆ **National Pollutant Discharge Elimination System (NPDES)**
 - Permit Requirements and Compliance
- ◆ **Financial Analysis**
 - Revenue requirement
 - Proposed rate alternatives
- ◆ **Rate Comparison**
- ◆ **Next Steps**



History

- ◆ **Stormwater utility created in 2009**

- Asset management transferred from streets and water/wastewater funds

- ◆ **Rate History**

- Annual CPI increase
- One additional increase in 2012



Challenges, Needs, Problems

- ◆ **Sustainable M & O program**
- ◆ **Capital project funding**
- ◆ **Anticipated ongoing general fund contribution or loan**
 - Current revenues unable to meet current obligations







Capital & Maintenance Needs

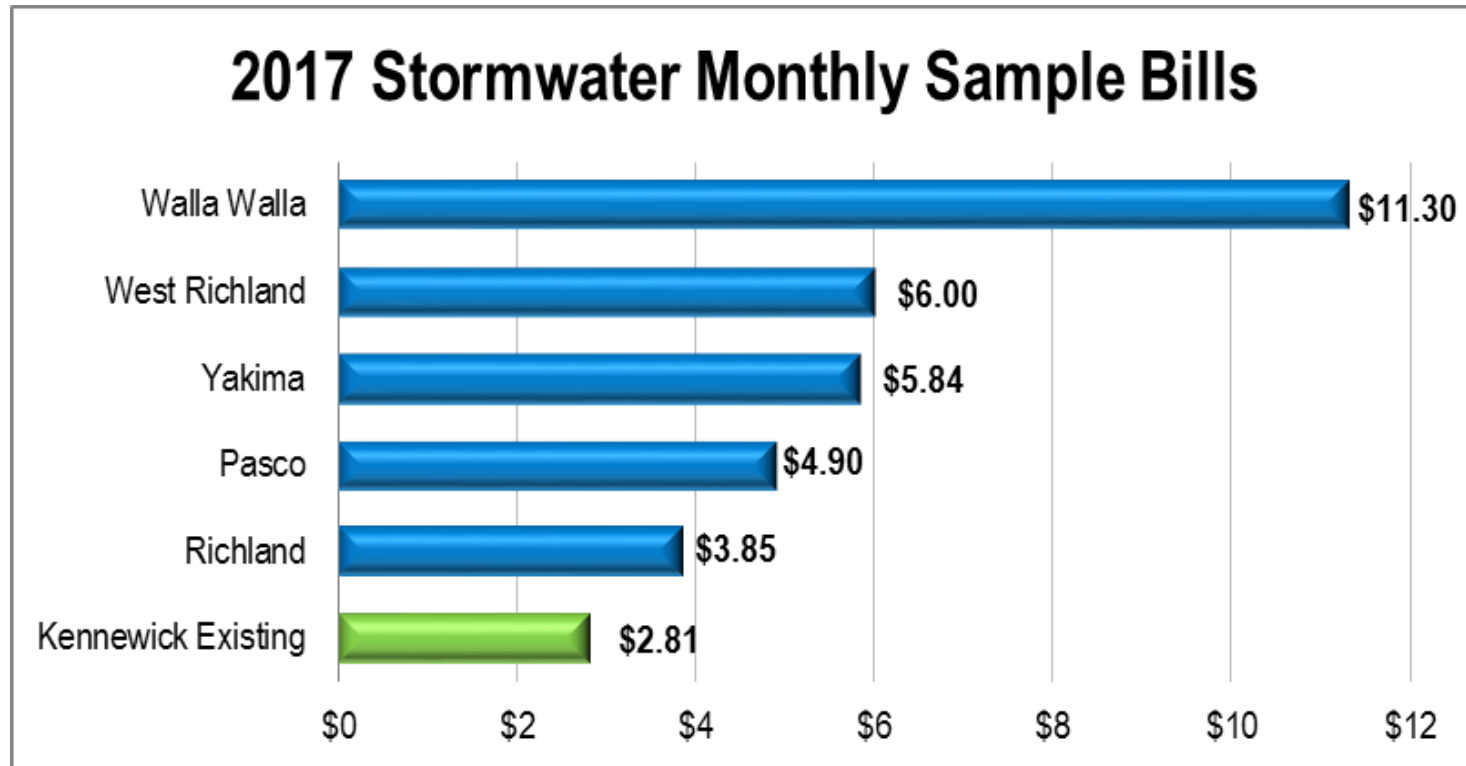
- ◆ Zintel Canyon spillway repair
- ◆ Wellhead protection area
- ◆ 21st Avenue storm pipe
- ◆ Park Hills storm system replacement
- ◆ Southridge Boulevard
- ◆ Ridgeline Drive
- ◆ Drywell removals/replacements:
- ◆ Columbia Drive
- ◆ Kennewick Avenue
- ◆ Vancouver/10th
- ◆ Ely/19th
- ◆ Vista Way
- ◆ 27th/US 395
- ◆ UGA/Southridge Area storage ponds

- ◆ **Requirements / Compliance**





2017 Stormwater Bill Comparison



Note: Assumes 1 equivalent residential unit



Revenue Requirement

- ◆ **Multi-year financial plan**
- ◆ **Determines the amount of revenue necessary to meet all utility financial obligations**
 - Operating costs
 - Capital expenditures
 - Debt service
 - Fiscal policy achievement
- ◆ **Evaluates sufficiency of current rates on a stand-alone basis**
- ◆ **Develops rate implementation strategy**

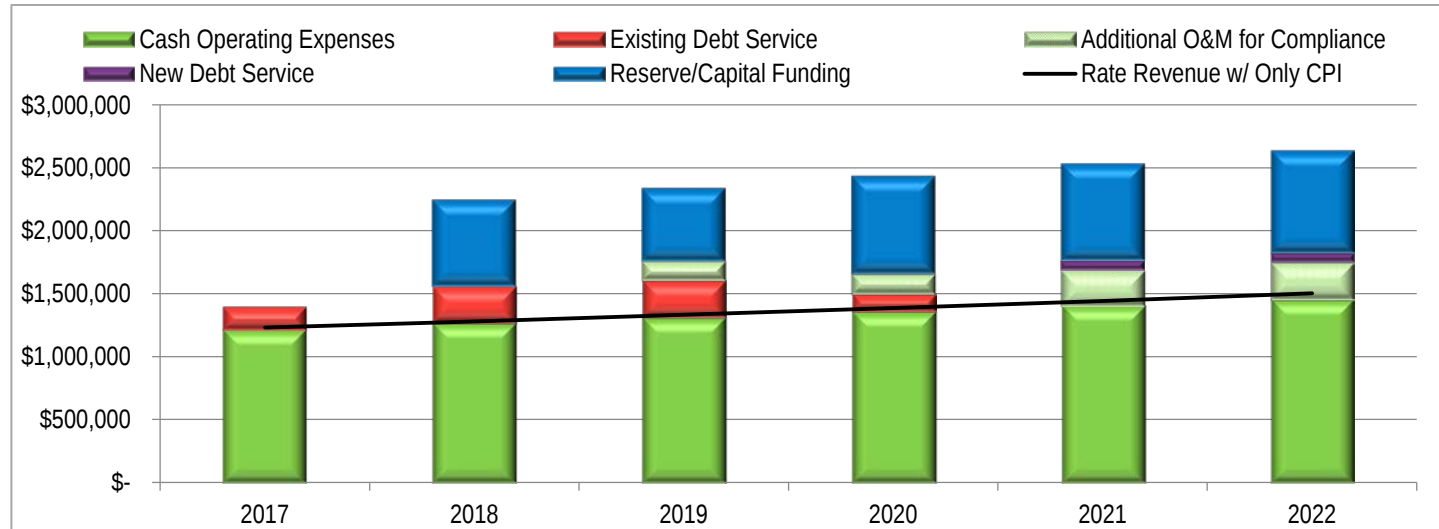


Key Assumptions

- ◆ **Study period 2017-2027**
 - Focus on 5-year projection period (2018-2022)
- ◆ **Customer growth of 1.5% per year**
- ◆ **2017/2018 budget used as baseline for revenue and expenses**
- ◆ **New debt to fund capital**
 - Assumes 60% revenue bond and 40% low interest loan split
 - Existing debt ends in 2020
- ◆ **Fiscal policy targets**
 - Operating reserve: 30 days O&M expense
 - Capital reserve: 1% of original cost asset value
 - System reinvestment target = annual depreciation (phase in over 10-years)
 - Debt service coverage = 1.25 minimum



Revenue Requirement Baseline

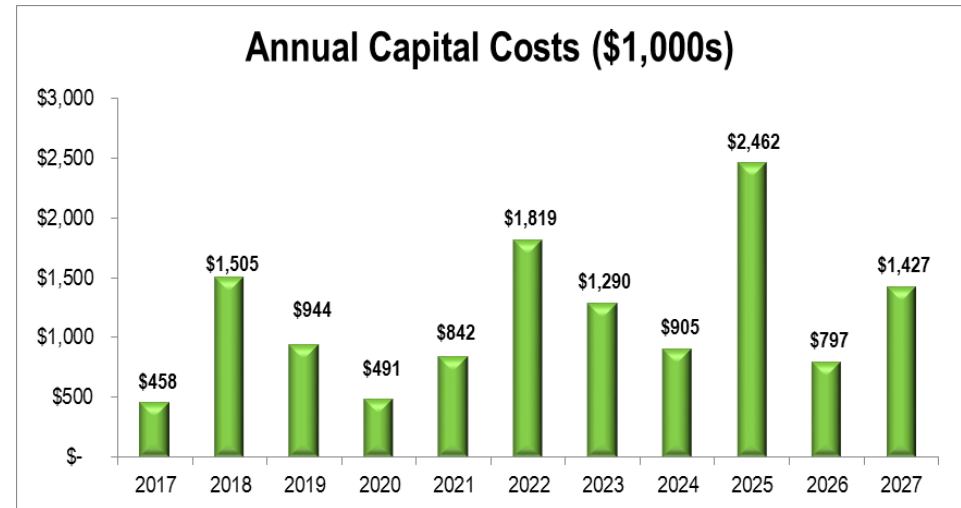


- ◆ **City practice is to annually index fees and charges**
 - CPI assumed at 2.5% per year
- ◆ **Revenue generation insufficient to cover baseline needs**
 - Deficient average of \$190K per year
- ◆ **2017 operating deficiency met through interfund loan, insufficient funds to cover loan payments 2018-2020**



Key Components

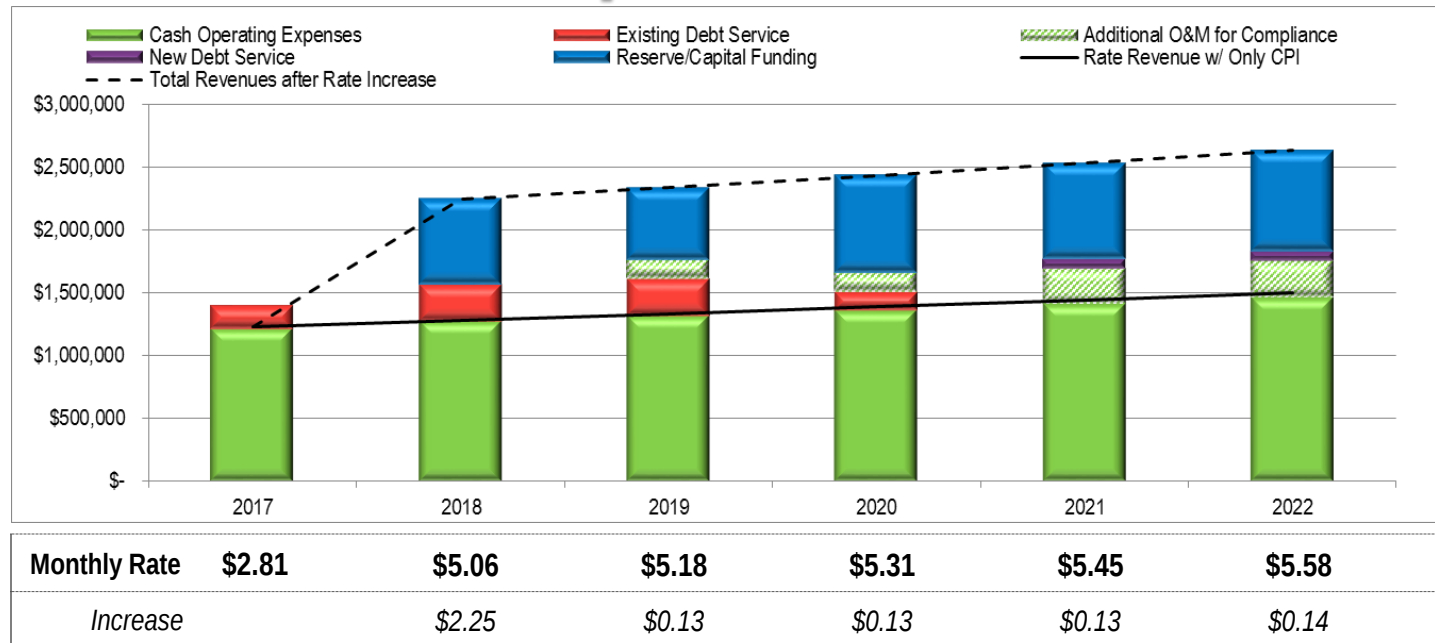
Description	Stormwater (2017-2027)
Existing Rate Revenue	\$1.2 mil - \$1.4 mil
O&M Expenses	\$1.2 mil - \$2.2 mil
Existing Debt Service	\$185k - \$0
Interfund Loan	\$106k - \$0
New Debt Service	\$0 - \$222k
System Reinvestment	\$0 - \$621k



- ◆ **Total 10-year CIP of \$12.9M (inflated to year of construction)**
- ◆ **Capital program funded by:**
 - Existing cash resources and rates
 - Grants in 2017 and 2018 (\$1.78 million)
 - New debt required – \$3.0 million
 - Revenue bonds: \$1.8 million ; Low interest loans: \$1.2 million
 - New annual debt service \$74,000 to \$222,000



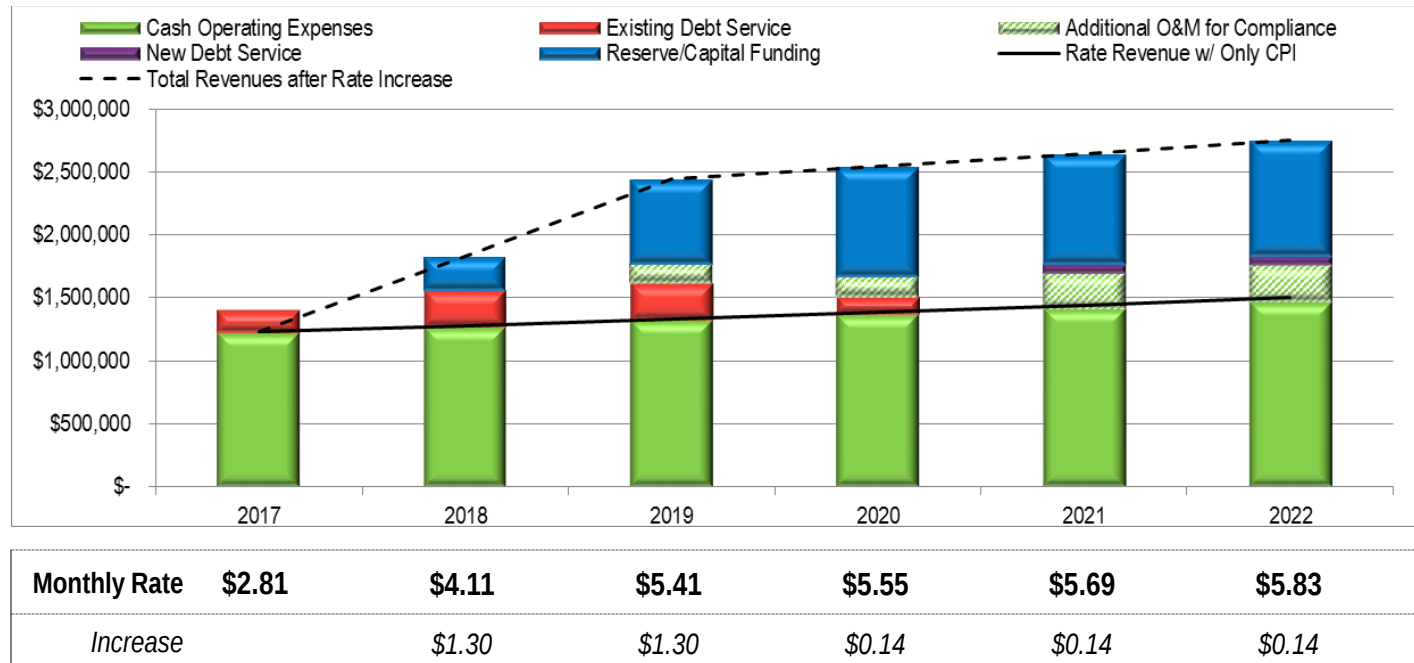
Alternative 1: Up Front Increase



- ◆ **Increases necessary to meet needs**
 - Annual CPI increase of \$0.07 to \$0.14 annually
 - Additional \$2.18 monthly in 2018
- ◆ **Meets comprehensive operating needs and fiscal policies**



Alternative 2: Phased In Increase



- ◆ **Spreads additional increase over to 2 years**
 - Annual CPI increase of \$0.07 to \$0.14 annually
 - Additional \$1.23 monthly in 2018, and \$1.20 monthly in 2019
- ◆ **Capital fund below target in 2019**

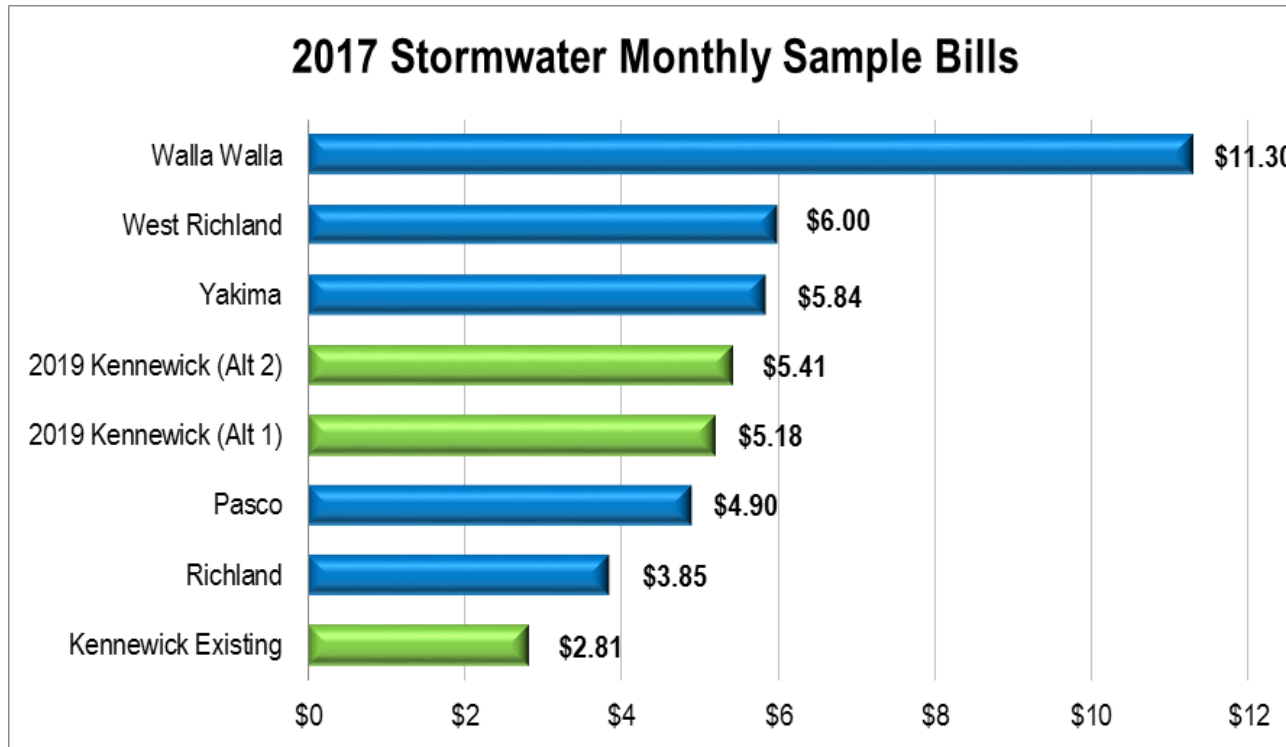


Summary of Alternatives

Stormwater Sample Bill	Existing	2018	2019	2020	2021	2022
Alt 1: Up Front Increase						
Annual 2.5% CPI Increase		\$ 0.07	\$ 0.13	\$ 0.13	\$ 0.13	\$ 0.14
Proposed Additional Increase		<u>\$ 2.18</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Total Increase		\$ 2.25	\$ 0.13	\$ 0.13	\$ 0.13	\$ 0.14
Sample Residential Monthly Bill	\$ 2.81	\$ 5.06	\$ 5.18	\$ 5.31	\$ 5.45	\$ 5.58
Alt 2: Phased In Increase						
Annual 2.5% CPI Increase		\$ 0.07	\$ 0.10	\$ 0.14	\$ 0.14	\$ 0.14
Proposed Additional Increase		<u>\$ 1.23</u>	<u>\$ 1.20</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Total Increase		\$ 1.30	\$ 1.30	\$ 0.14	\$ 0.14	\$ 0.14
Sample Residential Monthly Bill	\$ 2.81	\$ 4.11	\$ 5.41	\$ 5.55	\$ 5.69	\$ 5.83



Stormwater Monthly Bill Comparisons

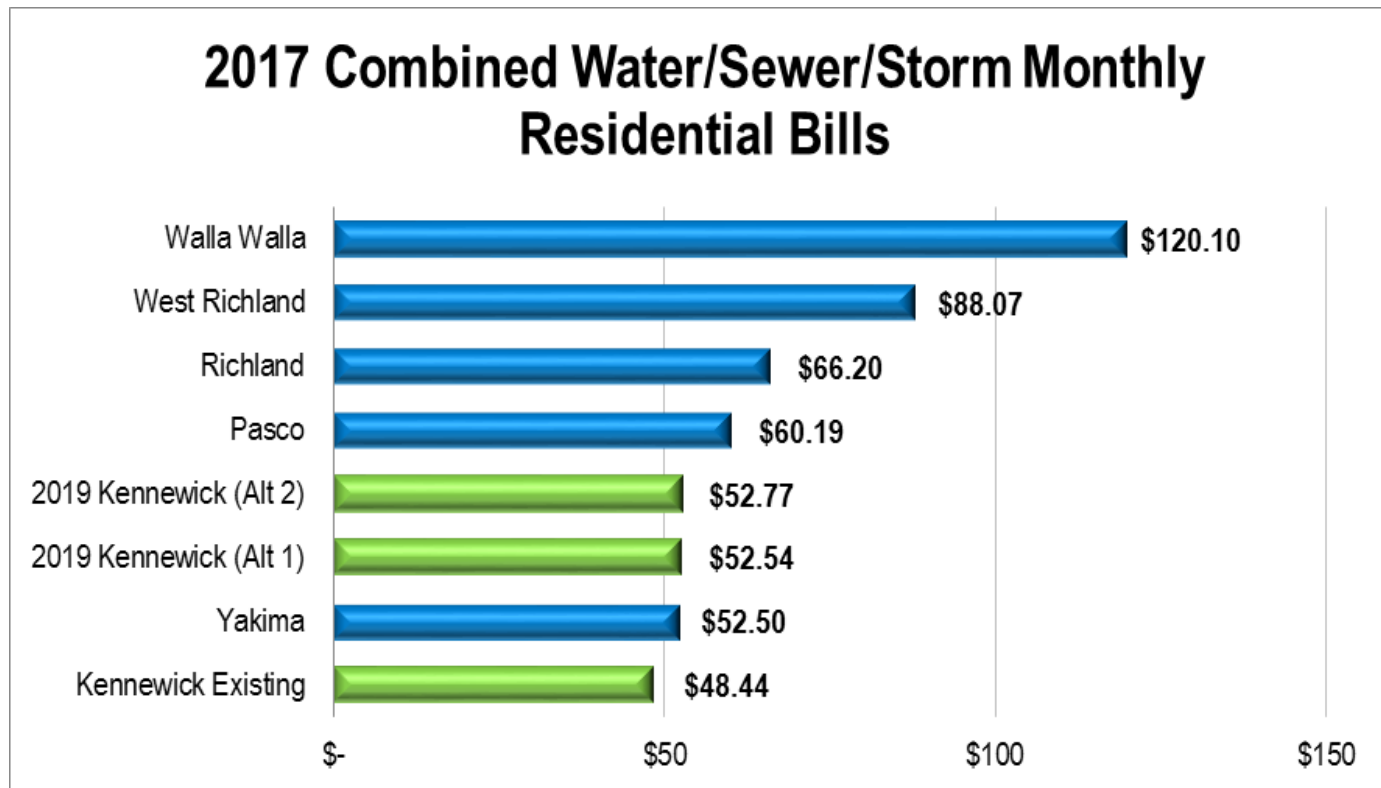


Note: Assumes 1 equivalent residential unit

- ◆ **Kennewick Alt 1 and Alt 2 are 2019 rates**
 - Does not include any 2018 or 2019 rate increases in other jurisdictions



Combined Utility Monthly Bill Comparisons



Note: Assumes 1 unit or residential meter ¾" and 20 ccf bi-monthly usage

- ◆ **Kennewick Alt 1 and Alt 2 are 2019 rates**
 - Does not include any 2018 or 2019 rate increases in other jurisdictions

The Need:

June 26, 2017





Next Steps

- ◆ **Bring forward rate recommendation for Council's consideration at mid-biennium**
- ◆ **Implement rate modifications January 1st, 2018**
 - Alternative 2 phased in over 2 years
- ◆ **Annually report back to Council on progress**

Questions?



Angie Sanchez Virnoche

Principal

angies@fcsgroup.com

Contact FCS GROUP:

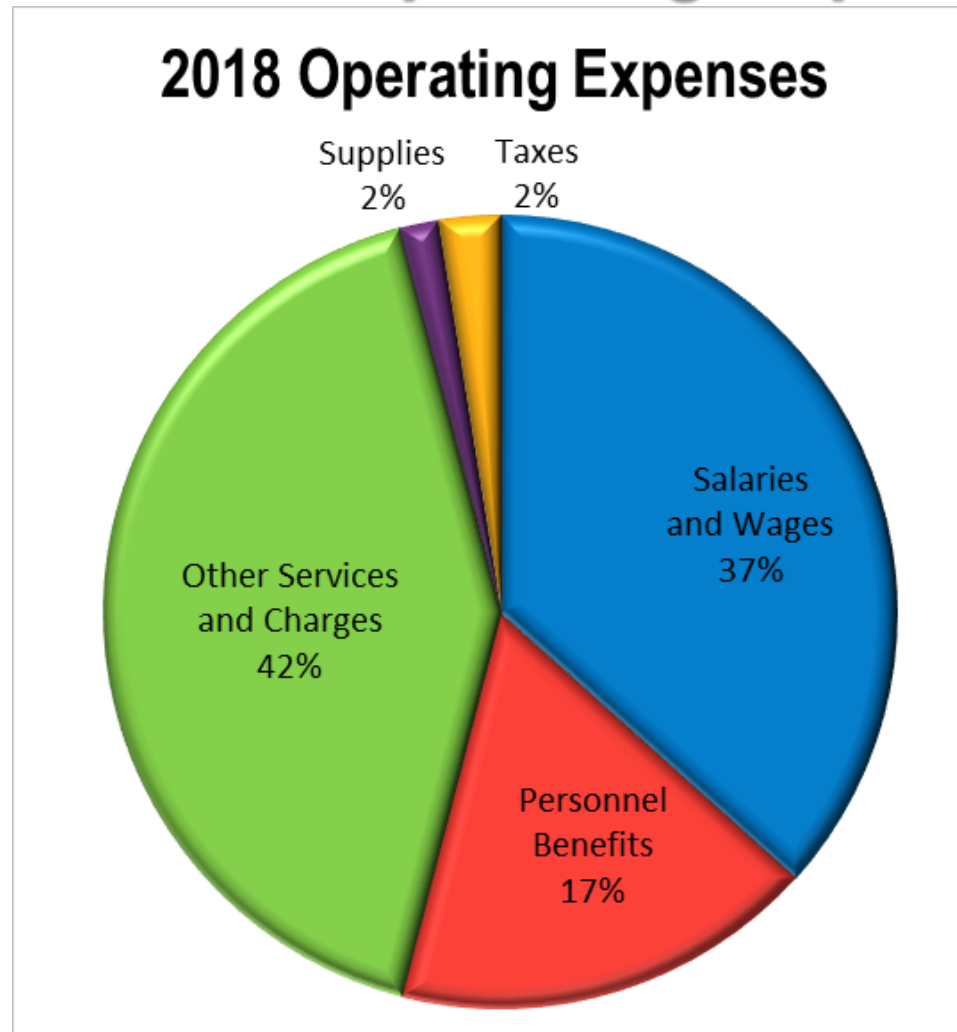
(425) 867-1802

www.fcsgroup.com

Existing Monthly Base Fee of \$2.81	LEVEL OF SERVICE (LOS)		Incremental Monthly Rate Impact			
			O&M		Capital	
	LOS 1: Baseline (Deficit)		Average Annual Deficit of \$190,000		Existing debt service (ends in 2020)	
2018		2018		2018		
Increase	2.5%					
Base Fee	\$2.88		\$2.22		\$0.66	
LOS 2: Compliance		O&M + Inflationary increases + Increases to breakeven +2 FTEs and Monitoring studies		Existing debt service +\$450,000 CIP annually (cash funded)		
20182022		20182022		20182022		
Increase	50.0%	3.5%				
Base Fee	+ \$1.33	+ \$1.96	\$0.77\$0.90		\$0.56\$0.76	
	\$4.22	\$4.84				
	LOS 3: Comprehensive		O&M Inflationary increases Increases to breakeven 2 FTEs and Monitoring studies		Existing debt service + New debt service (2021: \$74k/yr) +Full CIP (~\$1.1M annually)	
20182022		20182022		20182022		
Increase	80.0%	2.5%				
Base Fee	+ \$2.18	+ \$2.70	\$ - \$ -		\$0.84\$0.75	
	\$5.06	\$5.58				
	Cumulative Monthly Bill Totals					
20182022		20182022		20182022		
\$5.06\$5.58		\$2.99\$4.07		\$2.06\$1.51		

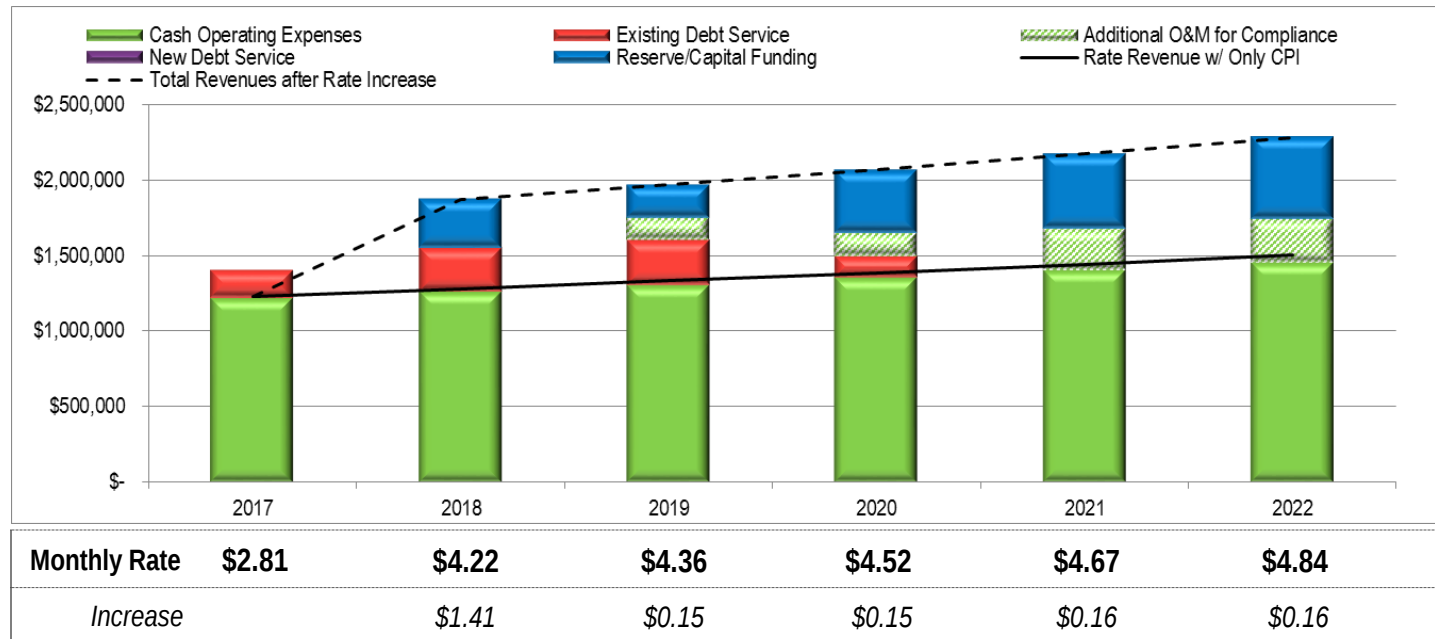


Breakdown of Operating Expenses





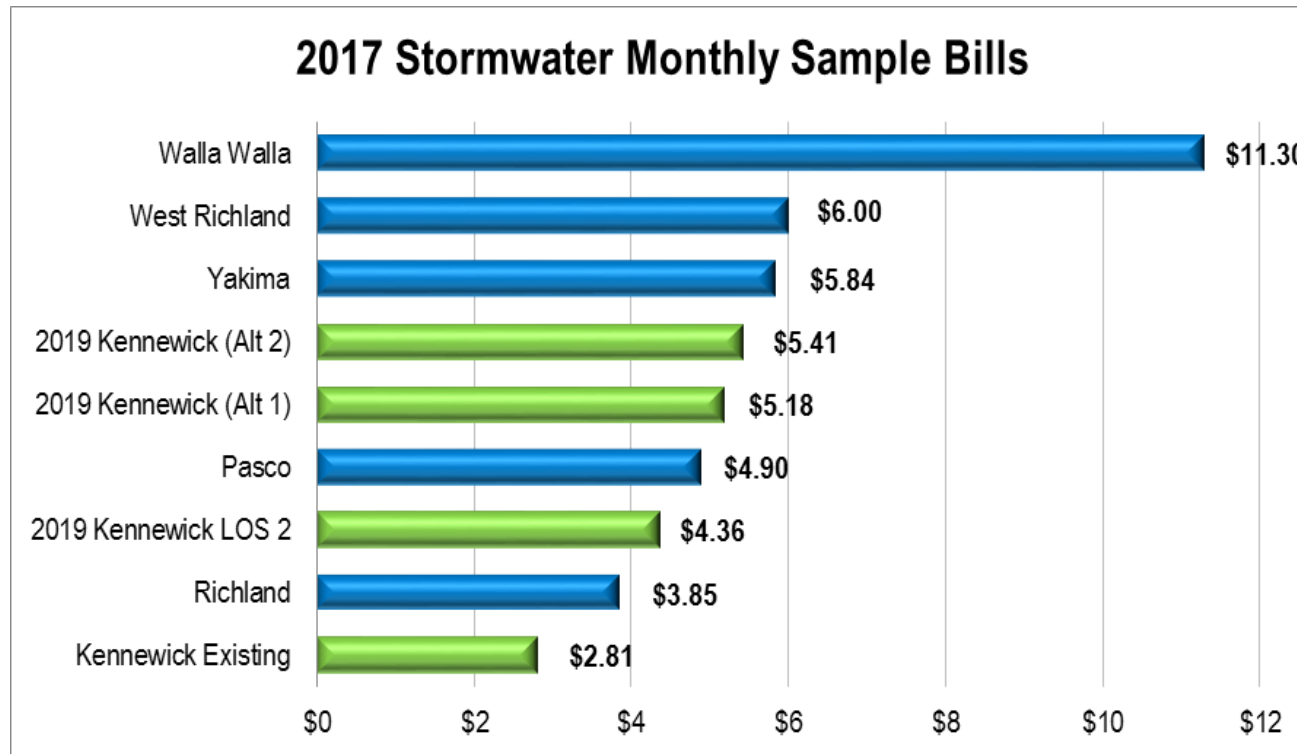
LOS 2: Reduced CIP



- ◆ **Annual CIP of \$450,000 (100% cash funded)**
- ◆ **Increases necessary to meet needs**
 - Annual CPI increase of \$0.07 to \$0.12 annually
 - Additional \$1.33 monthly in 2018, \$0.04 to \$0.05 annually 2019 - 2022
- ◆ **Meets comprehensive operating needs and fiscal policies**



Stormwater Monthly Bill Comparisons

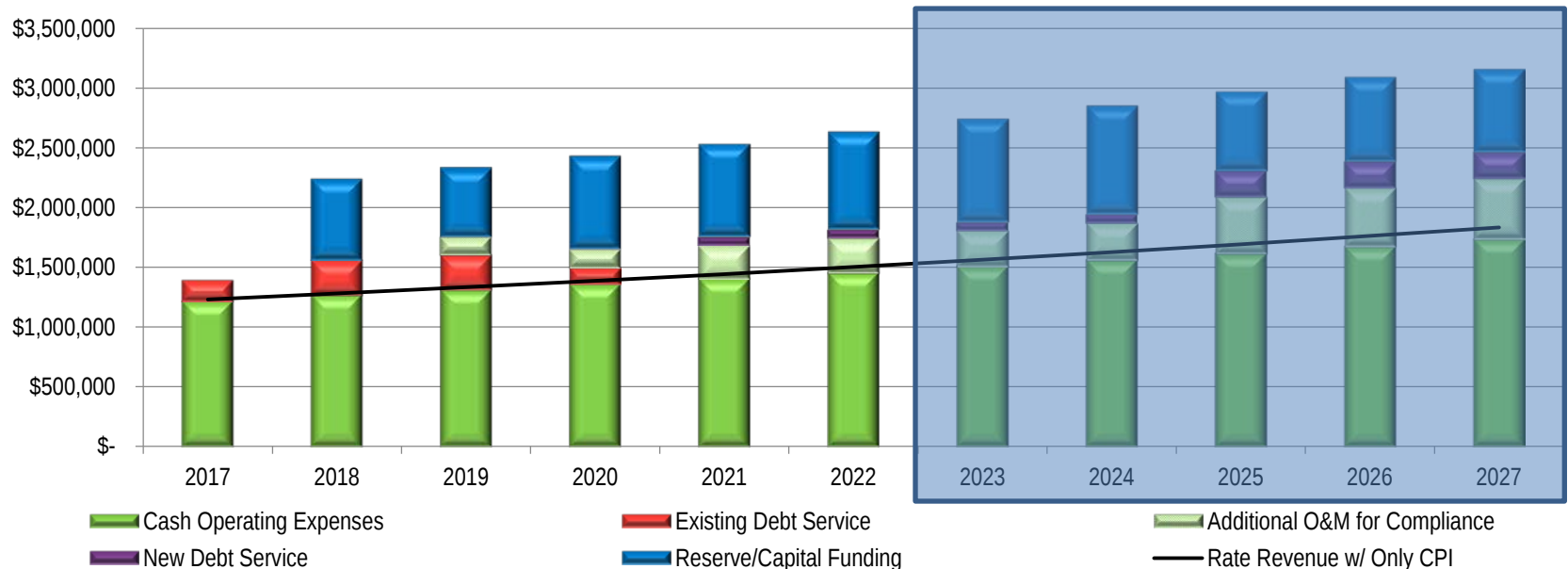


Note: Assumes 1 equivalent residential unit

- ◆ **Kennewick Alt 1 and Alt 2 are 2019 rates**
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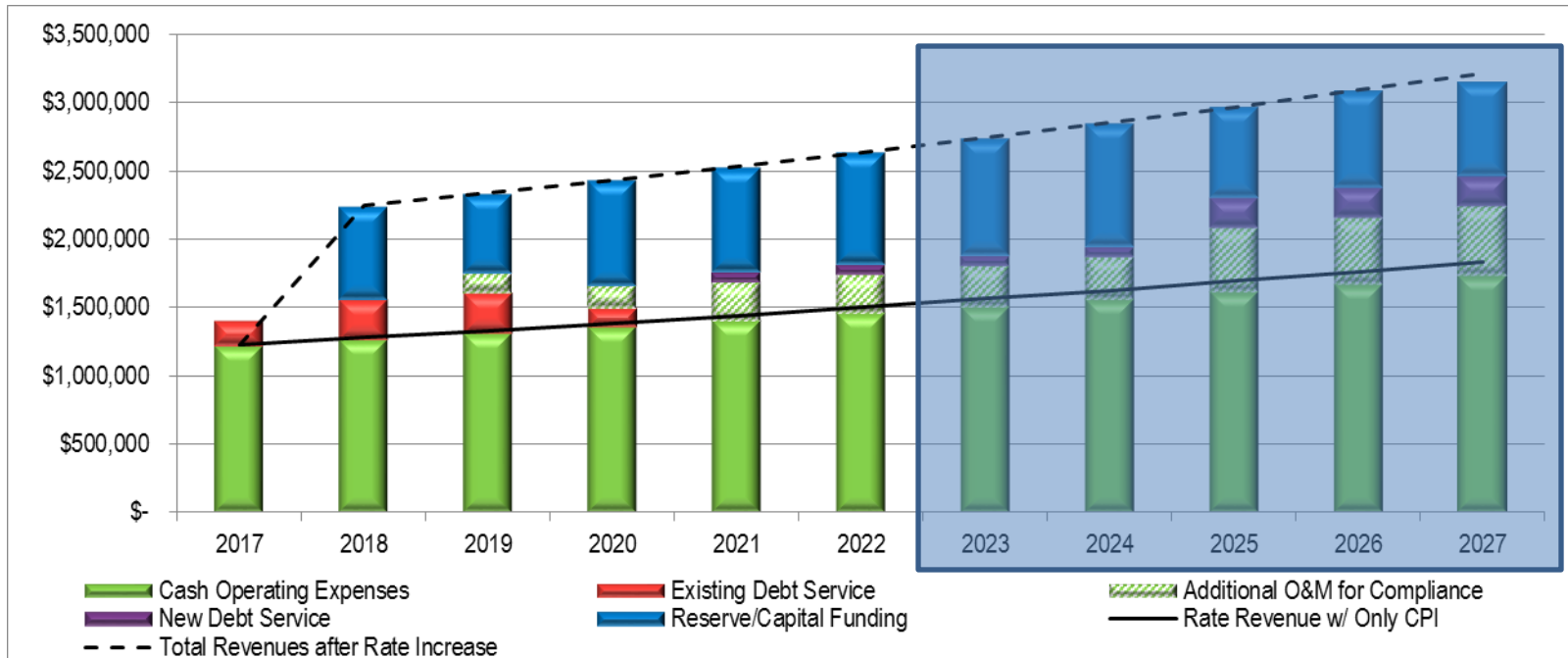
Revenue Requirement Baseline



- ◆ City practice is to annually index fees and charges to CPI - assumed at 2.5% per year
- ◆ Revenue generation insufficient to cover baseline needs - Deficient average of \$190K per year
- ◆ Deficiency met through interfund loan



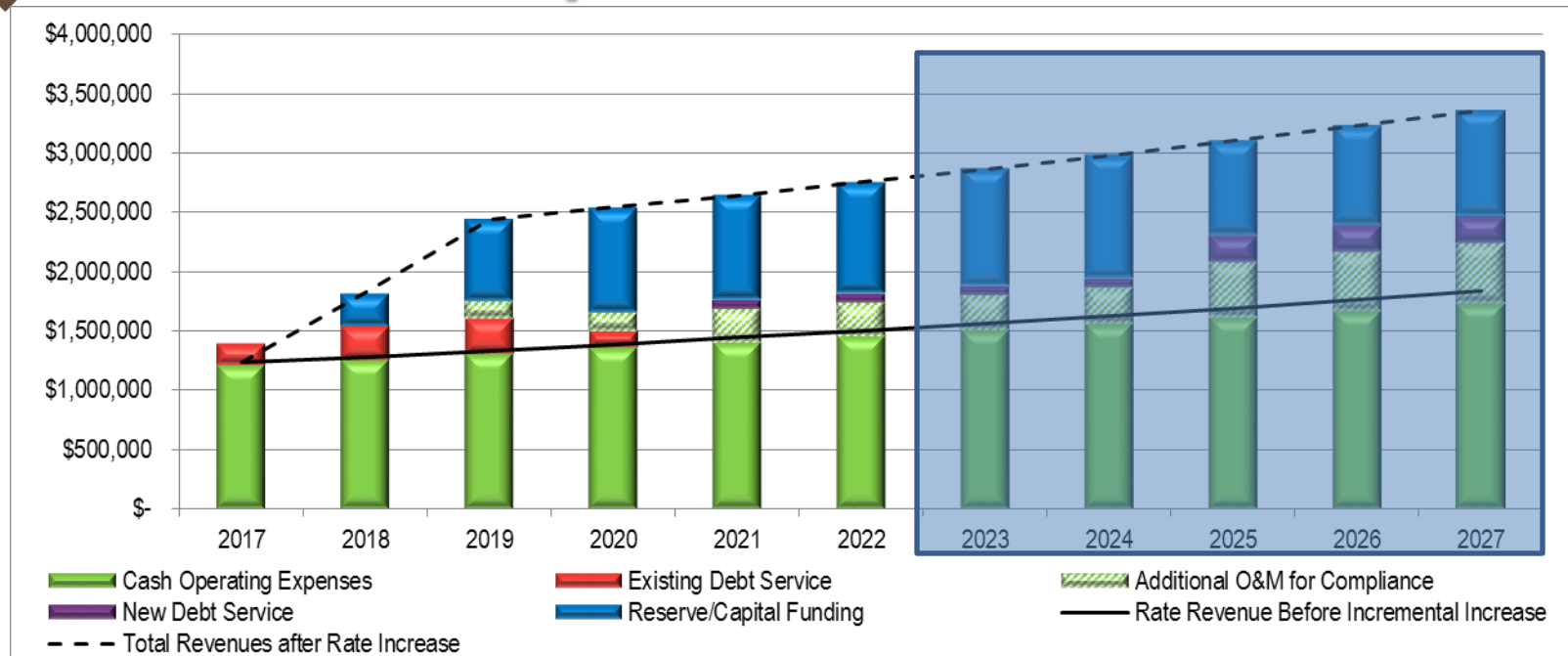
Revenue Requirement Alt. 1



- ◆ **Additional increases necessary above 2.5% annual CPI**
 - 72.5% above in 2018
 - 1.0% above annually beginning in 2019



Revenue Requirement Alt. 2



- ◆ Additional 37.5% per year above current CPI practice in 2018 and 2019
- ◆ Capital fund reduced below target balance

Council Workshop Coversheet



Agenda Item Number	2.	Meeting Date	07/11/2017
Agenda Item Type	Presentation		
Subject	Inland Port Update		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	Employee & Community Relations		

Info Only	☒
Policy Review	☐
Policy DevMnt	☐
Other	☐

Summary

Kennewick and Richland staff will present a regional update on the Inland Port status and next steps.

Through

Emily Estes-Cross
Jun 21, 10:37:21 GMT-0700 2017

Dept Head Approval

City Mgr Approval

Marie Mosley
Jul 06, 11:57:27 GMT-0700 2017

Attachments: Presentation - Regional Inland Port

Regional Inland Port

N. ZACH RATKAI

ECONOMIC DEVELOPMENT MANAGER, CITY OF RICHLAND

CITY COUNCIL WORKSHOP – JULY 11, 2017

PROJECT PARTNERS



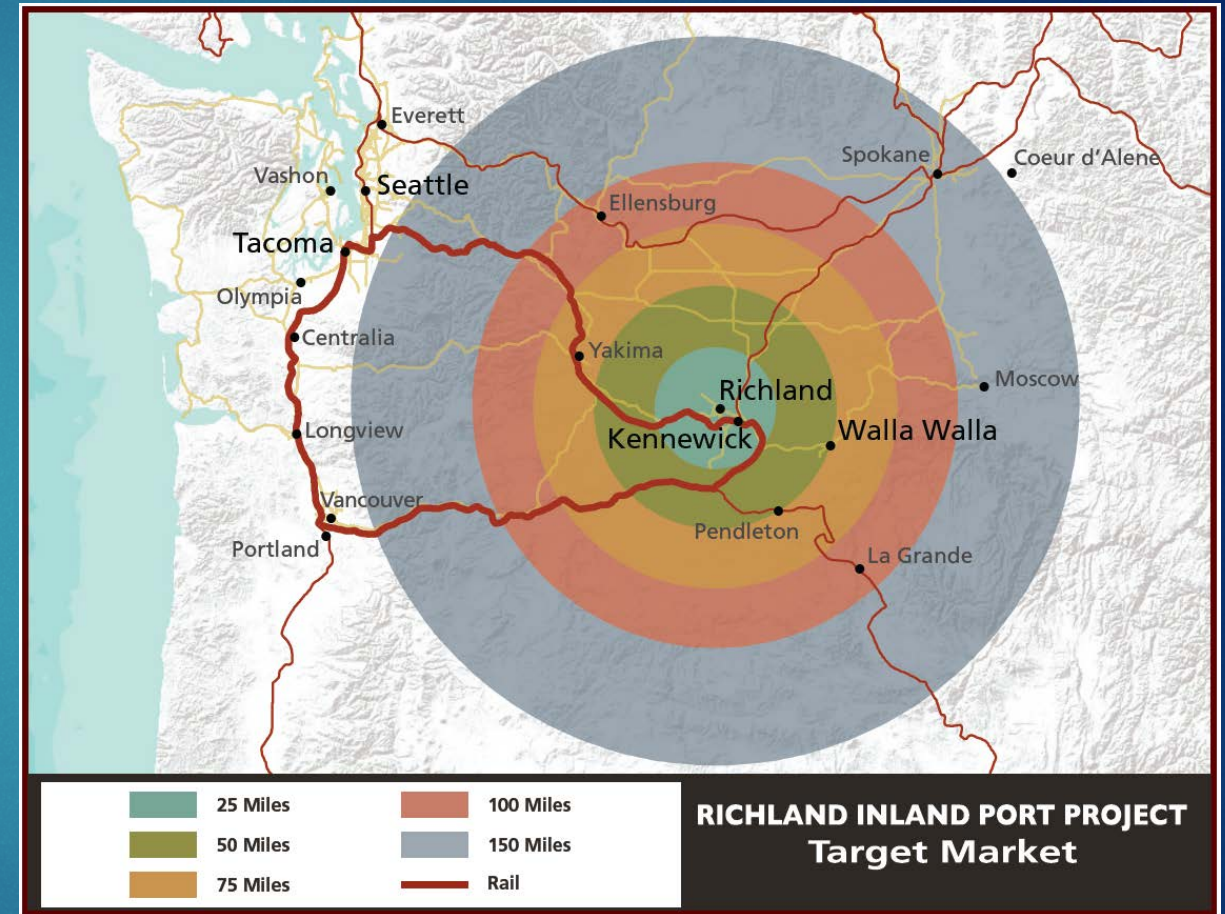
What is an Inland Port?

- ▶ Satellite Facility to Seaports
- ▶ Intermodal
- ▶ Does not involve water
- ▶ Serves Local Industry
- ▶ Opens Markets

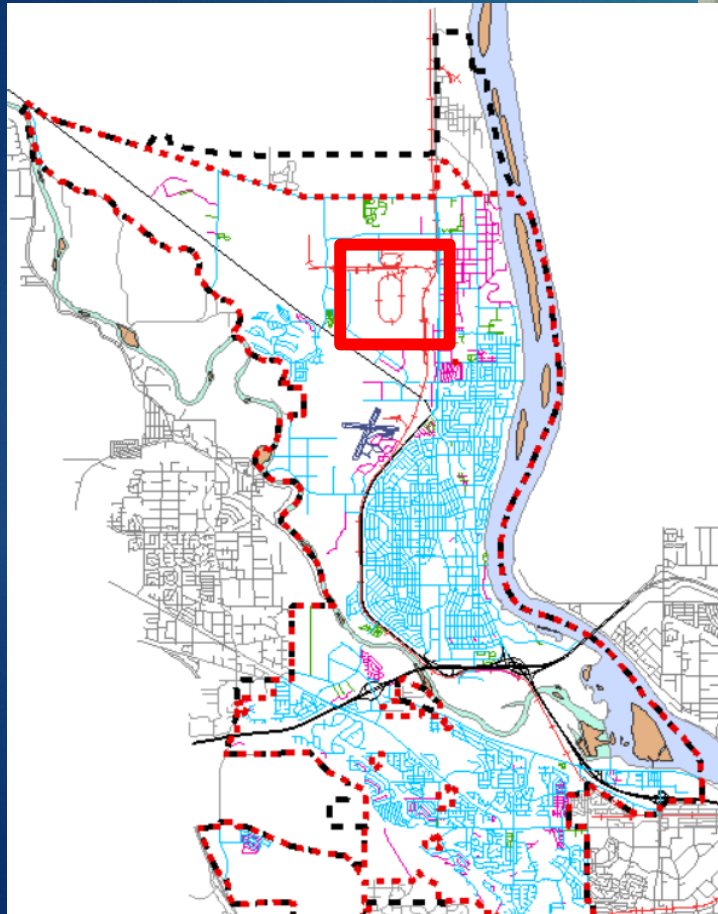


Why here? Why now?

- ▶ Central State Location
- ▶ Served by two major Class I Railines
- ▶ Origin of over 250,000 truck trips
- ▶ Trade more competitive
- ▶ Restrictions on logistics looming
- ▶ State-wide Freeway Congestion
- ▶ Expansion needed



Inland Port Potential Location



Next Steps

- ▶ NW Seaport Pilot Program
 - ▶ Oct 17 – Mar 18
 - ▶ 1-2 trains per month
 - ▶ Judges size of market
 - ▶ Impacts and Cost
-
- ▶ Regional Meetings: July 24, details forthcoming



WHITE PAPER

Expanding Inland Seaport Facilities in Partnership with City of Richland, Port of Benton, Northwest Seaport Alliance, and Central Washington Corn Processors

December 2016, revised June 2017

Summary

Beginning in 2016, representatives from the City of Richland, Port of Benton, Northwest Seaport Alliance (NWSA), and Central Washington Corn Processors (CWCP), as well as stakeholders in various agencies involved in trade, have initiated discussion on an inland seaport concept. This focused area for trade would be located at or adjacent to the existing CWCP rail loop on land owned by the City of Richland and located within Horn Rapids Industrial Park in Richland, WA.

Developing an inland port facility in Richland would provide greater opportunities for regional producers and manufacturers to export their commodities, goods, and services to international markets. An inland port would also allow for supply-chain optimization for local manufacturing, agribusiness, and commodities traders to gain more localized access to global trade markets, and would establish the Tri-Cities as a recognized player in the international trade market.

Inland ports have proven to be economic drivers throughout the nation, and Richland is considered a desirable market and a location for importers and manufacturers looking to be strategically located for international trade. Such business ventures require access to a skilled workforce, lower operational costs, land, and multi-modal transportation (rail specifically, dually served by both Union Pacific (UP) and Burlington Northern Santa Fe (BNSF)). This strategic public-private partnership is dependent upon the support of the Class I Railroads in order to be fully successful. It is also essential to keep Washington a globally competitive place to do business in Asia and beyond.

What is an inland port?

Inland ports are defined as short haul intermodal facilities moving trains of containers to and from a strategically located site to marine terminals for loading onto ocean-going vessels. This concept has been discussed regionally over the past thirty years; however, as market conditions have changed, and as opportunities for industry have grown in Richland within the manufacturing, food-processing, logistics and distribution sectors, so too has the need for an inland intermodal port facility. Recent localized investment by Central Washington Corn Processors, Preferred Freezer Solutions, and Lamb Weston are

key examples of this growth. The City of Richland and the Port of Benton are actively providing foundational support for general economic development in both direct development dollars as well as the provision of modern infrastructure, which included the Richland rail loop in order to catalyze growth in the aforementioned sectors and to provide a market for an inland seaport to thrive.

Why Now?

Currently, over 250,000 export loads originate trade deliveries within 150 miles of the Tri-Cities region, conveying local products to and from the Ports of Seattle and Tacoma. These truckers attempt to deliver an export load and return the same day (Source: The Northwest Seaport Alliance, 2016). The truck trips originating from this region of the state accounts for 30-40% of the trucking volume in the Seattle/Tacoma region, contributing to significant congestion problems for the Ports of Seattle and Tacoma, which is a primary concern for the NWSA. Beginning in 2018 new restrictions for the trucking industry will come into effect, such as: more strict electronic logging device (ELD) requirements; model year age-restrictions of trucks entering NWSA facilities; as well as other potential changes that impact hours of service. These new changes are anticipated to result in a 20% rise in costs for trucking, which could significantly and negatively impact the NWSA's efficiency and output, as well as the Tri-Cities regional logistics companies and overall trade sector for the State of Washington. Negative impacts to Washington's trade sector can extend beyond the marine terminals to limited markets for manufactured goods and commodities from across the state, including the Tri-Cities regional economy, limiting economic growth for all.



Compounding the congestion problem, Washington's population is expected to rise above 8.1 million by year 2030 (State of WA. OFM). As the population grows, business growth will increase along with the demand to move goods and services as efficiently and economically as possible (in both time and cost) along the state's already over-stressed transportation corridors. This increase in freight movement will place increasing pressure on the industry to lower emissions state-wide, and in particular near residents and workers.

An inland port, using a short haul rail program, provides an opportunity to partially alleviate the burden trucking brings to the entire state. Additionally, it provides local logistics firms, agri-business, manufacturing, and distribution companies more choices to transport their goods for export to a location that could be more flexible and efficient than how business is handled today. Currently 85% of all Washington, Idaho and Oregon exports are constrained by trucking and regulations. As of July 1, 2017, most of the marine terminals at the NWSA operate truck gates on a single day shift consisting of 8 hours. Rail operations with the Class 1 companies and their networks run 24 hours per day, 7 days per week. Because of this limitation, the NWSA and state-wide port and trade interests as a whole, are seeking more efficient means by which capacity could be expanded. This can be accomplished by greater focus on rail operations within the marine terminals of the NWSA, and a focus on more efficient truck operation closer to the cargo's point of origin.



Local to the Tri-Cities, Central Washington Corn Processors (CWCP) has already initiated this intermodal concept by working with BNSF to construct an 8,800 ft long rail loop track on City of Richland leased land. CWCP has made an estimated initial \$18M investment in buildings and infrastructure to support their current business of intermodal agricultural support and have already been working with local Beneficial Cargo Owners (BCO's)

on containerization of their trade goods. They are now looking to assist the NWSA to expand use of the rail loop as an initial Phase I project to test and prove the Inland Seaport concept.

Potential Benefits

The Northwest Seaport Alliance (NWSA) is pursuing the development of an inland intermodal terminal in Richland. This would allow BCOs from Idaho, Oregon, and eastern Washington to deliver locally-originated trade goods directly to Richland instead of travelling the longer distance to the Seattle and Tacoma marine terminals. The product would be loaded onto trains in Richland, then delivered to existing marine terminals that have on-dock rail, or near-dock facilities with services available 24 hours per day, seven days per week which provides a more efficient delivery of goods for the local truckers, agribusiness and manufacturers, as well as marine terminal operators and, ultimately, ocean carriers. To prove the viability of an inland port in Richland, a trial-run of 6-12 unit trains over the course of 6 months is desired. It is anticipated, based upon current supply-chain demand, that one unit train per day may be necessary to meet the needs of existing BCOs, potentially expanding to additional trains as the market grows.

Next Steps

The City of Richland is the owner of 90 acres within the CWCP Rail Loop, which is the target site of the inland port proposal. In 2016, the City of Richland and Port of Benton the master planning of 1,341 acres of future industrial property north of the Horn Rapids Industrial Park, which can provide additional land for the long-term industrial growth for Richland and the Tri-City region. Concurrent to the master plan, the City and the Port of Benton, completed a rail master plan that chronicles upgrades and costs for improvements to the overall rail system, such as: quiet zone crossing signals, grade separated crossings, and general maintenance needs.

In December of 2016, a leadership team was established consisting of City of Richland and Port of Benton staff, along with representatives from the NWSA, CWCB, and the Washington Public Ports Association (WPPA). Beginning in early Fall 2017, , the NWSA will undertake a 6 month trial run employing 6-12 trains for a pilot project to examine the desirability of local BCOs to utilize a localized intermodal port facility. The pilot program will be used to help determine if there is enough market interest within 150 miles of the Tri-Cities for this facility. Depending on the results of the NWSA-led pilot project, the inland port leadership team will commence a full and complete feasibility analysis for the project. This



analysis will examine the impacts to regional transportation routes (both truck and rail), as well as measures to mitigate any negative impacts. As a corollary, positive impacts to the regional economy and job market will also be analyzed in order to gauge the Inland Port's success and potential marketability for continued growth of the facility.

Risks/Timing

The development of a large inland port project will involve many players throughout Washington. There are interests from the Ports of Seattle and Tacoma looking to partner with the City of Richland on the land and interlocally with the Port of Benton for mutual operation on the rail infrastructure. While there are many considerations to take in planning such an endeavor, the leadership committee believes that this will be of great benefit to both western and eastern Washington, provide a boost to the local, regional and state-wide economy, and provide more efficient means by which local business can access global markets.

There is great concern that the market in Richland is emerging and the window of time is slipping to meet market demand. Additionally, similar concepts for satellite trade facilities are beginning to surface in both Washington and Oregon. The current overall goal of the leadership committee is to begin judging the desirability of the regional agribusiness owners, logistics firms, and manufacturers (among others) to utilize an intermodal facility in Richland through a small pilot project by the end of 2017.

Regional impacts, both positive and negative, are of significant concern to not only the leadership committee but also to regional agencies in the Tri-Cities. Positive impacts of an inland port facility will include numerous economic benefits to the regional community in the form of new high-paying jobs, the attraction of manufacturing, agri-business, logistics and processing companies, an infusion of new infrastructure investment, and a competitive edge in recruitment of not only regional, but national interests. The potential negative impacts will most likely be the result of an increase in truck and rail traffic, which must be examined in order to determine the best mitigation strategies to the community at large. The pilot project referred to above will be designed to identify and understand what these initial impacts might be, and what they will mean for Richland and the Tri-Cities.

Conclusion

The Richland Inland Port is an opportunity for southeast Washington to increase and legitimize its role in supporting international trade. It also can be a catalyst for job and industry growth and a means by which the regional economy can diversify and sustain itself with the high-paying wages expected in the Tri-Cities. An inland port will also present opportunities to address improvements to traffic patterns with railroad operations locally, all the while providing economic security to the region. Statewide, this project can allow for growth in Washington's trade sector by enable greater capacity and more efficient operations at the marine terminals of the Northwest Seaport Alliance while, at the same time, providing congestion and environmental benefits state-wide in order to meet the goals for Washington State.

Council Workshop Coversheet



Agenda Item Number	3.	Meeting Date	07/11/2017
Agenda Item Type	Presentation		
Subject	Special Events update		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	Employee & Community Relations		

Info Only	☒
Policy Review	☐
Policy DevMnt	☐
Other	☐

Summary

Staff will provide a brief update of the major events happening during the summer in Kennewick. A more comprehensive report with revenue reporting will be provided at the mid-biennium.

Through

Terry Walsh
Jul 03, 09:40:12 GMT-0700 2017

Dept Head Approval

Terry Walsh
Jul 03, 09:40:14 GMT-0700 2017

City Mgr Approval

Marie Mosley
Jul 06, 11:21:54 GMT-0700 2017

Attachments:

Presentation - Special Events Update



City of Kennewick Special Events Update July 11, 2017

Terry Walsh, Executive Director Community and Employee Relations
Cheryl Bolin, Parks, Facilities, and Recreation Director



Special Events

- Events

- Scheduled

- FY2017 116
 - FY2016 108

- Tournaments

- Scheduled

- FY2017 30
 - FY2016 23



River of Fire

- Tri-Cities Regional Chamber of Commerce
 - Event Coordinator - Al Holman
- Columbia Park
 - July 4th, 2017
 - 6:00am to 11:00 pm
- 2017 Activities



Creation Fest - Northwest

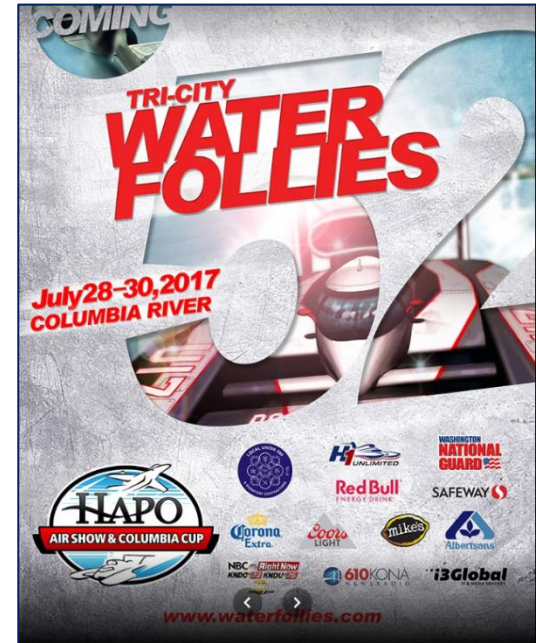
- **Benton County Fairgrounds**
 - July 12, 2017 – July 16, 2017
- **Eastgate Park Rental Request**
 - Tent Camping



KENNEWICK
WASHINGTON

Water Follies – Boat Race

- Tri-Cities Water Follies
 - Event Coordinator – Kathy Powell
- Columbia Park
 - July 28 - 30, 2017
 - 8:00am to 5:00 pm
 - Expected Attendance - 10,000



New Special Events

- **US Quidditch Tournament**

- **Columbia Park**
- **US Quidditch, Visit TC**
- **March 4, 2017**



- **Tri-Cities Craft Beer Festival**

- **Southridge Pavilion**
- **Washington Beer Commission**
- **April 29, 2017**



New Special Events

- **MultiGP Drone**
 - Columbia Park
 - FPV Racing-Seattle
 - July 14-16, 2017

- **Hooptastic 3 on 3**
 - Southridge
 - Pavilion
 - Hilderbrand
 - From Plaza Way to Southridge Blvd
 - Les Schwab
 - July 21-23, 2017



Questions





City Council Meeting Schedule August 2017

August 1, 2017
Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

NATIONAL NIGHT OUT – Southridge Sports & Events
Complex, 2901 Southridge Blvd, 5:00 p.m.-7:30 p.m.

August 8, 2017
Tuesday, 6:30 p.m.

WORKSHOP MEETING

1.

August 15, 2017
Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

August 22, 2017
Tuesday, 6:30 p.m.

WORKSHOP MEETING

1. Ben Franklin Transit Annual Report
2. Parks & Recreation Events Update
3. Bridge to Bridge Implementation

August 29, 2017
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.

August 2017
Updated 7/5/17