



# City Council Meeting Schedule April 2022

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

April 5, 2022

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

April 12, 2022

Tuesday, 6:30 p.m.

WORKSHOP MEETING

1. Regional Pavement Cut Policy
2. Workplace Safety Update
3. Benton Franklin Transit Sales Tax Discussion

Tuesday, 7:30 p.m.\*

COUNCIL SPECIAL MEETING (*\*Meeting will commence immediately following the end of the workshop above.*)

NEW BUSINESS

- 3.a. Benton Franklin Sales Tax Reduction

April 19, 2022

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

April 26, 2022

Tuesday, 5:45 p.m.

Closed Session - RCW 42.30.140(4)(b) Collective Bargaining held before workshop

Tuesday, 6:30 p.m.

WORKSHOP MEETING

1. Animal Control Update
2. Legislative Update
3. Fire Department Strategic Final Plan
4. 2021 Year-End Financial Review

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 and Video Taped

# Council Workshop Coversheet



Agenda Item Number	1.	Meeting Date	04/12/2022
Agenda Item Type	Presentation		
Subject	Regional Pavement Cut Policy		
Ordinance/Reso #	5978	Contract #	
Project #		Permit #	
Department	Public Works		

Info Only	<input type="checkbox"/>
Policy Review	<input checked="" type="checkbox"/>
Policy DevMnt	<input type="checkbox"/>
Other	<input type="checkbox"/>

## Summary

City staff will give a presentation on a proposed Regional Pavement Cut Policy. Kennewick has been the lead agency, partnering with the cities of Richland, Pasco and West Richland in development of a pavement cut policy to ensure consistency within the region for the development community.

City staff will review this recommendation with Council at the workshop on April 12th and subsequently review this recommendation at the City of Kennewick developer forum on May 11th and seek input from our developer and builder partners. The ordinance will not come back for council consideration until after it is reviewed in the developer forum on May 11th, at which time staff will have input form the developers to share with Council.

Through	John Cowling Apr 04, 15:56:49 GMT-0700 2022	Attachments: Ordinance Presentation
Dept Head Approval	Cary Roe Apr 04, 15:58:23 GMT-0700 2022	
City Mgr Approval	Marie Mosley Apr 08, 09:17:48 GMT-0700 2022	

CITY OF KENNEWICK  
ORDINANCE NO. 5978

AN ORDINANCE RELATING TO PUBLIC WORKS CONSTRUCTION  
STANDARDS AND ADDING NEW SECTION 5.56.215 TO THE  
KENNEWICK MUNICIPAL CODE

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

**Section 1.** There is hereby added a new section 5.56.215 to the Kennewick Municipal Code, to  
read as follows:

**5.56.215: - Pavement Cut Requirements**

To protect the city's investment in its infrastructure, to preserve the life of its streets, and to  
provide an improved driving surface, all construction work on paved streets resulting in cutting  
or excavation within the street shall be restored per public works standards and as required in this  
section.

- (1) For streets with a Pavement Condition Index (PCI) equal to or greater than 75, or  
that have been resurfaced with a slurry seal, chip seal, cape seal or similar  
treatment less than one (1) inch thick within the calendar year in which the  
construction permit was issued, no cutting or excavation is permitted, except for  
the following situations and at the discretion of the director:
  - (a) Emergencies that endanger life, property, or public health and safety.
  - (b) Interruption of essential utility service.
  - (c) Work mandated by city, state, or federal legislation.(d) New service to  
a specific location cannot be reasonably provided by another route or  
using trenchless technology methods.(e) Minor core drilling or  
potholing (maximum 8-inch bell hole) to locate utilities.
  - (f) Other situations deemed by the Public Works Director to be in the  
interested of the public.
- (2) If construction work is authorized by the city for the reasons identified in  
subsections (a)-(f) above, pavement patches shall meet the following  
requirements:
  - (a) Lateral cuts perpendicular to the flow of traffic shall be have the pavement  
removed and replaced a minimum of 25 feet wide, centered on the trench  
cut, to include the full width of each travel lane or shoulder disturbed by  
the cut or excavation. Removal shall be by grinding pavement a minimum  
of 1.75 inches deep, or by saw cutting and excavation. Paving shall be  
accomplished with a paving machine.
  - (b) Longitudinal cuts parallel with the flow of traffic shall have the pavement  
removed and replaced to include the full width of each travel lane or

shoulder disturbed by the cut or excavation. The minimum longitudinal patch length shall be 25 feet. Removal shall be by grinding pavement a minimum of 1.75 inches deep, or by saw cutting and excavation. Paving shall be accomplished with a paving machine.

- (c) For lateral patches less than 25 feet apart from edge-of-patch to edge-of-patch, work shall be incorporated into a single patch. For longitudinal patches, if the outside travel lane is patched, the adjacent paved shoulder shall also be replaced if less than four (4) feet of width remains.
  - (d) All patches shall be at least as thick as the adjacent road section or shall meet the public works standards' minimum road section thickness for the classification of the street, whichever is thicker.
  - (e) Minor core-drilled holes and potholes shall be backfilled with control density fill (CDF), or as approved by the director.
  - (f) All patches shall have the perimeter joints of the patch crack-sealed.
  - (g) Disturbed traffic markings and striping shall be restored with approved in-kind materials.
- (3) Streets with a PCI of less than 75 that have not been resurfaced with any pavement treatment within the calendar year in which the construction permit was issued may be cut or excavated if utility work cannot reasonably utilize another route or trenchless technology. If construction work is authorized by the city under this subsection, pavement patches shall meet the following requirements:
- (a) Lateral cuts perpendicular to the flow of traffic shall have the pavement removed and replaced a minimum of six (6) feet wide, centered on the trench cut, to include one-half width or all of each travel lane disturbed by the cut (to prevent a joint in the wheel path). There shall be a minimum of one (1) foot of patch width beyond each side of the trench cut.
  - (b) Longitudinal cuts parallel with the flow of traffic shall have the pavement removed and replaced to include one-half width or all of each travel lane disturbed by the cut or excavation (to prevent a joint in the wheel path). There shall be a minimum of one (1) foot of patch width beyond each side of the trench cut. Minimum length of the patch in a travel lane shall be six (6) feet.
  - (c) For lateral patches less than 25 feet apart from edge-of-patch to edge-of-patch, work shall be incorporated into a single patch. For longitudinal patches, if the outside travel lane is patched, the adjacent paved shoulder shall also be replaced if less than four (4) feet of width remains.
  - (d) All patches shall be at least as thick as the adjacent road section or shall meet the public works standards' minimum road section thickness for the classification of the street, whichever is thicker.

- (e) Minor core-drilled holes and potholes shall be backfilled with control density fill (CDF), or as approved by the director.
  - (f) All patches shall have the perimeter joints of the patch crack-sealed.
  - (g) Disturbed traffic markings and striping shall be restored with approved in-kind materials.
- (4) The completed surface of the pavement shall not vary more than one-fourth (1/4) inch from the lower edge of a ten-foot straightedge placed parallel with the flow of traffic.
  - (5) The contractor shall be responsible for the continued performance of the patched asphalt to conform to this section and the public works standards for two (2) years after the permit is closed by the city's acceptance of the patch.

(Ord. 5978 Sec. 1, 2022)

**Section 2.** 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 12<sup>th</sup> day of April, 2022, and signed in authentication of its passage this 12<sup>th</sup> day of April, 2022.

Attest:

\_\_\_\_\_  
W.D. MCKAY, Mayor

\_\_\_\_\_  
TERRI L. WRIGHT, City Clerk  
Approved as to Form:

ORDINANCE NO. 5978 filed and recorded in the office of the City Clerk of the City of Kennewick, Washington this 13<sup>th</sup> day of April, 2022.

\_\_\_\_\_  
LISA BEATON, City Attorney

\_\_\_\_\_  
TERRI L. WRIGHT, City Clerk

DATE OF PUBLICATION \_\_\_\_\_

# ***Regional Pavement Cut Requirements***

***Council Workshop – April 12, 2022***

***John A. Cowling, PE, Deputy Public Works Director***



# Regional Pavement Cut Requirements

- Background

- *City un-written policy has been to enforce a five year moratorium on cutting of newly paved asphalt surfaces*
- *This often conflicts with new development, infill and new utility services located along new roads and/or recent overlays*
- *Excavation and backfill for utilities, cutting, removing, and patching pavement reduces the effective service life*
- *The cities of Kennewick, Richland, Pasco, and West Richland have worked together to establish standards to mitigate damage caused by removing pavement on public streets and create consistent requirements in the region*



# *Regional Pavement Cut Requirements*

- Proposed Requirements

- *Under the proposed policy pavement restoration requirements would be based on Pavement Condition Index (PCI) rather than five years*
- *For streets with a PCI equal to or greater than 75, or that have been resurfaced with a slurry seal, chip seal, cape seal or similar treatment less than one (1) inch thick within the calendar year in which the construction permit was issued, no cutting or excavation is permitted, except for the following situations and at the discretion of the director:*
  - *1. Emergencies that endanger life, property, or public health and safety.*
  - *2. Interruption of essential utility service.*
  - *3. Work mandated by city, state, or federal legislation.*
  - *4. New service to a specific location cannot be reasonably provided by another route or using trenchless technology methods.*
  - *5. Minor core drilling or potholing (maximum 8-inch bell hole) to locate utilities.*





# Regional Pavement Cut Requirements



PCI Examples

# Regional Pavement Cut Requirements

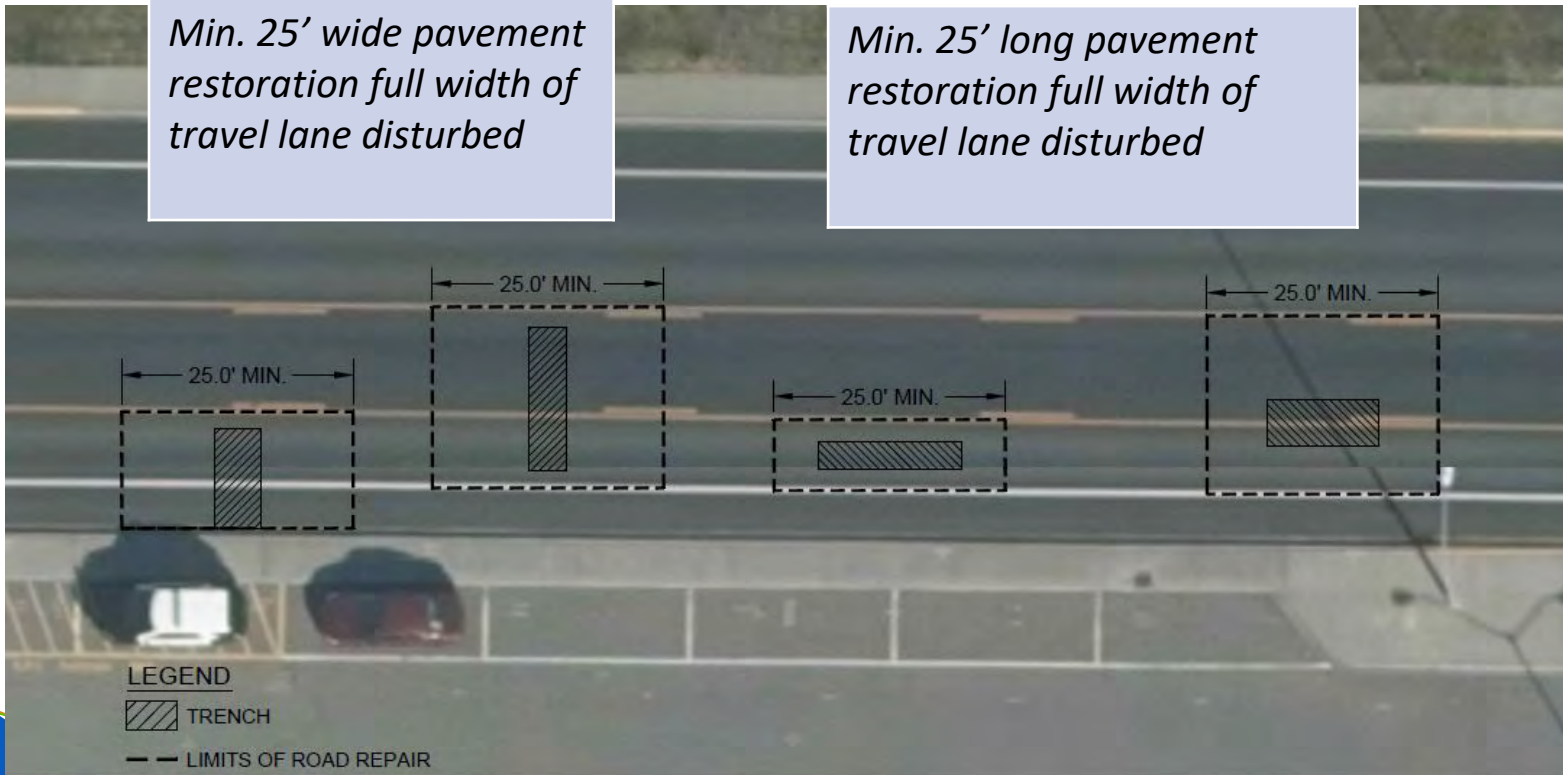
- Proposed Requirements
  - If construction work is authorized for a street with a PCI **greater** than 75 or resurfaced in the calendar year, roadway restoration would have the following requirements:

## Lateral Cuts

Min. 25' wide pavement restoration full width of travel lane disturbed

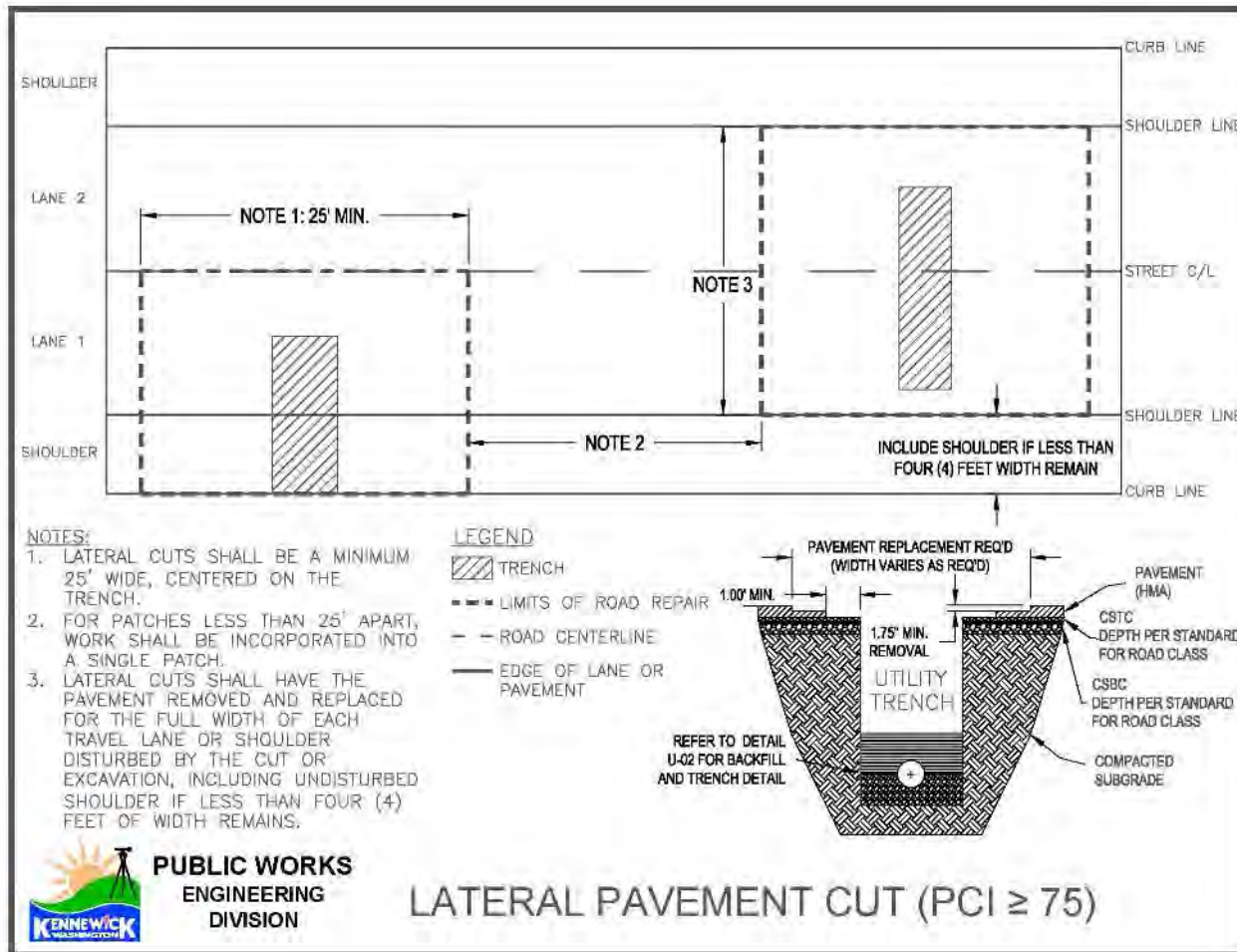
## Longitudinal Cuts

Min. 25' long pavement restoration full width of travel lane disturbed



# Regional Pavement Cut Requirements

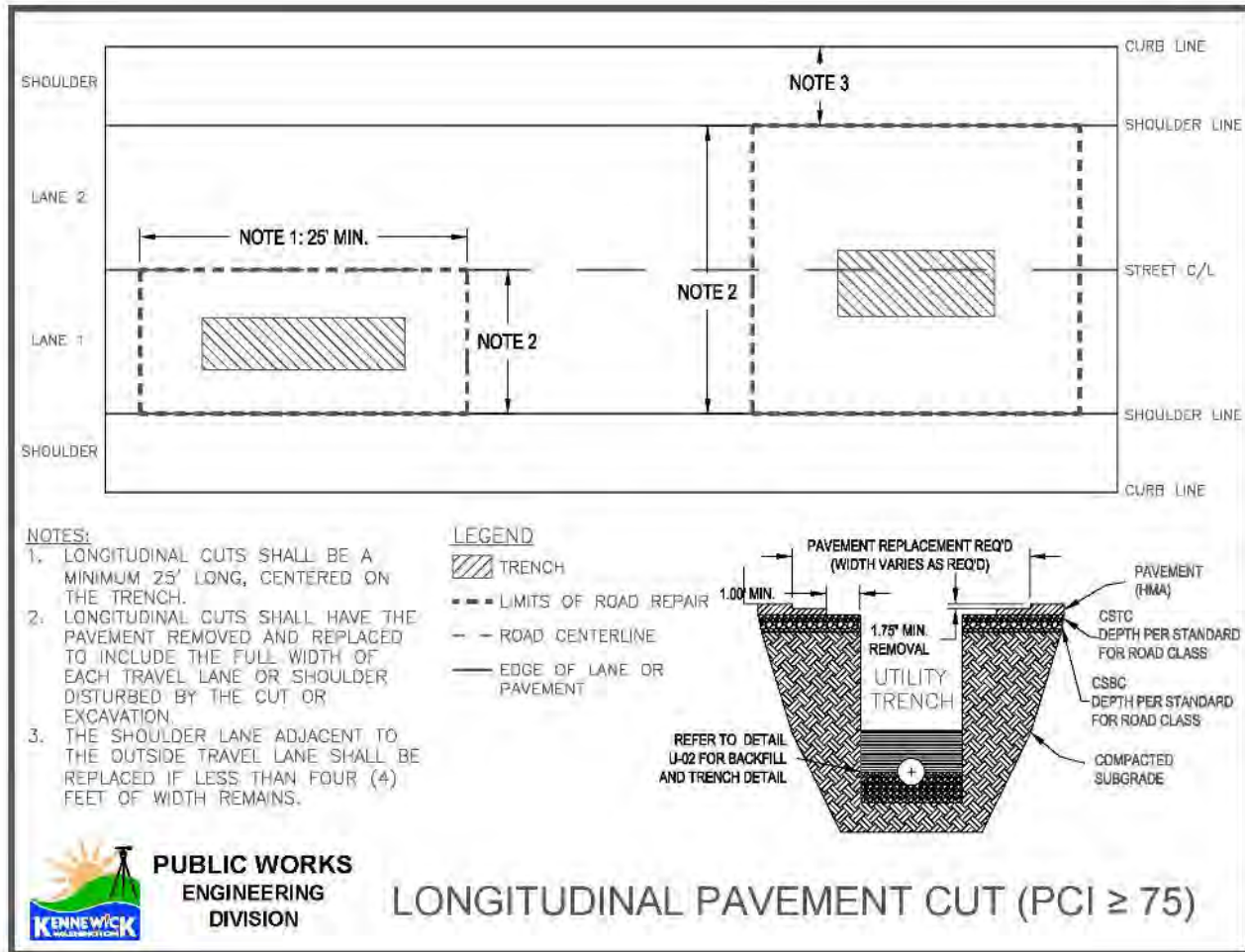
- Proposed Requirements





# Regional Pavement Cut Requirements

- Proposed Requirements



# Regional Pavement Cut Requirements

- Proposed Requirements

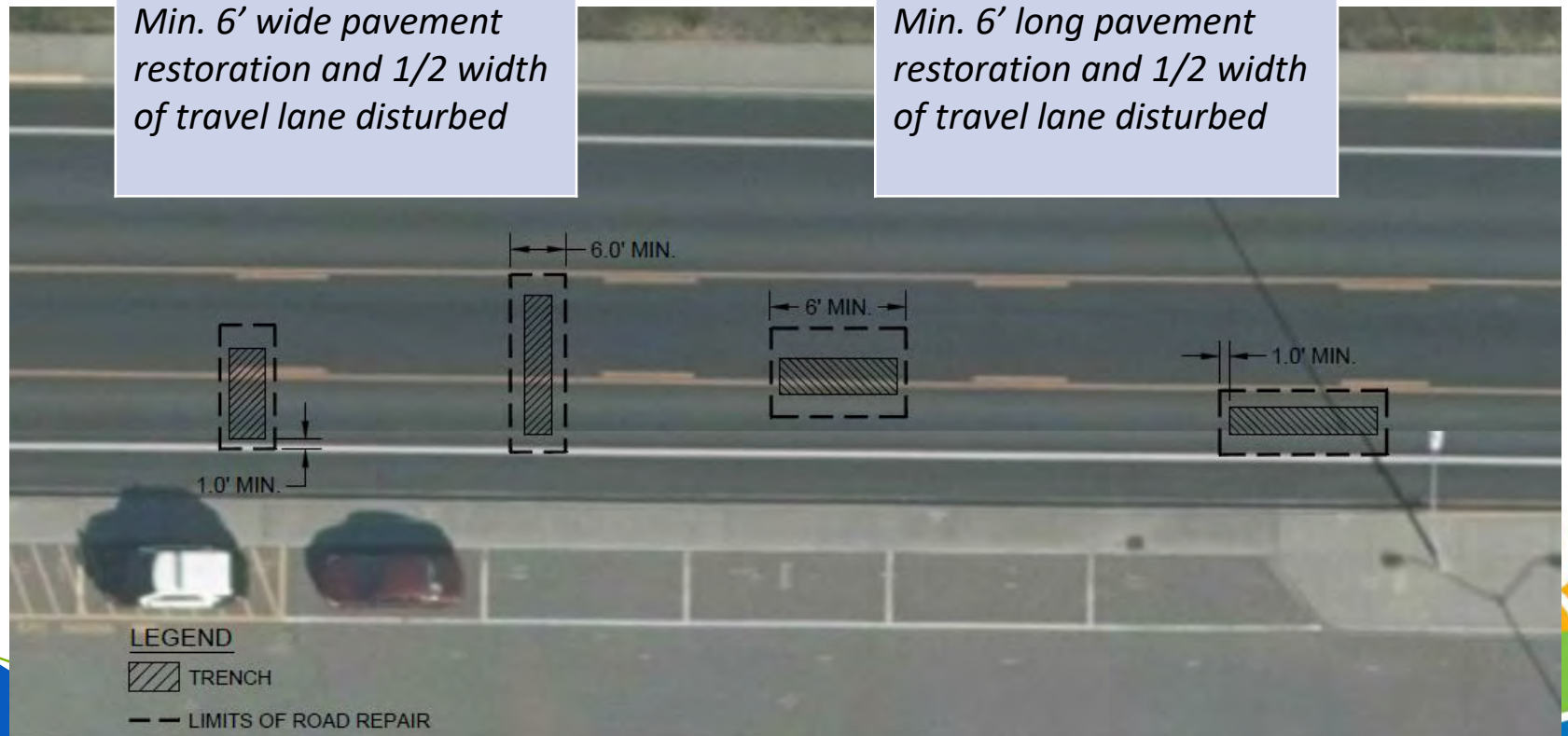
- If construction work is authorized for a street with a PCI **less** than 75 and have not been resurfaced in the calendar year, roadway restoration would have the following requirements:

## Lateral Cuts

Min. 6' wide pavement restoration and 1/2 width of travel lane disturbed

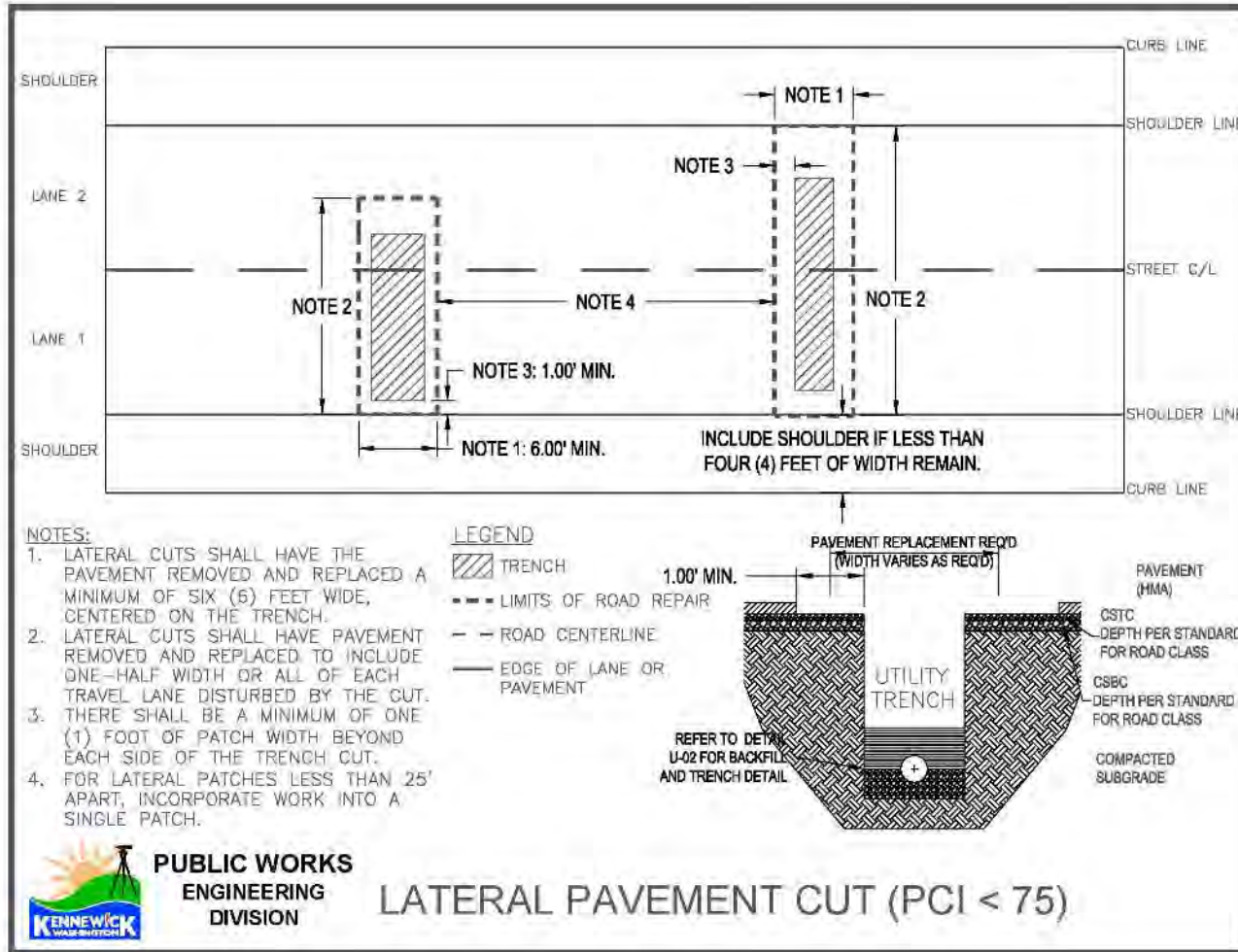
## Longitudinal Cuts

Min. 6' long pavement restoration and 1/2 width of travel lane disturbed



# Regional Pavement Cut Requirements

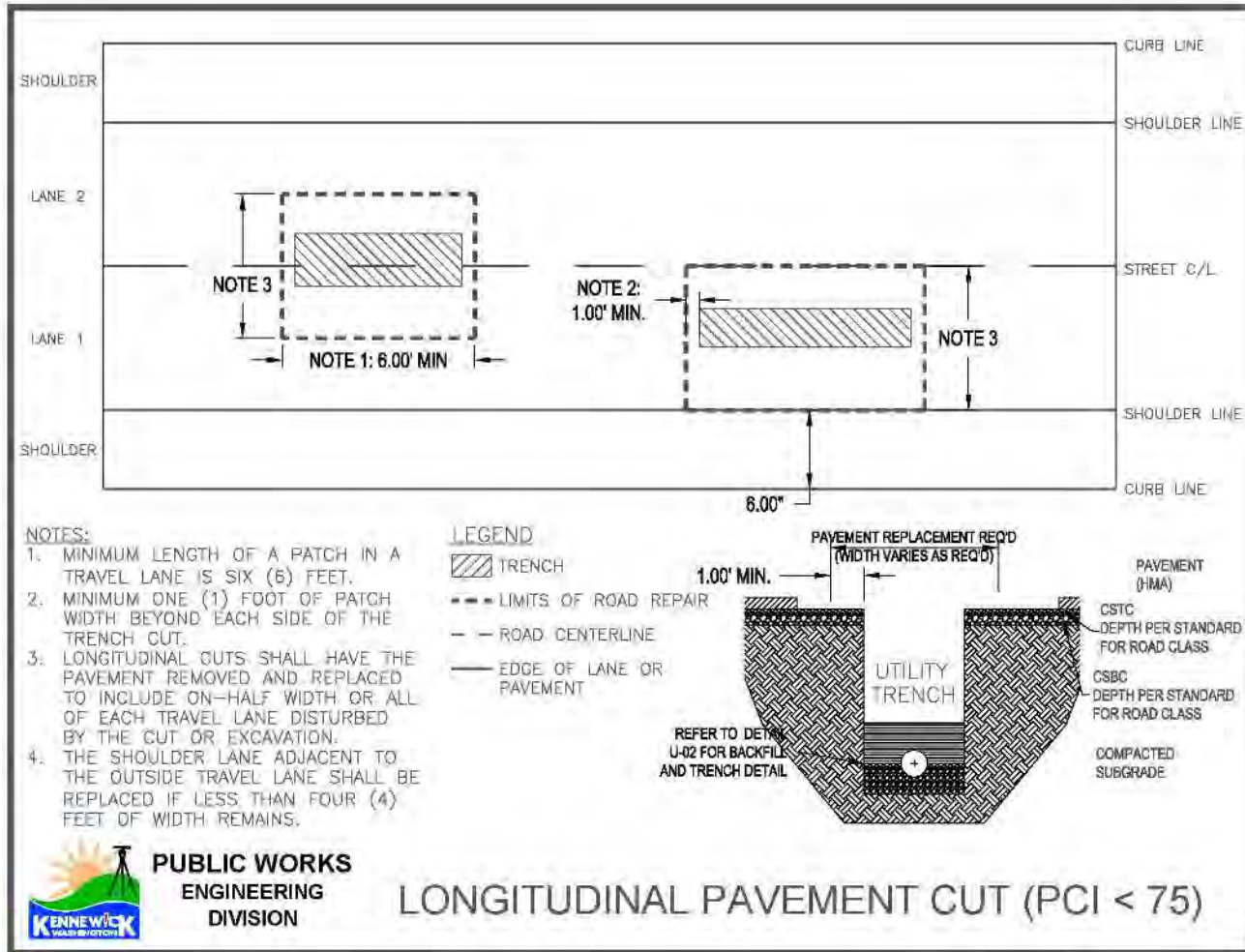
- Proposed Requirements





# Regional Pavement Cut Requirements

- Proposed Requirements



# ***Regional Pavement Cut Requirements***

- Proposed Requirements
  - *Proposed Ordinance 5978 creates a new section to the Kennewick Municipal Code adopting the same language adopted by other cities in the region.*
  - *Policy adopted:*
    - *Richland – March 01, 2022*
    - *Pasco – April 05, 2022*
    - *West Richland - TBD*

## Questions?





# Council Workshop Coversheet



Agenda Item Number	2.	Meeting Date	04/12/2022
Agenda Item Type	Presentation		
Subject	Workplace Safety Update		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	Finance		

Info Only	<input checked="" type="checkbox"/>
Policy Review	<input type="checkbox"/>
Policy DevMnt	<input type="checkbox"/>
Other	<input type="checkbox"/>

## Summary

Safety Coordinator Dan Lemieux and Human Resources Director Corey Osborn will provide an update on the City's workplace safety program. This report will include information regarding:

- The number and nature of workplace injuries;
- The amount of lost and restricted time due to workplace injuries;
- 2021 safety accomplishments; and
- 2022 safety goals and objectives.

Through

Corey Osborn  
Apr 07, 09:27:37 GMT-0700 2022

Attachments: Presentation

Dept Head Approval

City Mgr Approval

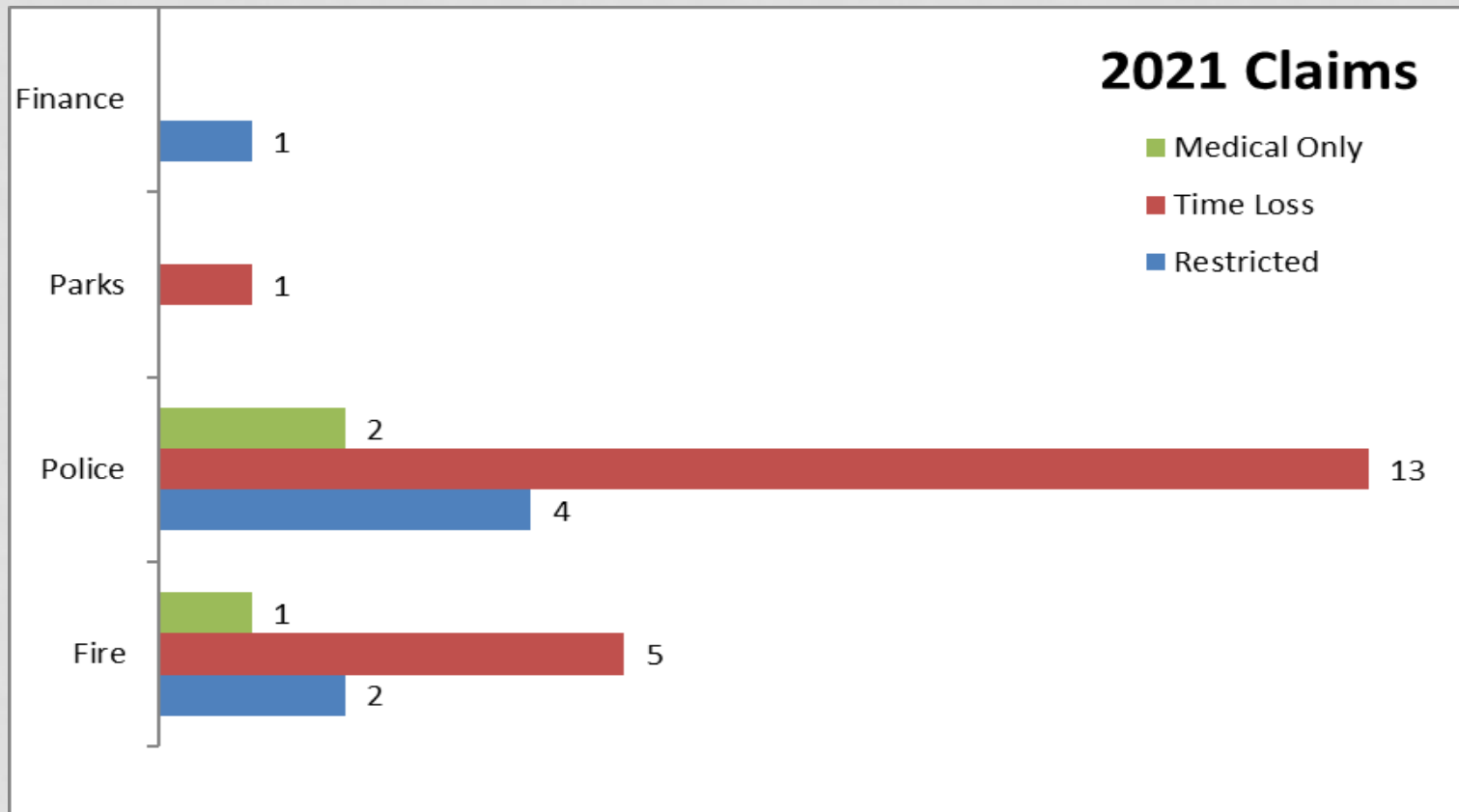
Marie Mosley  
Apr 08, 09:21:35 GMT-0700 2022

# CITY OF KENNEWICK

OCCUPATIONAL SAFETY & HEALTH

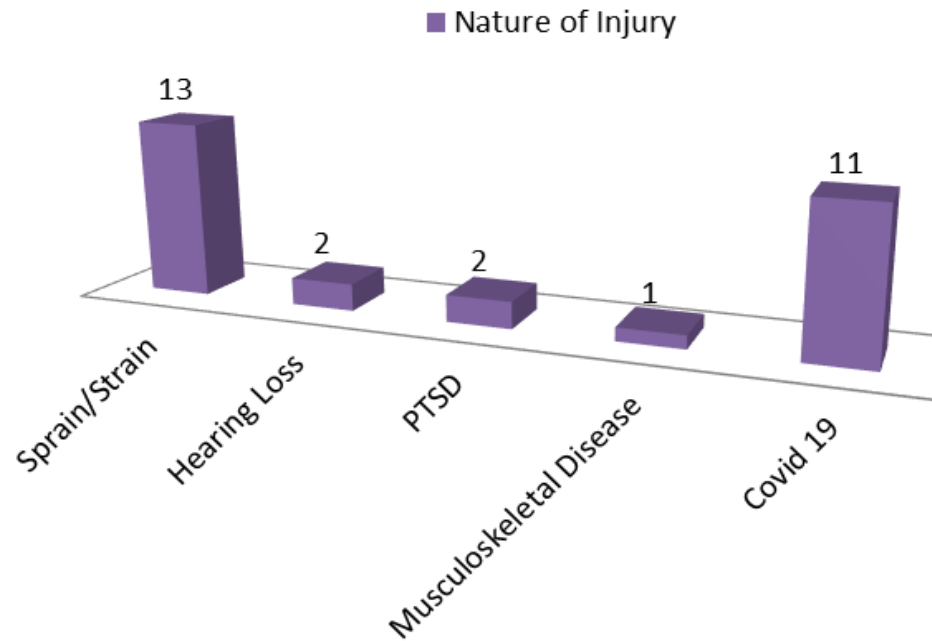
City Council Workshop  
April 12, 2022

# 2021 FULL YEAR



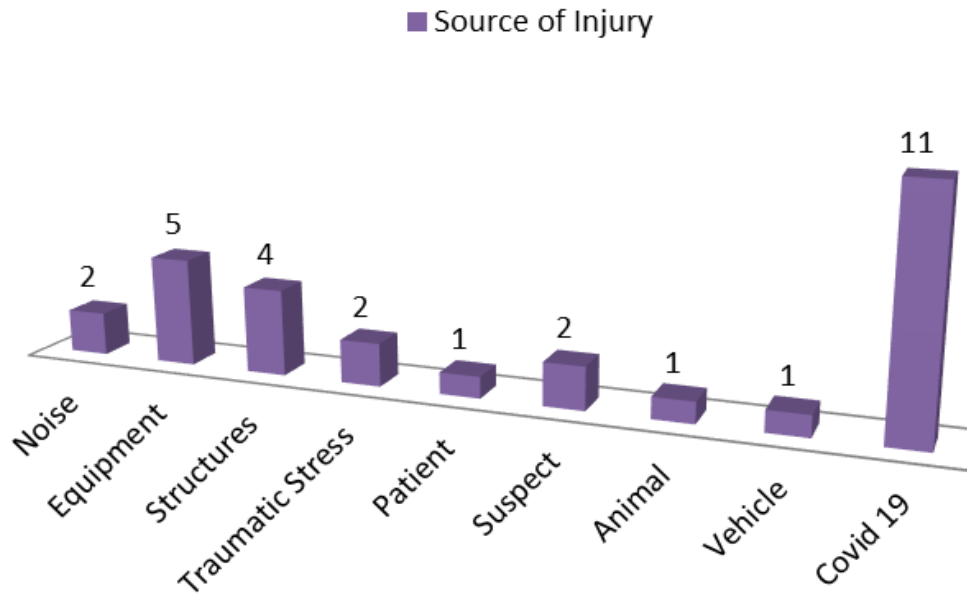
# 2021 FULL YEAR

## 2021 Nature of Injury

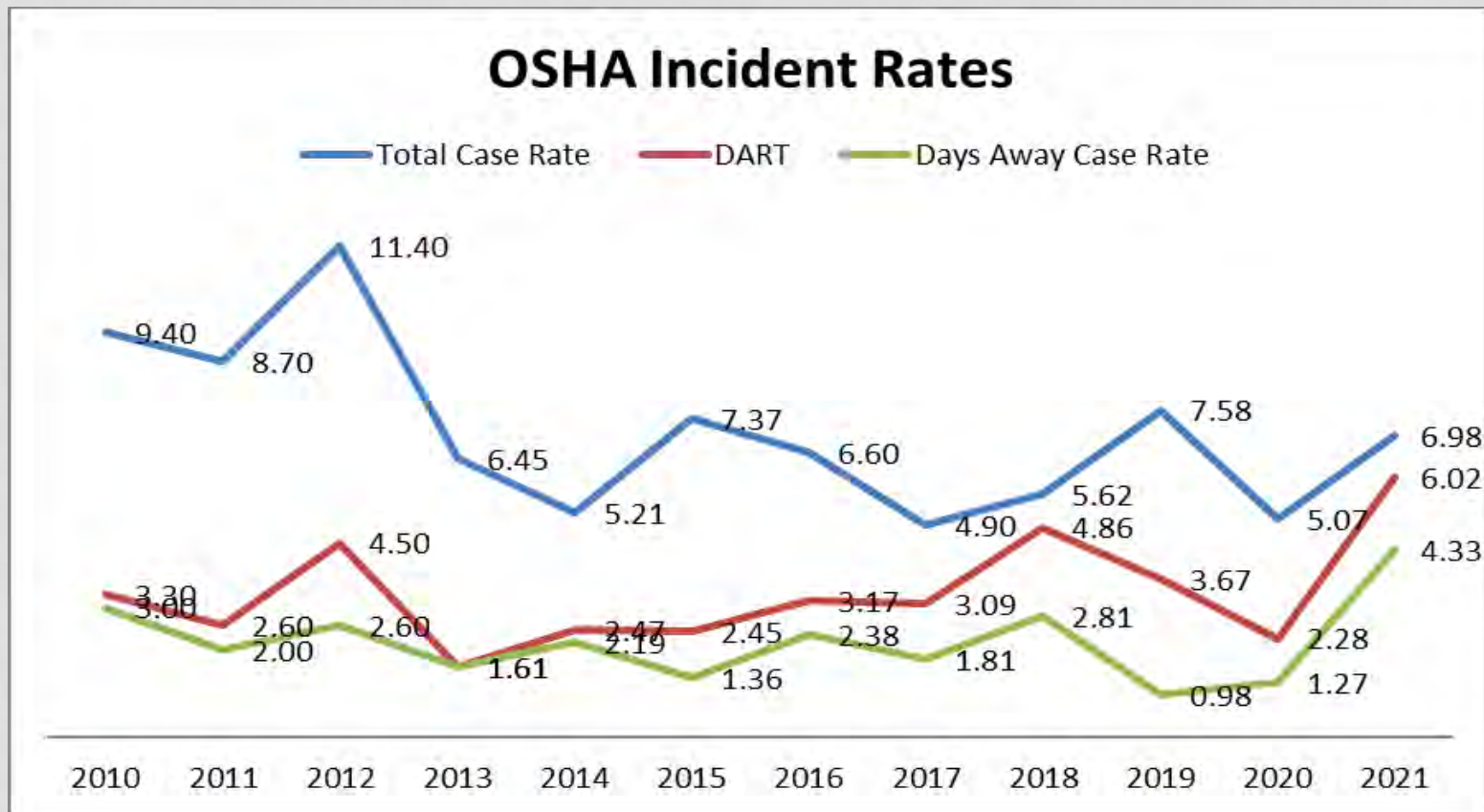


# 2021 FULL YEAR

## 2021 Source of Injury



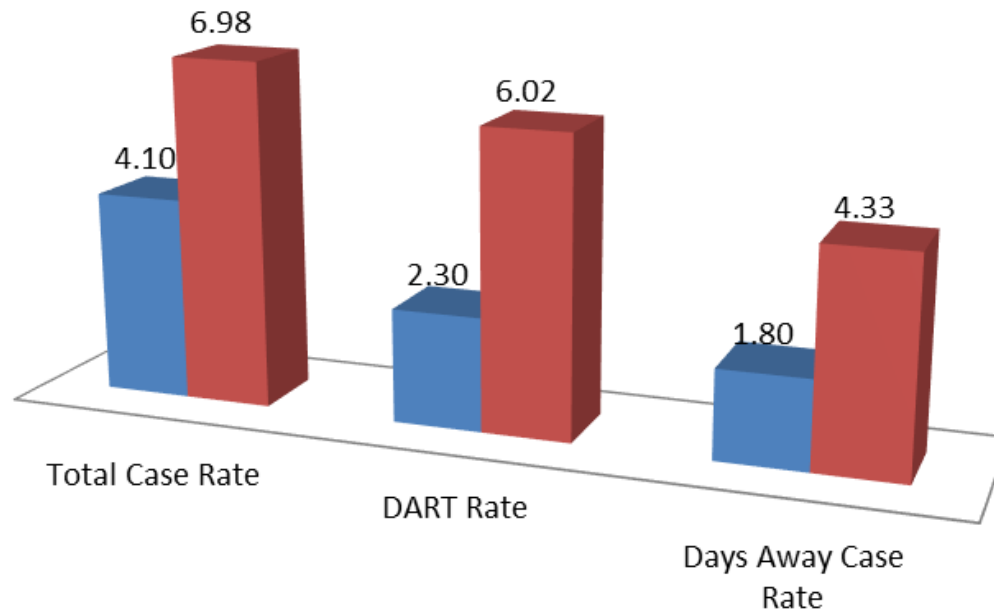
# OSHA INCIDENT RATES 2010 THROUGH 2021



# OSHA INCIDENT RATES LOCAL GOVERNMENT VS. KENNEWICK

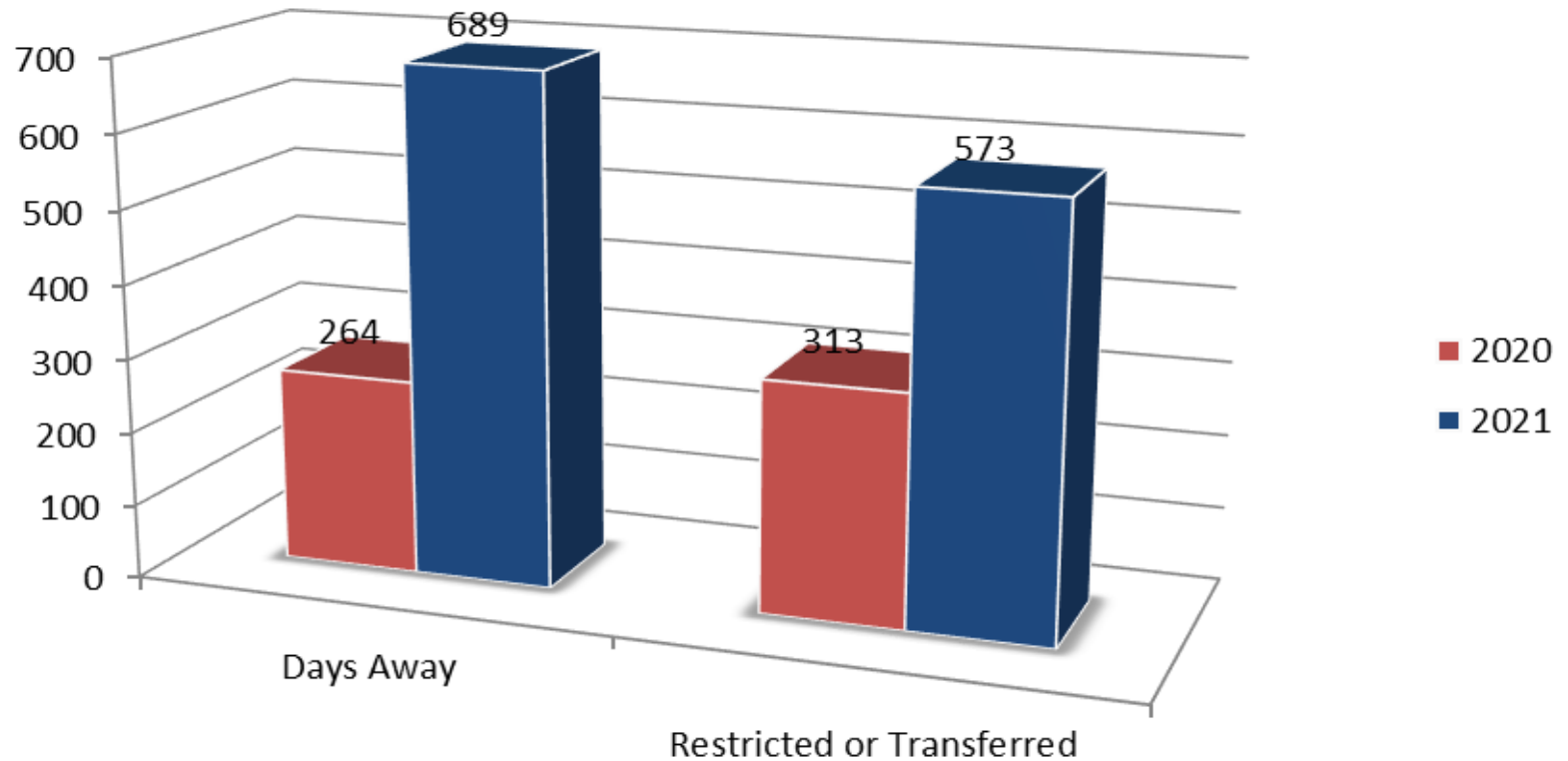
## OSHA Incident Rate Comparison

■ Washington Average 2020   ■ City of Kennewick 2021



# DAYS AWAY, RESTRICTED, TRANSFERRED

## 2020-2021 DART Comparison





# 2021 FULL YEAR PERFORMANCE MEASURES

## 2021 Leading Indicators of Safety Performance

<b>Safety Training Hours Provided</b>	1087
<b>Safety Inspections Completed</b>	59
<b>Hazards Recognized and Mitigated</b>	7
<b>Safety Meetings Conducted</b>	124

# 2021 SUCCESS STORIES

- Received \$27,171 through the Stay at Work Program
- On track to maintain WorkSafe Employer for 4<sup>th</sup> year
  - Kennewick is still the only City
  - Kennewick was a model for new leadership requirements
    - City Council Resolution
    - Regular City Council Reporting
- Partnered with a local audiologist to address hearing loss early

# 2022 OPPORTUNITIES

- Providing L&I Return to Work Education to reduce time loss claims
- Participating in the Firefighter Injury and Illness Reduction (FIIRE) Program through L&I
  - Evaluate current fire department practices
  - Similar to AWC WorkSafe Employer Program process
- Working collaboratively with Police and Fire Departments to develop a Peer Support Program

# Council Workshop Coversheet



Agenda Item Number	3.	Meeting Date	04/12/2022
Agenda Item Type	Boards and Commissions		
Subject	Benton Franklin Transit Sales Tax Discussion		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	City Manager		

Info Only	<input type="checkbox"/>
Policy Review	<input checked="" type="checkbox"/>
Policy DevMnt	<input type="checkbox"/>
Other	<input type="checkbox"/>

## Summary

During the Council meeting on April 5th, a request was made to include an item for discussion on the sales tax reduction that is being considered by the Benton Franklin Transit (BFT) Board, at the Council workshop on April 12th. The intent of the workshop is to discuss and to provide feedback to the City of Kennewick BFT board representative, Councilmember Beauchamp and alternate Councilmember Trumbo. At the conclusion of the workshop, a special meeting will be held to determine the City of Kennewick Council position on whether or not the BFT sales tax should be reduced and provide direction to the City's board representative for the BFT board meeting on April 14th.

Included in this packet is an updated presentation that was previously provided to Council on July 27, 2021. The presentation provides an update on funding sources, financial status and impacts of a .1% sales tax reduction for BFT. Also, since the presentation and discussion last year, a new program at the State has been implemented "Move Ahead Washington" that provides \$75M to Benton Franklin Transit over 16 years. A summary of this program and the requirements associated with the program are also attached. One of the criteria in order to be eligible for the \$75M in funding, is to "maintain or increase the sales tax authority which was established effective January 1, 2022".

Interim General Manager, Ed Frost will be in attendance at the workshop on April 12th to answer any question that Council may have regarding the information provided in the packet. This information will be shared with the BFT board for discussion at their April 14th board meeting.

Below is a link to the press release from BFT on this topic: <https://www.bft.org/press-release-bft-board-to-discuss-reduction-in-sales-tax-collection-in-april-board-meeting/>

Through

Attachments:

Presentation  
Summary

Dept Head Approval

City Mgr Approval

Marie Mosley  
Apr 07, 15:21:08 GMT-0700 2022





# Ben Franklin Transit

Impact of Sales Tax Revenue Reduction  
April 14, 2022

- BFT Timeline
- Funding Sources History
- Financial Status History
- Impact of Sales Tax Reduction
  - Service
  - Capital Program
  - Service/Capital Program

- **May 1981- 0.3% Sales Tax Voter Approved**
  - Matched \$ for \$ with motor vehicle tax (=0.06%)
  - Fixed Route Service Initiated
- 1997 Benton City and Prosser Operations added by voter approval
- 1999 Initiative 695 (Motor Vehicle Excise Tax Repealed)
  - Lost equivalent of 0.3%
- **March 2002 -Sales Tax 0.3% Voter Approved**  
(Replaced lost Motor Vehicle Tax)
- 2005 Finley Operations added by voter approval



- 2010 Due to population growth, BFT reclassified from a Small Urban Transit to Large Urban Transit (2012)
- **2012 Additional Federal Administrative Requirements**
- **2015 Board Adopts Strategic Plan**
- 2015 Comprehensive Service Plan Study (10 Year Plan)
- 2017 Comprehensive Service Plan Implementation



- 2022 Capital Program
  - Queensgate Transit Hub Construction Start
    - Land acquired in 2021
  - Operations Building Construction Start
  - West Pasco Transit Hub Land Acquisition & Design
    - Land identified, working to acquire
  - Downtown Pasco Transit Hub Design & Construction
    - Property acquired March 2022

# Funding Profile

## Local:

Fares, Misc. (2022B = \$2.1M)

Sales Tax – Voter Approved 6/10<sup>th</sup> of 1.0% (2022B = \$48M)

## State:

Regional Mobility – Formula Based/Competitive (varies each year. \$2M for past 4 years)

Special Needs – Formula Based (2022B = \$2.4M)

Vanpool Investment Program – Vanpool Vehicles Only (2022B = \$0; varies each State Biennium)

## Federal:

5307 – Formula Funding (Population x Population Density x Fixed Route Revenue Miles) (2022B = \$6.8M)

5310 – Enhanced Mobility of Seniors/Individuals with Disabilities (\$200K)

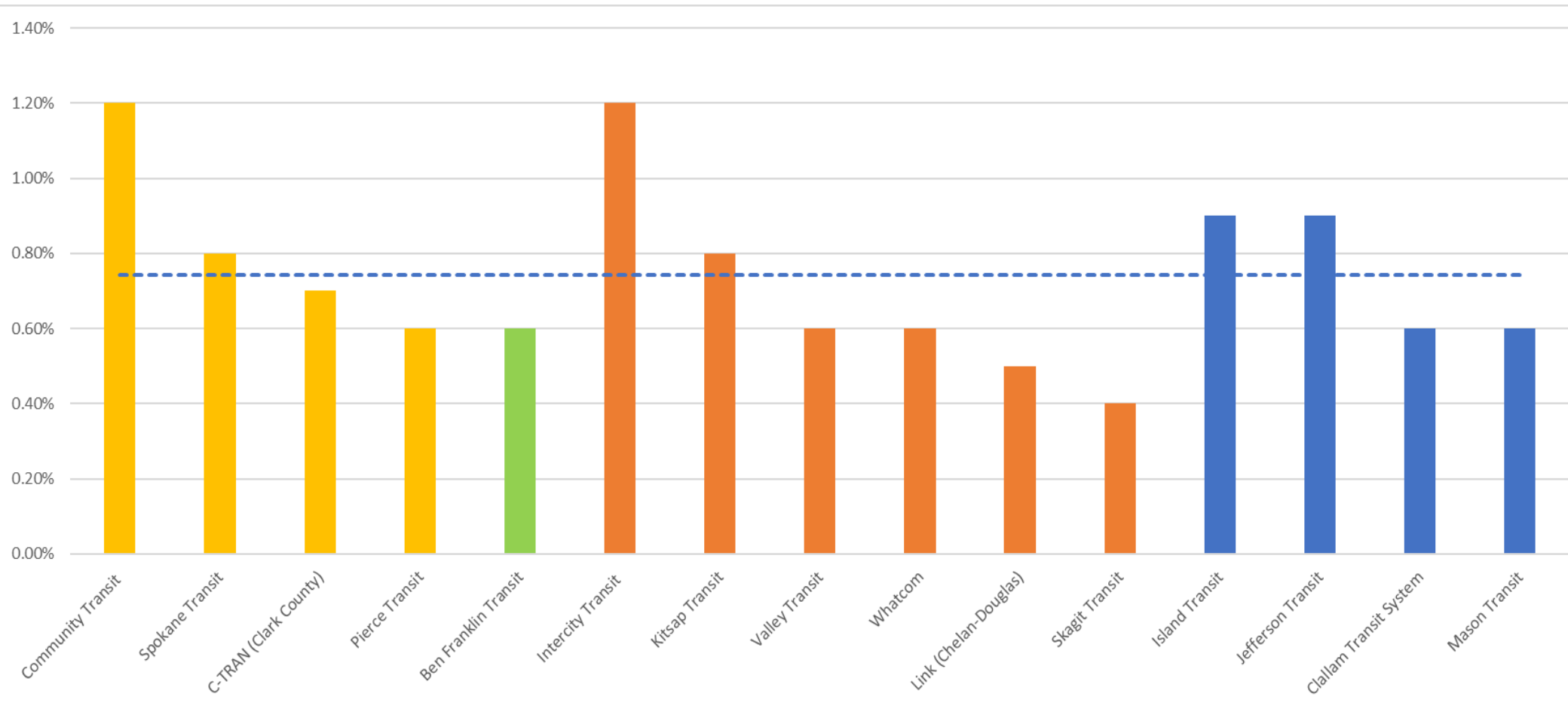
5339 – Bus and Bus Facilities (\$800K)

CRRSAA/ARP – One time funding grant to cover lost fare revenue and increased operating expenses

## Local Funding Sources

FFY	Sales Tax		Fares/Misc		Total	
	Amount	inc / drc	Amount	inc / drc	Amount	inc / drc
2021	48,271,512	22.29%	2,572,972	63.69%	50,844,484	23.9%
2020	39,473,663	0.41%	1,571,895	-63.72%	41,045,558	-6.0%
2019	39,311,911	7.87%	4,332,973	-5.61%	43,644,884	11.0%
2018	36,442,238	6.51%	4,590,269	-10.40%	41,032,507	4.3%
2017	34,214,086	3.00%	5,122,944	7.39%	39,337,030	9.1%

## Sales Tax Rates by Selected WA State Agencies

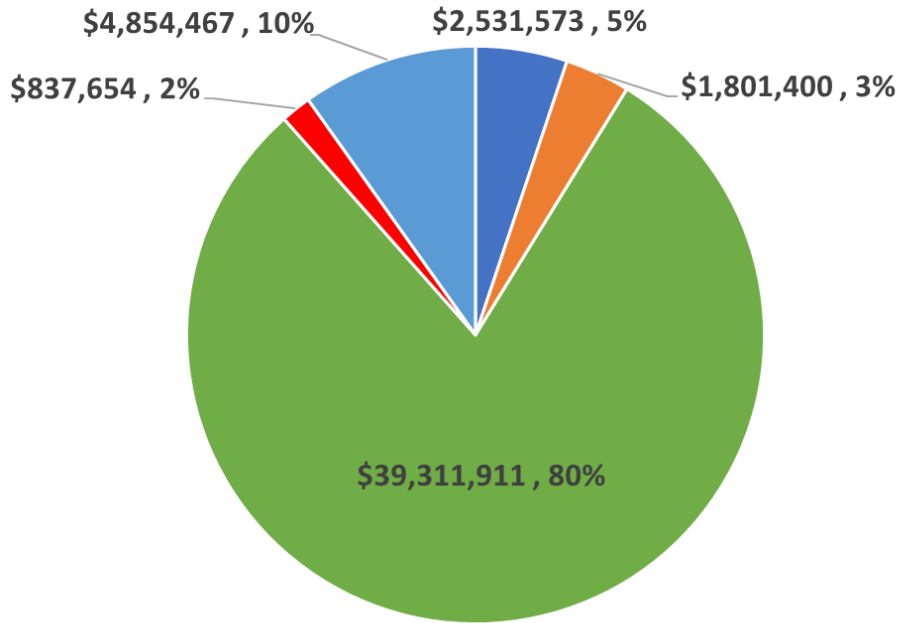


## BFT Federal Funding

FFY	5307		5339		5310		Total Funding
	Amount	inc / drc	Amount	inc / drc	Amount	inc / drc	
2021	6,704,521	0.22%	811,954	-7.74%	203,019	5.35%	7,719,494
2020	6,689,922	3.37%	880,036	5.34%	192,711	5.00%	7,762,669
2019	6,471,622	-0.68%	835,405	-10.65%	183,530	3.73%	7,490,557
2018	6,515,735	-2.86%	934,952	29.33%	176,938	5.47%	7,627,625
2017	6,707,844	-0.07%	722,914	0.35%	167,765	2.39%	7,598,523
2016	6,712,779	-2.17%	720,399	-11.62%	163,844	4.06%	7,597,022
2015	6,861,792	-12.15%	815,141	-12.42%	157,452	-0.18%	7,834,385
2014	7,810,514	-9.56%	930,686	-9.83%	157,731	3.70%	8,898,931
2013	8,636,438	208.47%	1,032,162		152,110		9,820,710
2012	2,799,802	0.61%					2,799,802
2011	2,782,958	-4.54%					2,782,958
2010	2,915,306	2.37%					2,915,306

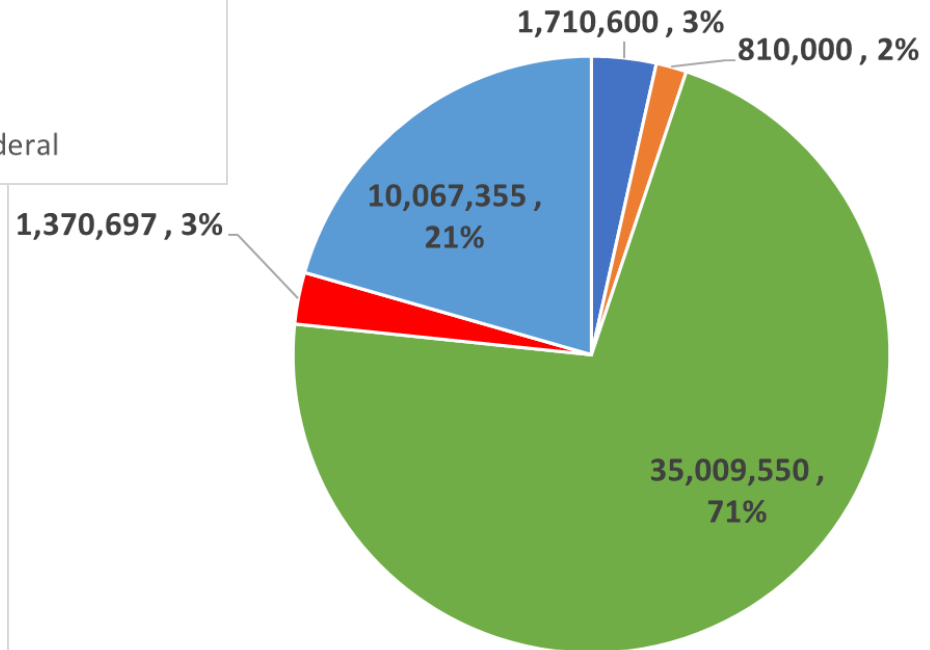
# Operating Revenues

2019 Operating Revenues



■ Fares/Misc ■ Vanpool ■ Sales Tax ■ State ■ Federal

2022 Budgeted Operating Revenues



■ Fares/Misc ■ Vanpool ■ Sales Tax ■ State ■ Federal



## One-Time Funding – Received in 2020 & 2021

	Awarded		Spend/Obligation Plan				
	2020	2021	2020	2021	2022	2023	2024
CARES	18,973,077		8,905,722	10,067,355			
CRRSAA - 5307	8,460,568				8,460,568		
CRRSAA - 5310	33,438					33,438	
ARP - 5307		20,849,570			10,424,785	10,424,785	
ARP - 5310		33,439				33,439	
<b>Grant Totals</b>	<b>27,467,083</b>	<b>20,883,009</b>	<b>8,905,722</b>	<b>10,067,355</b>	<b>18,885,353</b>	<b>10,491,662</b>	<b>0</b>

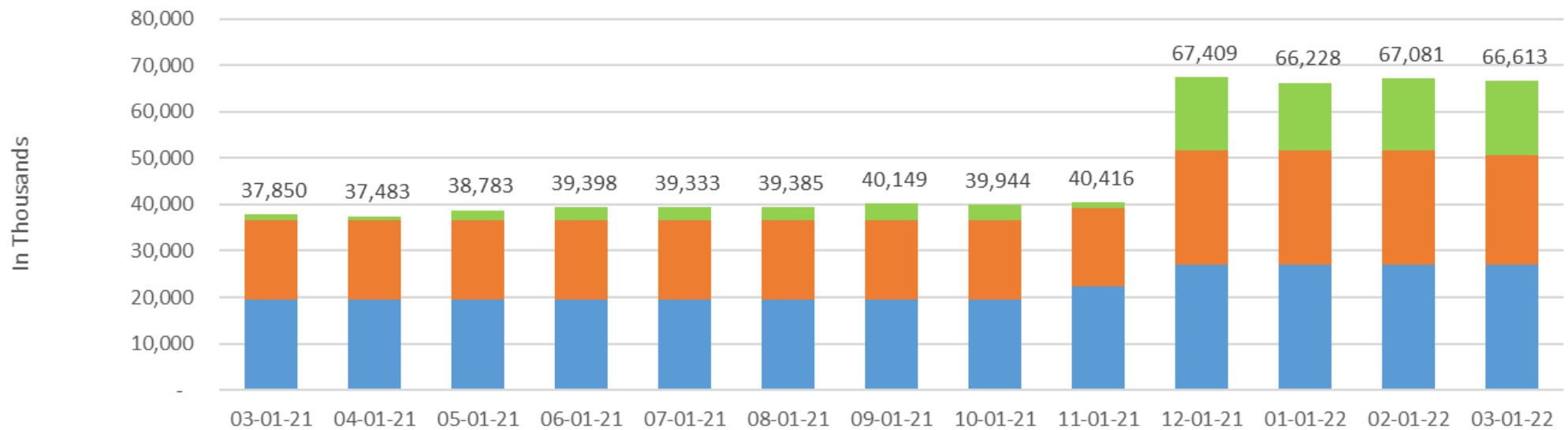


# Financial Status

## Capital Funding – Bringing it all Together

- BFT's Capital Improvement Plan is Funded on a  
*Pay-As-You-Go* Basis  
*No Bonding, No Borrowing*
- Federal & State Grants REQUIRE Local Funding Match
- Current Reserves and CARES Related Funding Enables a Funded Capital Improvement Plan for Existing Projects over the Next 3.5 Years

Total Cash & Investments (in thousands) as of Mar 31, 2022



	03-31-21	04-30-21	05-31-21	06-30-21	07-31-21	08-31-21	09-30-21	10-31-21	11-30-21	12-31-21	01-31-22	02-28-22	03-31-22
Total Cash on Hand	37,850	37,483	38,783	39,398	39,333	39,385	40,149	39,944	40,416	67,409	66,228	67,081	66,613
Available	1,348	982	2,282	2,896	2,832	2,884	3,648	3,443	1,136	15,898	14,717	15,570	16,026
12 Mo Capital	16,976	16,976	16,976	16,976	16,976	16,976	16,976	16,976	16,976	24,412	24,412	24,412	23,488
Reserves	19,525	19,525	19,525	19,525	19,525	19,525	19,525	19,525	22,304	27,099	27,099	27,099	27,099

**Capital Funds represent current approved budget for items in Capital Improvement Plan expected to be spent over next 12 months.**

**\$20M budgeted for future periods.**

# Impact – Sales Tax Reduction

## Sales Tax and Federal/State Grant Reductions

	Annual Taxes at 0.600%	Annual Taxes at 0.500%	Sales Tax Reduction (16.7%)	Transit Support Grants	Total Reduction	Total % Revenue Reduction
<b>2026F</b>	57,886,678	48,238,899	<b>(9,647,780)</b>	(4,600,000)	(14,587,217)	-26.1%
<b>2025F</b>	55,929,158	46,607,632	<b>(9,321,526)</b>	(4,600,000)	(14,260,117)	-24.0%
<b>2024F</b>	53,778,036	44,815,030	<b>(8,963,006)</b>	(4,600,000)	(13,900,753)	-24.3%
<b>2023F</b>	51,959,456	43,299,546	<b>(8,659,909)</b>	(4,600,000)	(13,596,814)	-25.9%
<b>2022F</b>	49,961,015	41,634,179	<b>(8,326,836)</b>	(3,400,000)	(12,062,900)	-23.3%

An additional reduction of approximately \$350K to Federal grants included in the Total Reduction

Scenario #1 – Service Reduction Only

Scenario #2 – Capital Improvement Plan Reduction Only

Scenario #3 – Blend of Service and Capital Improvement  
Plan Reduction



# Thank You

# Questions?

# Move Ahead Washington Overview

*Move Ahead Washington is a transformational 16-year package that creates a sustainable, achievable future for the transportation sector. The legislation addresses concerns raised throughout the state of Washington and reflects a focus on meeting the needs of every community.*

## **\$17B in Investments Over 16 years**

- \$11.5B: New projects, maintenance and preservations, ferries, and local programs
- \$5.4B: Climate Commitment Act: Active transportation/transit electrification

There are two primary elements to the transit-specific awards:

1. Project awards
  - a. BFT is scheduled to be awarded \$23.3M
2. Annual grants
  - a. The 16-year estimated award to BFT is approximately \$75M

## **Transit Specific: \$3B over 16 years**

- \$1.45B New Transit Support Grants (See more details below)
- \$600M Plus-up of Special Needs Grants
  - Agencies should see a doubling of their local grant funding
- \$300M New Bus and Bus Facility Grant program (mirrors federal program)
- \$300M Plus-up of Green Transit Grants
- \$244M Plus-up of Transit Projects
  - Includes \$23.2M for 3 BFT projects
    - Fleet electrification - \$10.6M
    - Long-range service corridor improvements - \$4.3M
    - Hubs in Benton City, Prosser, and south Kennewick - \$8.4M
- \$80M New Tribal Transit Grants

## **Transit Support Grant Details**

New section in the law that establishes “**Transit Support Grants**” which allow for agencies to receive an annual grant which allows them to utilize funds for operating or capital expenses. This is becoming known as the 18 and Under Zero Fare Grant.

### **Grant Eligibility**

- Transit agencies only
- Agencies must have a policy established by October 1, 2022, that provides riders 18 years of age and younger zero fare on ALL modes.
- Agencies must maintain or increase their sales tax authority which was established effective January 1, 2022.
- Must meet specific criteria which support overburdened communities; criteria to be determined by WSDOT.

### **Summary of Potential Benefits to Ben Franklin Transit**

- Annual estimate of formula allocation of Transit Support Grants is \$3.5M in 2022-2023 and then \$4.6M for the next 15 years for a total of approximately \$75M.
- Eligibility for future funding of grants including Regional Mobility, Green Transit, Bus and Bus Facility, and Special Needs Grants.
- LEAP Transportation 2022-NL-3 - Approval of three grant applications for the following projects submitted in FY2021:
  - \$10.56M for Fleet Electrification – Electric bus replacements for existing diesel fleet (12), bus-charging equipment (bus base), and bus-charging equipment (transit hubs)
  - \$4.25M for Long-Range Service Corridor – Redesign frequent bus routes and services currently using existing diesel vehicles; upgrade accessible bus stops with shelters and seating; install bus stop improvements, including land acquisitions in local jurisdictions by BFT where additional right-of-way is needed for sidewalks and bus stops that are compliant with the Americans with Disabilities Act (ADA).
  - \$8.4M for Mobility Hubs – Benton City, Prosser, and south Kennewick; land acquisition, parking, bus shelters, electric bus charging



# City Council Meeting Schedule May 2022

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City Council temporarily designated the location for regular, special and study session meetings to a virtual location until termination of the state of emergency or until rescinded. The City broadcasts City Council meetings on the City's website <https://www.go2kennewick.com/CouncilMeetingBroadcasts>.

May 3, 2022

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

May 10 2022

Tuesday, 6:30 p.m.

WORKSHOP MEETING

1. Economic Development & Port of Kennewick Partnership
2. Regional and Neighborhood Parks
3. Fire Department Update: Biennium Goals & Priorities
4. Police Department Update: Biennium Goals & Priorities

May 17, 2022

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

May 24, 2022

Tuesday, 6:30 p.m.

WORKSHOP MEETING

1. KPFD & VenuWorks
2. Entertainment District Partnership Update (A-1 Pearl)
3. Planning & Public Works Development Process
4. Fourth of July Safety Measures

May 31, 2022

Tuesday, 6:30 p.m.

NO MEETING SCHEDULED

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 and Video Taped