



Agenda
City Council Regular Meeting
Tuesday, June 4, 2024
Richland City Hall Council Chambers
625 Swift Boulevard

City Council Regular Meeting - 6:00 p.m.

Welcome and Roll Call

Pledge of Allegiance

Approval of Agenda: (Approved by Motion)

Presentations:

- I. New Hires and Retirements
 - Lacey Paulsen, Human Resources Director

Public Hearing: Please limit public hearing comments to 3 minutes. Comments must speak only to the item for which the hearing is convened. Records intended for Council consideration must be given to the City Clerk for distribution.

2. 2025-2030 Transportation Improvement Program, Resolution No. 2024-76

Public Comments: Please limit public comments to 2 minutes. The public comment period is not an opportunity for dialogue with councilmembers, or for posing questions with the expectation of an immediate answer. Many questions require an opportunity for information-gathering and deliberation. For this reason, Council will accept comments, but will not directly respond to comments, questions or concerns during public comment. Records intended for Council consideration must be given to the City Clerk for distribution.

Consent Calendar: Items on the Consent Calendar have been distributed to the City Council in advance for reading and study, are considered to be routine, and will be enacted by one motion of the Council with no discussion. Councilmembers may transfer individual items to Items of Business for deliberation before voting.

Minutes:

3. Approval of the May 21, 2024 City Council Regular Meeting Minutes and the May 28, 2024 City Council Workshop Meeting Minutes
 - Jennifer Rogers, City Clerk

Ordinances - First Reading:

4. Ordinance No. 2024-22, Amending Chapter 9.16 of the Richland Municipal Code related to Public Nuisance Noise
 - Heather Kintzley, City Attorney

Ordinances - Second Reading & Passage:

None.

Resolutions - Adoption:

5. Resolution No. 2024-71, Establishing the 2024 Docket of Comprehensive Plan Policies, Maps and Development Regulation Amendments
 - Mike Stevens, Planning Manager

6. Resolution No. 2024-72, Authorizing an Agreement with Cloudburst Consulting Group, Inc. for the 2025-2029 Consolidated Plan, 2025 Annual Action Plan and Analysis of Impediments to Fair Housing Choice Plan
 - Kerwin Jensen, Development Services Director
7. Resolution No. 2024-73, Authorizing Award of Bid to Apollo, Inc. for Wastewater Treatment Plant Gas Burner and Boiler Replacement
 - Carlo D'Alessandro, Interim Public Works Director
8. Resolution No. 2024-74, Adopting of the Safe Routes to School Plan and Authorizing a Grant Application to the Washington State Department of Transportation Safe Routes to School Program
 - Carlo D'Alessandro, Interim Public Works Director
9. Resolution No. 2024-75, Authorizing a Memorandum of Understanding with Atlas Agro for Water Supply
 - Carlo D'Alessandro, Interim Public Works Director

Items - Approval:

None.

Items of Business:

10. Ordinance No. 2024-21, Rezoning Approximately 26.3 Acres located at 1251 Bermuda Road from Agriculture (AG) to Medium Density Residential - Small Lots (R-2S) (First Reading)(Closed Record)
 - Mike Stevens, Planning Manager
11. Resolution No. 2024-76, Adopting the 2025-2030 Transportation Improvement Program
 - Carlo D'Alessandro, Interim Public Works Director

Reports and Comments:

1. City Manager
2. City Council
3. Mayor

Adjournment

This meeting will be broadcast live on [CityView Channel 192](#) on the City's website and on the [City's YouTube Channel](#).

Richland City Hall is ADA accessible. Any individual who has difficulty attending the meeting in-person may request to provide comments remotely. (Ch. 42.30 RCW) Requests for sign interpreters, audio equipment, and/or other special services must be received 48 hours prior to the meeting by calling the City Clerk's Office at 509-942-7389.



MINUTES

RICHLAND CITY COUNCIL REGULAR MEETING

Tuesday, May 21, 2024

Richland City Hall ~ Council Chambers
625 Swift Boulevard

City Council Regular Meeting - 6:00 p.m.

Mayor Richardson called the Council meeting to order at 6:00 p.m.

Welcome and Roll Call

Mayor Richardson welcomed those in the audience and expressed appreciation for their attendance.

Attendance: Mayor Richardson	Present
Mayor Pro Tem Kent	Present
Councilmember Jones	Present
Councilmember Lukson	Present
Councilmember Maier	Present
Councilmember VanDyke	Present (Remote via Zoom)
Councilmember Whitten	Present

Also present were City Manager Amundson, Deputy City Manager Schiessl, Assistant City Manager Florence, City Attorney Kintzley, Fire Chief Huntington, Development Services Director Jensen, Energy Services Director Whitney, Finance Director Allen, Human Resources Director Paulsen, Parks & Public Facilities Director Waite, Interim Public Works Director D'Alessandro, Interim Chief of Police Meidl, and Acting Deputy City Clerk Fulton.

Pledge of Allegiance

Councilmember Whitten led the Council and audience in the Pledge of Allegiance.

Approval of Agenda

MAYOR PRO TEM KENT MOVED AND COUNCILMEMBER WHITTEN SECONDED THE MOTION TO APPROVE THE AGENDA AS PUBLISHED. MOTION CARRIED 7-0.

Presentations

1. Benton-Franklin Council of Governments Presentation

Michelle Holt, Benton-Franklin Council of Governments Executive Director was not in attendance to deliver the presentation.

2. Regional Public Safety Strategic Planning

Eric Eisinger, Benton County Prosecuting Attorney, provided an update on the regional public safety strategic planning session held on April 1, 2024. The session was moderated by Paul Casey, Executive Director of Leadership Tri-Cities, and was attended by approximately forty (40) city, county, and state leaders.

The session involved a SWOT analysis (Strength, Weakness, Opportunities, and Threats) and discussions to identify common public safety and justice issues affecting the Tri-Cities.

Mr. Eisinger stated the leading threat to public safety and the local criminal justice system is the OPD (Office of Public Defense) crisis. He highlighted the current acute shortage of public defenders, exacerbated by an expected adoption by the Washington State Supreme Court of WSBA recommendations to reduce the caseload cap for defense attorneys. Because the Tri-Cities region does not have enough attorneys to respond to the lowered case cap, the new standards will drastically impact public safety through severe limits on prosecution. The new regulation, which is to be phased in over three (3) years, presents a statewide challenge.

Mr. Eisinger stressed the need for strategic thinking and innovative solutions to maintain public safety and adequate defense services in the face of these challenges. He advocated for a proactive approach to navigate the increased demand for legal services, emphasizing the community's need for effective public safety measures and criminal justice support.

Following the presentation, Mr. Eisinger answered questions from Council.

Public Hearing

Acting Deputy City Clerk Fulton read the Public Hearing and Public Comments procedures.

3. Relinquishing a Water Easement located at 5069 Ava Way, Resolution No. 2024-70

Mayor Richardson opened and closed the public hearing at 6:33 p.m. No testimony was offered.

Public Comments

The following individuals provided public comments:

- Bristi Stordahl of Kennewick, WA recounted a recent incident at Howard Amon Park where she encountered a female dancer performing provocatively. Concerned about the inappropriateness of the performance in a family-oriented area, Mrs. Stordahl asked the dancer to stop. The situation escalated, prompting

Ms. Stordahl to call Richland Police to the scene. However, the responding officer was not able to take action. Mrs. Stordahl expressed frustration over the lack of resolution and the inappropriate nature of the situation in the park.

- Marc Sims of Kennewick, WA spoke about the same incident described by the previous speaker at Howard Amon Park, which he argues violates the Lewd Conduct ordinance of the Richland Municipal Code (RMC). Mr. Sims emphasized the importance of maintaining safety in community spaces such as parks, and the need for the City to enforce laws to uphold public trust. Mr. Sims added that such actions breach community standards and should not be tolerated, referencing the RMC prohibits expressions without substantial thematic content and that are offensive and lack value.
- George Booth, IV of Richland, WA emphasized the importance of promoting values that are good, true, and beautiful, rather than tolerating vice. Mr. Booth stated appreciation for Richland's continued stance against the sale of cannabis, which aligns with the community's ideals. Mr. Booth stated that lewd behavior, such as the inappropriate public display mentioned at Howard Amon Park, does not reflect the community's values. Mr. Booth questioned the type of morality legislated and enforced by the City.
- Adam Diaz, of Kennewick, WA agreed with previous speakers' sentiments regarding the inappropriate conduct at Howard Amon Park. He noted the irony of the situation concerning public safety and declared his readiness to actively oppose this type of conduct.
- Pierre Saget of Richland, WA expressed gratitude to Council and the Public Works Department for including a bicycle track along the George Washington Way couplet project. Additionally, Mr. Saget addressed a development issue at Columbia Point, which faced problems due to mandatory minimum parking regulations. He questioned the relevance of such regulations and added that mandatory parking requirements prevent the construction of revenue-generating businesses and do not contribute to sales tax revenue.
- Max Faulkner, Managing Partner of Atomic Bowl and Jokers Casino, shared that significant improvements have been made to the facility's pinsetters to increase safety and efficiency. Mr. Faulkner invited citizens to view their website and social media pages to view the improvements. Lastly, Mr. Faulkner invited Council to a promotional event on June 1, 2024 to enjoy a game of bowling and complimentary food.
- Charles Swearingen of Richland, WA addressed minimum parking regulations, arguing that eliminating minimum parking requirements does not bar an owner or developer from building what they want, and in fact allows owners more freedom to do what they wish with their property. Mr. Swearingen further stated that unnecessary regulations increase the cost of housing.

- Larry Youthun, of Richland, WA expressed concerns about the ecological impact of a mitigation effort occurring at W.E. Johnson Park. The offsite mitigation effort is required in connection with a hotel project occurring across town on Tapteal. Mr. Youthun stated that the mitigation effort has destroyed approximately ten (10) acres of the park's natural habitat. He pointed out that this action has significantly damaged the park's ecosystem, and residents, including himself, were not informed about these changes. Mr. Youthun stated he intends to address this issue at a meeting with park officials and highlighted the need for better communication and public engagement in future projects to prevent similar occurrences.
- Randy Slovic of Richland, WA shared suggestions on how to attract more defense attorneys to the community. Ms. Slovic then expressed frustration over the prioritization of certain infrastructure projects over the essential safety improvements she has been advocating for such as hardened center lines. Ms. Slovic then described traffic issues at an intersection in her neighborhood where cars incorrectly navigate lanes, posing a safety risk.

Consent Calendar

Acting Deputy City Clerk Fulton read the Consent Calendar.

Minutes

4. Approval of the May 7, 2024 City Council Regular Meeting Minutes

Ordinances - First Reading

None.

Ordinances - Second Reading & Passage

5. Ordinance No. 2024-17, Amending the 2024 Budget to Include the 2023 Budget Carryovers

Resolutions – Adoption

6. Resolution No. 2024-65, Authorizing Award of Bid to Palouse Power, LLC for 2024 Boring and Cable Replacement
7. Resolution No. 2024-66, Awarding Commercial Façade Improvement Grant Funds to New Beginnings Thrift Store, LLC located at 1010 and 1016 Lee Boulevard
8. Resolution No. 2024-67, Authorizing an Agreement With the Washington State Community and Economic Revitalization Board for Aid in Financing the Cost of Sewer Infrastructure to Serve the Northwest Advanced Clean Energy Park

9. Resolution No. 2024-68, Authorizing an Agreement for the Washington State Department of Transportation Active Transportation Assistance Program
10. Resolution No. 2024-69, Authorizing a Consultant Agreement with Great West Engineering, Inc. for Horn Rapids Landfill Expansion - Phase 2 Project

Items - Approval

11. Appointment to the Code Enforcement Board: Eric Bostrom and Todd Samuel

Expenditures - Approval

12. Expenditures from April 1, 2024 to April 30, 2024 for \$35,275,601.52 including Travel Checks Nos. 20500-20522, Accounts Payable Check Nos. 321844- 322696, Accounts Payable Wire Nos. 10009-10058, Payroll Wires & ACH Nos. 13956-14006, Payroll Direct Deposit & Check Nos. 221998-223197, and Pension Check Nos. 6726-6747.

COUNCILMEMBER WHITTEN MOVED AND MAYOR PRO TEM KENT SECONDED THE MOTION TO APPROVE THE CONSENT AGENDA AS PUBLISHED. THOSE IN FAVOR: MAYOR RICHARDSON, MAYOR PRO TEM KENT, AND COUNCILMEMBERS JONES, LUKSON, MAIER, VANDYKE AND WHITTEN. THOSE OPPOSED: NONE. MOTION CARRIED 7-0.

Items of Business

13. Ordinance No. 2024-20, Establishing a Sewer Latecomer Assessment Area and Authorizing a Latecomer Agreement with Pahlisch Homes at Westcliffe Heights, LLC

Interim Public Works Director D'Alessandro discussed for the second time the sewer latecomer agreement previously presented to Council during the May 7, 2024 meeting. Based on testimony received during the public hearing, staff reviewed the design calculations and the operational modifications of the installed pumps to confirm that the infrastructure could support the 190 homes as initially claimed. As a result, no changes to the agreement were made.

COUNCILMEMBER LUKSON MOVED AND COUNCILMEMBER MAIER SECONDED THE MOTION TO ADOPT ORDINANCE NO. 2024-20, ESTABLISHING A SEWER LATECOMER ASSESSMENT AREA AND AUTHORIZING A LATECOMER AGREEMENT WITH PAHLISCH HOMES AT WESTCLIFF HEIGHTS, LLC. THOSE IN FAVOR: MAYOR RICHARDSON, MAYOR PRO TEM KENT, AND COUNCILMEMBERS JONES, LUKSON, MAIER, VANDYKE AND WHITTEN. THOSE OPPOSED: NONE. MOTION CARRIED 7-0.

14. Resolution No. 2024-70, Relinquishing a Certain Portion of a Utility Easement lying within 5069 Ava Way

Interim Public Works Director D'Alessandro stated that the property owners of 5069 Ava Way requested the relinquishment of a portion of a utility easement to facilitate their ability to obtain a building permit. No city facilities are currently located within the easement, and there are no plans to install facilities in the future. Relinquishment of the easement is appropriate.

COUNCILMEMBER WHITTEN MOVED AND MAYOR PRO TEM KENT SECONDED THE MOTION TO ADOPT RESOLUTION NO. 2024-70, RELINQUISHING A CERTAIN PORTION OF A UTILITY EASEMENT LYING WITHIN 5069 AVA WAY. THOSE IN FAVOR: MAYOR RICHARDSON, MAYOR PRO TEM KENT, AND COUNCILMEMBERS JONES, LUKSON, MAIER, VANDYKE AND WHITTEN. THOSE OPPOSED: NONE. MOTION CARRIED 7-0.

Reports and Comments

City Manager

City Manager Amundson reviewed the agenda items for the May 28, 2024 City Council workshop meeting.

City Council

Councilmember VanDyke had no comments.

Councilmember Lukson requested more information regarding the incident at Howard Amon Park as well as a status update and plans for W.E. Johnson Park. Councilmember Lukson also reiterated the need for greater visibility regarding current and planned safety improvements. He then advocated for a systematic and inclusive approach to public safety improvements, rather than making decisions based on feedback from only certain community segments. Councilmember Lukson called for Council accountability and sufficient resource allocation to support effective public safety improvement initiatives.

Councilmember Maier expressed appreciation for public participation as it can positively influence Council priorities and decision-making. Councilmember Maier emphasized that Council's role is not to override staff decisions, but to understand the processes leading to them, relying on the expert evaluations of city staff. In conclusion, Councilmember Maier addressed the need for constructive feedback and recommended against focusing on personal grievances against individual decisions or the staff who made them.

Councilmember Whitten acknowledged the importance of public engagement in bringing issues to Council's attention, specifically thanking those who shared information regarding the incident at Howard Amon Park. Councilmember Whitten expressed support for Councilmember Lukson's request for more details on the matter and expressed

dismay at the use of public artwork for advertising purposes, especially for a business considered lewd by those who shared during public comment.

Councilmember Whitten then shared a personal anecdote to underscore the need for personal vigilance in public safety. He stated that traffic control measures alone will not prevent accidents and called for a community effort to prioritize safety. Councilmember Whitten praised city staff for securing funding for necessary infrastructure improvements to support public safety improvement initiatives.

In conclusion, Councilmember Whitten stated that street racing is a serious community problem, noting the lack of local racetracks and the City's limited police resources as contributing factors. To address this, he invited those interested in testing their cars' speed in a safe environment to participate in an Autocross event held at the Tri-City Raceway/Red Mountain Event Center in West Richland on June 1-2, 2024.

Councilmember Jones encouraged citizens to attend the upcoming 2024 Mushroom Fest event that will take place from May 31 to June 2, 2024 at the Uptown Plaza. Additionally, Councilmember Jones urged citizens to view the Visit Tri-Cities website to discover various events happening in Richland.

Mayor Pro Tem Kent requested City Manager Amundsen to provide all councilmembers with additional information concerning the incident at Howard Amon Park and the mitigation efforts occurring at W.E. Johnson Park. Mayor Pro Tem Kent also voiced appreciation for public comments, acknowledging the value of community input.

Mayor

Mayor Richardson had no comments.

Executive Session

15. Executive Session Per RCW 42.30.110(1)(i): Discuss Current or Potential Litigation with Legal Counsel (60 minutes; 2 topics)

At 7:13 p.m., Richland City Council convened in executive session with legal counsel for sixty (60) minutes to discuss current or potential litigation. A 10-minute transition from dais to executive session room occurred, with the executive session getting underway at 7:23 p.m.

Individuals present included Mayor Richardson, Mayor Pro Tem Kent, and Councilmembers Jones, Lukson, Maier, VanDyke and Whitten. Also present were City Manager Amundson, Deputy City Manager Schiessl, Assistant City Manager Florence, City Attorney Kintzley, Information Technology Manager Vijayan, and Privacy Counsel Schiff.

At 8:10 p.m., Deputy City Manager Schiessl, Assistant City Manager Florence, Information Technology Manager Vijayan, and Privacy Council Schiff left the executive session. Discussions continued on a second topic concerning potential litigation with all members of City Council, City Attorney Kintzley and City Manager Amundson.

AT 8:23 P.M., MAYOR RICHARDSON ANNOUNCED AN EXTENSION OF THE EXECUTIVE SESSION FOR TWENTY (20) MINUTES. COUNCIL EXITED EXECUTIVE SESSION AT 8:44 P.M.

Adjournment

Mayor Richardson returned to the dais and adjourned the meeting at 8:47 p.m.

APPROVED:

Theresa Richardson, Mayor

ATTEST:

Jennifer Rogers, City Clerk

DATE APPROVED:

DATE PUBLISHED:



MINUTES

RICHLAND CITY COUNCIL WORKSHOP MEETING

Tuesday, May 28, 2024

Richland City Hall ~ Council Chambers
625 Swift Boulevard

City Council Workshop - 6:00 p.m.

Mayor Richardson called the workshop meeting to order at 6:00 p.m.

Attendance: Mayor Richardson	Present
Mayor Pro Tem Kent	Present
Councilmember Jones	Absent
Councilmember Lukson	Absent
Councilmember Maier	Present
Councilmember VanDyke	Present
Councilmember Whitten	Present

Also present were City Manager Amundson, Assistant City Manager Florence, City Attorney Kintzley, Energy Services Director Whitney, Finance Director Allen, Parks & Public Facilities Director Waite, Interim Public Works Director D'Alessandro, Interim Chief of Police Meidl, Deputy Fire Chief Aust, and City Clerk Rogers.

Agenda Items

1. Hanford Site Update

Brian Vance, Office of River Protection & Richland Operations Office Manager, began his presentation by highlighting the ongoing relationship between the City, the Department of Energy, and the Hanford Site. The Hanford Site, once focused on plutonium production for national security (1943-1989), is now dedicated solely to environmental cleanup.

With the aid of a PowerPoint presentation, Mr. Vance detailed various cleanup efforts, including treating 2 billion gallons of groundwater annually, soil remediation, demolishing old, contaminated facilities, and building new facilities, such as the waste treatment plant, which is a \$9 billion project.

The Hanford Site is 586 square miles and includes fifty (50) miles of the Columbia River, making it the largest Office of Environmental Management site of the fifteen (15) in the United States.

Key priorities for the Hanford Site include workforce health and safety, transitioning from traditional demolition to continuous operations, and ensuring fair contractor relationships. The site operates with several contractors responsible for different aspects of cleanup and infrastructure management, making it a comprehensive cleanup effort comparable to managing a county.

Mr. Vance also stressed the importance of engaging with a broad range of stakeholders to build awareness and support, which is crucial for securing congressional funding. Broad support and recognition of the Site's success make it easier to obtain the necessary \$3 billion-plus annually. Mr. Vance highlighted the significant federal investment in the cleanup effort, amounting to about \$65.8 billion since 1989.

The Hanford Site contributes to the local economy by supporting around 13,000 employees and subcontracting work to small businesses in the area, reinforcing its role as the largest employment enterprise and economic foundation in the Tri-Cities. Mr. Vance emphasized the importance of maintaining a thriving community to avoid negative perceptions that could impact the region's reputation and economy.

The presentation also outlined the "One Hanford" team concept, integrating six different contractors to ensure cohesive operations. These contractors handle various aspects, from tank farms and waste treatment to occupational medical services and infrastructure maintenance. The Department of Energy integrates these efforts to ensure all contractors work effectively together toward advance the Site's mission. Detailed information can be found in Mr. Vance's PowerPoint presentation.

Following the presentation, Mr. Vance engaged in a question-and-answer session with Council.

2. 2025-2030 Transportation Improvement Program Presentation

Interim Public Works Director D'Alessandro explained the purpose of the workshop was to prepare Council for a public hearing scheduled on June 4, 2024 regarding the proposed Transportation Improvement Program (TIP). State law (RCW 35.77.010) mandates that each city annually develop and adopt a comprehensive TIP for the upcoming six calendar years. The proposed TIP is a state-wide coordinated financial planning document that will guide the City's transportation system improvements.

The TIP is crafted collectively by several stakeholders including cities, counties, transit agencies, regional planning organizations, and the Washington State Department of Transportation. The essence of the TIP is to identify transportation system improvements that may qualify for funding in the succeeding six-year planning horizon.

The City's approach to prioritizing projects on the TIP is stratified. Higher priority projects that are either fully or partially funded are listed in the early years of the six-year period while lower priority, unfunded projects appear closer to the end of this period.

Interim Public Works Director D'Alessandro detailed a range of projects that have been removed, as well as new projects added. In total, forty-two (42) projects are included in the draft TIP. The draft TIP was posted on the City's website to allow for public input, was reviewed by the Parks & Recreation Commission for active transportation elements, and was reviewed by the Planning Commission for Comprehensive Plan compliance.

Recommendations from both Commissions will be forwarded to Council for review and consideration at the June 4, 2024 regular meeting. Lastly, Interim Public Works Director D'Alessandro detailed the pathway forward by laying out key dates for drafts, public meetings, and site submissions. Detailed information on the proposed 2025-2030 TIP is included in the agenda packet.

Interim Public Works Director D'Alessandro responded to Council inquiries throughout the presentation.

3. Chapter 9.16 RMC - Public Nuisance Noise

City Attorney Kintzley's presentation on Chapter 9.16 of the Richland Municipal Code (RMC) focused on proposed amendments to the City's Nuisance Noise regulations. The proposed amendments, introduced by Deputy City Manager Schiessl at the April 16, 2024 regular meeting via Ordinance No. 2024-18, included establishing parameters for the permit approval process, placing an annual limit on the issuance of permits per location, exempting city-hosted events, designating a responsible city department to oversee the permit process, creating an appeal opportunity, and introducing a permit application fee.

Ordinance No. 2024-18 did not advance due to a lack of motion, indicating the need for further discussion and refinement.

City Attorney Kintzley touched briefly on the Noise Control Act of 1974 before walking Council through the history of Richland's nuisance noise ordinance. Details are available in City Attorney Kintzley's PowerPoint presentation. City Attorney Kintzley then provided an overview of the three (3) major approaches used in Washington cities and counties for noise control, which include the adoption of decibel-based noise control provisions, the adoption of public disturbance noise standards, or a combination of both approaches.

City Attorney Kintzley addressed specific concerns raised previously by Council during first reading of Ordinance No. 2024-18 on April 16, 2024, including the rationale behind limiting permits to two (2) per year, the appropriateness of classifying violations as misdemeanors versus infractions, and the opportunity to provide notice prior to issuing citations. City Attorney Kintzley reiterated the purpose of the proposed edits is to continue the trend of refining the regulations governing public nuisance noise to better serve the community's needs.

Council engaged in a question-and-answer session with City Attorney Kintzley throughout the presentation.

City Manager Amundson addressed the need for amendments to accommodate compatibility and mixed use in different areas. The Central Business District would have longer hours compared to residential areas. He suggested starting with a baseline ordinance and adjusting as needed.

At the conclusion of the discussion, there was consensus among Council to maintain the classification of a misdemeanor for violating the nuisance noise ordinance, provided that notice is given. Additionally, the two (2) per year permit limit was endorsed as a place to start with the recognition that adjustments can be made if so warranted.

Executive Session

4. Executive Session Per RCW 42.30.110(1)(i): Discuss Current or Potential Litigation with Legal Counsel (45 minutes)

COUNCIL CONVENED IN EXECUTIVE SESSION FOR FORTY-FIVE (45) MINUTES AT 8:35 P.M.

Individuals present included Mayor Richardson, Mayor Pro Tem Kent, and Councilmembers Maier, VanDyke and Whitten. Also present were City Manager Amundson, Assistant City Manager Florence, City Attorney Kintzley, Finance Director Allen, and Information Technology Manager Vijayan.

COUNCIL MOVED OUT OF EXECUTIVE SESSION AT 9:14 P.M.

Adjournment

Mayor Richardson returned to the dais and adjourned the meeting at 9:16 p.m.

APPROVED:

ATTEST:

Theresa Richardson, Mayor

Jennifer Rogers, City Clerk

DATE APPROVED:

DATE PUBLISHED:



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 6/4/2024

Agenda Category: Ordinances - First Reading

Strategic Priority 4 - Quality of Life

Subject:

Ordinance No. 2024-22, Amending Chapter 9.16 of the Richland Municipal Code related to Public Nuisance Noise

Department/Office
City Attorney

Ordinance/Resolution Number:
2024-22

Document Type:
Ordinance

Recommended Motion:

Give first reading, by title only, to Ordinance No. 2024-22, amending Chapter 9.16 of the Richland Municipal Code related to Public Nuisance Noise.

Summary:

The City has need, from time to time, to amend the Richland Municipal Code (RMC) to eliminate ambiguity and improve effectiveness.

Chapter 9.16 RMC regulates nuisance noise in the City of Richland. In recent years, staff has discovered that it is difficult to administer the permit opportunity available under Chapter 9.16 RMC without criteria against which to base an approval or denial decision. Further, the denial of a permit is often accompanied by an opportunity to appeal the agency's decision. The current language in Chapter 9.16 RMC provides neither review criteria nor an appeal opportunity. Ordinance No. 2024-22 will remedy this defect.

Nuisance noise can greatly affect the quality of life in Richland. For this reason, a city-sanctioned authorization to create nuisance noise outside the parameters of the noise ordinance through issuance of a permit should be the exception, not the rule. As written, the current code places no limits on how many permits can be issued or what factors should be considered in granting a permit, which essentially creates a boundless opportunity to generate nuisance noise to the detriment of citizen peace, comfort and repose. Ordinance No. 2024-22 will limit the number of permits to two (2) per location per year in an effort to create a more appropriate balance between the ills of nuisance noise and private opportunities to host events that otherwise exceed existing limitations on noise.

This is the second presentation of proposed amendments to Chapter 9.16 RMC. A previous draft ordinance (Ordinance No. 2024-18) was presented for first reading on April 16, 2024. Council had numerous questions concerning the proposed edits and the ordinance did not receive approval for first reading. On May 28, 2024, staff presented an in-depth overview of the history of Richland's nuisance noise ordinance and answered questions related to the proposed edits. Council discussed the objectives of the ordinance and recommended additional edits. Proposed Ordinance No. 2024-22 reflects the original edits advanced under Ordinance No. 2024-18 and the suggestions made by the balance of Council resulting from the workshop meeting.

Staff recommends approval of Ordinance No. 2024-22 for first reading, by title only.

Fiscal Impact: None.

Attachments:

I. Ordinance No. 2024-22

ORDINANCE NO. 2024-22

AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON, AMENDING CHAPTER 9.16 OF THE RICHLAND MUNICIPAL CODE RELATED TO PUBLIC NUISANCE NOISE – PROHIBITED.

WHEREAS, the City has need, from time to time, to amend the Richland Municipal Code (RMC) to eliminate ambiguity and improve effectiveness; and

WHEREAS, administration of the permit opportunity available under Chapter 9.16 RMC is difficult without criteria against which to base an approval or denial decision; and

WHEREAS, the denial of a permit is often followed by an opportunity for appeal; and

WHEREAS, amendments to Chapter 9.16 RMC will establish criteria against which to base permit decisions, provide for an administrative appeal opportunity, and limit permits to two (2) per calendar year.

NOW, THEREFORE, BE IT ORDAINED by the City of Richland as follows:

Section 1. Chapter 9.16 of the Richland Municipal Code, entitled Public Nuisance Noise – Prohibited, as first enacted by Ordinance No. 10-86, and last amended by Ordinance No. 2022-04, is hereby amended as follows:

Chapter 9.16 PUBLIC NUISANCE NOISE – PROHIBITED¹

Sections:

9.16.010 Purpose.

9.16.045 Public nuisance noise prohibited.

9.16.050 Exceptions.

9.16.055 Exemptions.

9.16.060 Permit allowing noise.

9.16.065 Permit approval criteria.

9.16.070 Violations and penalties.

9.16.080 Liability.

9.16.010 Purpose.

It is the express purpose and intention of this chapter to provide for and promote the peace, health and safety of the general public and to minimize the exposure of citizens to the effects of excessive noise and to control the level of noise which inhibits the use, value and enjoyment of property; sleep and repose; and the quality of the environment.

9.16.045 Public nuisance noise prohibited.

No person, whether or not that person is in actual possession of the noise source, shall create, continue, or cause to be created or continued any public disturbance noise. “Public disturbance ~~nuisance~~ noise” is a public nuisance and means any noise which:

- A. Is specifically included in, but not limited to, those listed in ~~this~~ [subsection C of this section](#); or
- B. That unreasonably disturbs or interferes with the peace, comfort, and repose of another person.

[C.](#) Public disturbance noises for the purposes of this section shall include, but shall not be limited to, the following specified sounds:

1. Any sound made by the use of a musical instrument or other device capable of producing sound when struck by an object, a whistle, or a sound amplifier or other device capable of producing, amplifying or reproducing sound which emanates from a building, structure, or property between the hours of [10:00 p.m. and 7:00 a.m. in the Central Business District \(CBD\)](#) and 9:00 p.m. and 7:00 a.m. [in all other use districts](#) so as to be audible greater than 50 feet from the building, structure or property.
2. Any sound made by the unamplified human voice that emanates from a building, structure or property between the hours of [10:00 p.m. and 7:00 a.m. in the Central Business District \(CBD\)](#) and 9:00 p.m. and 7:00 a.m. [in all other use districts](#) so as to be audible greater than 50 feet from the building, structure or property.
3. Any sound made from motor vehicle tires that causes or allows to be emitted squealing, screeching, or other sounds from the tires because of rapid acceleration or excessive speed around corners or other reasons. Sounds resulting from emergency braking to avoid imminent danger are not a violation of this section.
4. Any sound made by the discharge of gases from an internal combustion engine except through an unmodified muffler.
5. Any sound made by the operation of any motorcycle, motorbike, or off-road or all-terrain vehicle in the city on any property not a part of the street system of the city when such motorcycle, motorbike, or off-road or terrain vehicle does not conform to the muffler standard required for operation on the public streets.
6. [Loud and raucous, and frequent, repetitive, or continuous sounds made by any horn attached to a motor vehicle.](#) ~~Any sound made by a horn or other similar signaling device attached to a motor vehicle which is audible greater than 50 feet from the vehicle except when reasonably necessary to ensure safe operation as permitted in RCW 46.37.380.~~
7. Any sound made by a loudspeaker or sound amplifier exterior to any building for commercial advertising or sales purposes or for attracting the attention of the public to any performance, show or other event so as to be audible greater than 50 feet from the building, structure, or property.
8. Any sound which is audible greater than 50 feet from any school, other institution of learning, court, hospital, nursing or convalescent facility, or other area where exceptional quiet is necessary; provided signs are displayed in adjacent or contiguous streets indicating that the area is a quiet zone.
9. Any sound made by the construction, excavation, repair, demolition, destruction, or alteration of any building, property or upon any building site between the hours of 9:00 p.m. and 7:00 a.m. which is audible greater than 50 feet from a residential district.

10. Any sound made by operating or permitting the operation of any mechanically powered saw, drill, sander, grinder, lawn or garden tool or air conditioner, fan or blower, or similar device which is audible greater than 50 feet from residential areas between the hours of 9:00 p.m. and 7:00 a.m. so as to cause a noise disturbance across a boundary.

11. Any sound made by speaker, sound amplifier or motor vehicle audio system exterior to the passenger sitting compartment of a motor vehicle on a public street or highway (anywhere within the right-of-way thereof) of a broadcast or music so as to be audible at a distance of 50 feet or more from the source of the sound.

12. Any sound from a motor vehicle audio system operated at a volume and under conditions so as to be audible greater than 50 feet from the vehicle itself.

13. Any sound from portable audio equipment which is operated at such a volume so as to be audible at a distance of 50 feet or more from the source of the sound.

14. Any sound made by speaker, sound amplifier, audio system, television, or other device capable of producing, amplifying or reproducing sound emanating from a structure so as to be audible from within an enclosed structure upon the property of another.

15. Any sound made by repeated rapid throttle advance (revving) of an internal combustion engine.

9.16.050 Exceptions.

The following shall be exempt from the provisions of RMC 9.16.045 between the hours of 7:00 a.m. and 9:00 p.m.:

A. Sounds originating from residential property related to temporary projects for the maintenance, repair or improvement of homes, grounds and/or accessory buildings.

B. Sounds created by the installation or repair of essential utility services.

C. Sounds originating from temporary construction sites as a result of construction activity.

9.16.055 Exemptions.

The following shall be exempt from the requirements of RMC 9.16.045 at all times:

A. Sounds originating from aircraft in flight and sounds that originate at airports which are directly related to flight operations.

B. Sounds or whistles originating from trains in transit which are directly related to train operations.

C. Sounds created by safety and protective devices where noise suppression would defeat the intent of the device or is not economically feasible.

D. Sounds created by work performed by or on behalf of the public works, energy services, parks and public facilities, or development services departments.

E. Sounds created by emergency equipment and work necessary in the interests of public safety.

[F. Sounds generated during city-hosted special events.](#)

9.16.060 Permit allowing noise.

Any person who obtains a special permit issued by the city ~~manager or designee~~ which would allow the permittee to exceed the noise level limitations of this chapter for a specified period of time is not in violation of this chapter. Such permit will provide a date, time, and signature of the responsible party and shall be submitted at least ~~14~~ 45 days prior to a planned event taking place. The Permit shall be kept on site and made available upon request of a city official. Permits are limited to two (2) per location per calendar year.

9.16.065 Permit approval criteria.

A. Application for a permit shall be submitted to the development services department along with the required fee per the City's fee schedule.

B. The development services director will review the application and, after determining that the applicant is otherwise eligible under the annual permit limit, will approve (with or without conditions) or deny the permit application based on the information in the record and the following review criteria:

1. Compatibility with surrounding land uses;

2. Proximity to noise-sensitive uses;

3. Duration of the event;

4. Scale of the event, including anticipated number of participants if applicable;

5. Intensity of the sound to be generated; and

6. Applicant history of permit compliance.

C. The director's decision to deny a permit under this chapter may be administratively appealed to the city manager or designee.

1. Any person seeking to appeal a permit denial must submit a written appeal to the city clerk within ten (10) calendar days of the date the notice of denial was issued. The appeal may be filed in person, by mail delivery, or by e-mail. For purposes of calculating time, the date of issuance is excluded from the 10-day appeal timeframe. No fee shall be charged for filing the appeal.

2. The written appeal must include valid contact information; the name of the business and/or person affected by the denial; the decision from which the person appeals; a brief description of the facts giving rise to the appeal; and a concise statement of the reason for the appeal and the relief requested.

3. On appeal, the city manager or designee will review the information in the record and determine whether the director's denial was arbitrary and capricious. A hearing may be held at the city manager or designee's discretion, but is not required. The decision of the city manager or designee is final.

9.16.070 Violations and penalties.

A. Upon a first violation of RMC 9.16.045, the offender will be directed to immediately cease the public disturbance noise and be given notice of the conditions and requirements of this chapter, including the penalty imposed by this chapter for any subsequent violation thereof. Notice may be given verbally or in writing and must be documented by the person giving notice. No formal documentation process is required.

B. Any person who commits a second or subsequent violation of RMC 9.16.045 after being given notice per subsection (A) of this section ~~violating any provision of this chapter~~ shall be guilty of a misdemeanor and subject to the penalty provided in RMC 9.02.020(C).

9.16.080 Liability.

Nothing contained in this chapter is intended to be nor shall be construed to create or form the basis for any liability on the part of the city, its officers, employees or agents, for any injury or damage resulting from the failure of anyone to comply with the provisions of this chapter, or by reason or in consequence of any inspection, notice, order, certificate, permission or approval authorized or issued or done in connection with the implementation or enforcement pursuant to this chapter, or by reason of any action or inaction on the part of the city related in any manner to the enforcement of this chapter by its officers, employees or agents.

Section 2. This Ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

Section 3. Should any section or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, that decision shall not affect the validity of the Ordinance as a whole or any part thereof, other than the part so declared to be invalid.

Section 4. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance, including but not limited to the correction of scrivener's errors/clerical errors, section numbering, references, or similar mistakes of form.

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the ____ day of _____, 2024.

Theresa Richardson, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

First Reading: _____

Second Reading: _____

Date Published: _____



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 6/4/2024

Agenda Category: Resolutions - Adoption

Strategic Priority 3 - Focused Development

Subject:

Resolution No. 2024-71, Establishing the 2024 Docket of Comprehensive Plan Policies, Maps and Development Regulation Amendments

Department/Office
Development Services

Ordinance/Resolution Number:
2024-71

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 2024-71, establishing the 2024 Docket of Comprehensive Plan Policies, Maps and Development Regulation Amendments.

Summary:

As an agency planning under the Growth Management Act, the City of Richland updates its Comprehensive Land Use Plan and existing development regulations on an annual basis. This year, the City accepted suggested amendments to the Comprehensive Land Use Plan and development regulations between March 2, 2023 and March 1, 2024. The solicitation was consistent with municipal code noticing requirements. Two (2) requests were received and are described in Exhibit A to Resolution No. 2024-71.

On April 23, 2024, Richland City Council held a workshop and was updated on the two (2) applications for suggested amendments. Tonight's action is to request that the City Council review the proposals, take input from the applicants, determine which items shall be reviewed by the Planning Commission, and forward the final 2024 Docket to the Planning Commission to conduct a public hearing and return a recommendation as required by RMC 19.90.060.

City Council will be presented with the Planning Commission's formal recommendations at a future meeting, and then make the final determination whether to approve or reject the proposed amendments.

Staff recommends adoption of Resolution No. 2024-71.

Fiscal Impact: None.

Attachments:

1. Resolution No. 2024-71
2. Vicinity Map - 2599 Duportail St.
3. Vicinity Map - 560 Bermuda Rd. Siena Hills

RESOLUTION NO. 2024-71

**A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON,
ESTABLISHING THE 2024 DOCKET OF COMPREHENSIVE PLAN
POLICIES, MAPS AND ZONING CODE AMENDMENTS.**

WHEREAS, the Growth Management Act (GMA) was passed by the Washington State Legislature in April 1990 and is codified in Chapter 36.70 RCW; and

WHEREAS, pursuant to RCW 36.70A.470(2), each city and county planning under RCW 36.70A.040 must include in its development regulations a procedure for any interested person, including applicants, citizens, hearing examiners, and staff of other agencies, to suggest plan or development regulation amendments; and

WHEREAS, the suggested amendments shall be docketed and considered on at least an annual basis, consistent with the provisions of RCW 36.70A.130; and

WHEREAS, Chapter 19.90 of the Richland Municipal Code, titled Comprehensive Plan and Development Regulation Amendments, establishes the procedures required by RCW 36.70A.470(2); and

WHEREAS, two (2) requests were received for the 2024 Docket; and

WHEREAS, on April 23, 2024, the two (2) proposals were presented to Richland City Council during a public workshop meeting; and

WHEREAS, on June 4, 2024, the Richland City Council deliberated on the 2024 Docket proposals and offered an opportunity for public comment before moving the proposed amendments forward for consideration through the Comprehensive Plan update process.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the 2024 Docket of Comprehensive Plan Policies, Maps and Zoning Code Amendments, consisting of the proposals identified on the attached **Exhibit A**, is hereby established.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 4th day of June, 2024.

Theresa Richardson, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

2024 DOCKET

File Number: CPA2024-101 & Z2024-102

Applicant: Darral Moore, J-U-B Engineers, Inc. on behalf of Tom Fisher, HP Pasco, LLC (owner)

Darral Moore, J-U-B Engineers, Inc. on behalf of Tom Fisher, HP Pasco, LLC, is proposing to change the Comprehensive Plan Land Use designation for approximately 2.13 acres of land from High-Density Residential to Commercial and rezone the site from C-LB (Commercial Limited Business) to WF (Waterfront). Assessor's Parcel Number 115982011748012, located at 2599 Duportail Street.

File Number: CPA2024-102 & Z2024-103

Applicant: Richland Properties, LLC

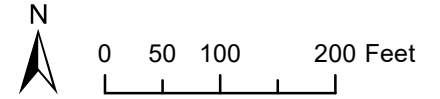
Richland Properties, LLC is proposing to change the Comprehensive Plan Land Use designations upon property that is approximately 12.62 acres in size by relocating/swapping the locations of the existing commercial and low-density residential comprehensive plan designations. Assessor's Parcel Number 134983000001009, located at 560 Bermuda Road.

2024 Docket Schedule (Tentative)

- **March 1, 2024 = Application Deadline**
- **April 23, 2024 = City Council Workshop**
- **June 4, 2024 = City Council Establishes Docket**
- **June 10, 2024 = Initiate Public Hearing and Dept. of Commerce 60-Day Review and SEPA Process**
- **August 14, 2024 = Planning Commission Workshop**
- **August 28, 2024 = Planning Commission Public Hearing**
- **September 17, 2024 = City Council Adoption Hearing – First Reading**
- **October 1, 2024 = City Council Adoption Hearing – Second Reading**

Vicinity Map

Item: 2599 Duportail St
Applicant: J-U-B Engineers
File #: CPA2024-101



Legend

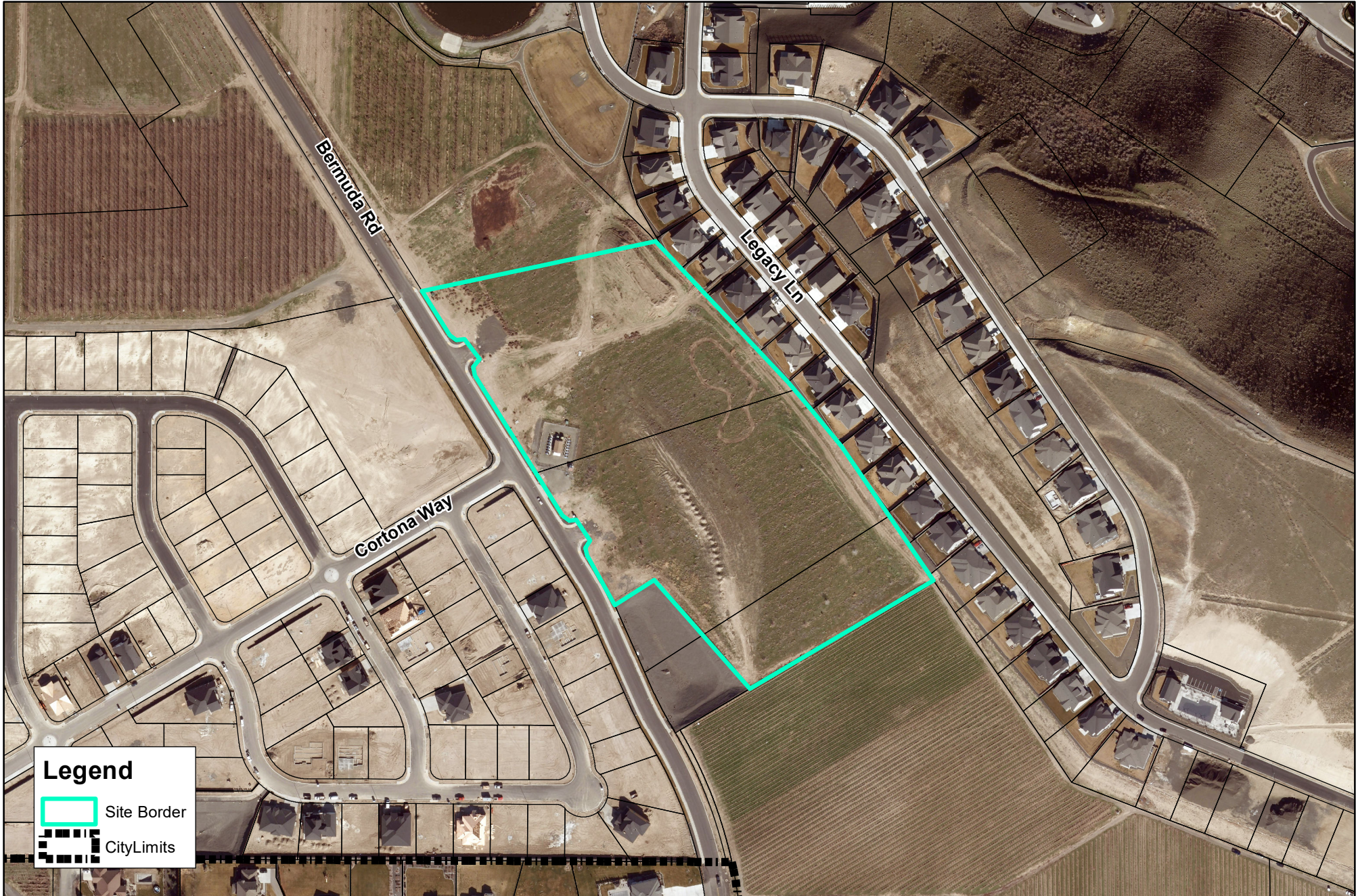
 Site Border

Vicinity Map

Item: 560 Bermuda Road
Applicant: Richland Properties LLC
File #: CPA2024-102



0 100 200 400 Feet



Legend

-  Site Border
-  CityLimits



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 6/4/2024

Agenda Category: Resolutions - Adoption

Core Focus Area I - Promote Financial Stability and Operational Effectiveness

Subject:

Resolution No. 2024-72, Authorizing an Agreement with Cloudburst Consulting Group, Inc. for the 2025-2029 Consolidated Plan, 2025 Annual Action Plan and Analysis of Impediments to Fair Housing Choice Plan

Department/Office
Development Services

Ordinance/Resolution Number:
2024-72

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 2024-72, authorizing the City Manager, on behalf of the Tri-Cities HOME Consortium, to sign and execute an agreement with Cloudburst Consulting Group, Inc. to develop the Consortium's 2025-2029 Consolidated Plan, the Analysis of Impediments to Fair Housing Choice Plan, and the 2025 Annual Action Plan.

Summary:

In 1995, the City of Richland entered into the Tri-Cities HOME Consortium interlocal agreement with the cities of Kennewick and Pasco to become eligible for federal HOME funds. Richland is the lead entity for the Tri-Cities HOME Consortium (the "Consortium").

The U.S. Department of Housing and Urban Development ("HUD") requires a five-year Consolidated Plan, an Analysis of Impediments to Fair Housing Choice Plan, and an Annual Action Plan in order to expend funds for both the HOME and Community Development Block Grant (CDBG) Program. The Consortium's current plans are set to expire on December 31, 2024.

On March 3, 2024, the City of Richland, as lead entity for the Consortium, solicited a Request for Proposals for a consultant to assist in the development of the 2025-2029 Consolidated Plan, the 2025 Annual Action Plan, and the Analysis of Impediments to Fair Housing Choice Plan.

Three (3) proposals were received. The proposals included: Chrysalis Research and Consulting, Cloudburst Consulting Group, Inc., and Grow America. Based on its comprehensive proposal and relevant experience, Cloudburst Consulting Group, Inc. was determined to be the most qualified consultant to perform the work. Cloudburst's previous experience includes work for the Tri-Cities HOME Consortium, since Cloudburst assisted with creation of the Consortium's 2020-2024 Consolidated Plan, 2020 Annual Action Plan, and its HOME-American Rescue Plan.

Staff recommends adoption of Resolution No. 2024-72.

Fiscal Impact:	The base cost to develop the 2025-2029 Consolidated Plan, the 2025 Annual Action Plan, and the Analysis of Impediments to Fair Housing Choice Plan will be equally shared by Richland, Kennewick and Pasco. Richland's share of the contract is not to exceed \$34,516. The total contract is not to exceed \$68,678 for the 2025-2029 Consolidated Plan and 2025 Annual Action Plan, and an additional \$34,870 for the Analysis of Impediments to Fair Housing Choice Plan.
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Attachments:

1. Resolution No. 2024-72
2. Proposed Cloudburst Consulting Agreement

RESOLUTION NO. 2024-72

**A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON,
AUTHORIZING A CONSULTANT AGREEMENT WITH
CLOUDBURST CONSULTING GROUP, INC. TO DEVELOP THE
2025-2029 CONSOLIDATED PLAN, THE 2025 ANNUAL ACTION
PLAN, AND THE ANALYSIS OF IMPEDIMENTS TO FAIR
HOUSING CHOICE PLAN.**

WHEREAS, the Tri-Cities HOME Consortium (the “Consortium”) is responsible for development and implementation of successive five-year Consolidated Plans, Annual Action Plans, and an Analysis of Impediments to Fair Housing Choice Plan; and

WHEREAS, the City of Richland, as lead entity for the Consortium, issued a Request for Proposals (RFP) in compliance with the City’s purchasing policies; and

WHEREAS, the City received three (3) responses to the RFP; and

WHEREAS, Cloudburst Consulting Group, Inc. was selected as the most qualified vendor to complete the 2025-2029 Consolidated Plan, 2025 Annual Action Plan, and the Analysis of Impediments to Fair Housing Choice Plan; and

WHEREAS, the cities of Richland, Kennewick and Pasco will pay equal shares of the total cost of Cloudburst Consulting Group, Inc.’s services pursuant to the master agreement between the member agencies of the Consortium.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager, as representative of the lead agency of the Consortium, is authorized to sign and execute a consultant agreement with Cloudburst Consulting Group, Inc. for preparation of the 2025-2029 Consolidated Plan, 2025 Annual Action Plan, and Analysis of Impediments to Fair Housing Choice Plan.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 4th day of June, 2024.

Theresa Richardson, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney



AGREEMENT BETWEEN CITY AND CONSULTANT

2025-2029 Consolidated Plan & 2025 Annual Action Plan

This Agreement is entered into this _____ day of June, 2024 (“Effective Date”) by and between the **City of Richland** (“**City**”), a Washington municipal corporation located at 625 Swift Blvd. Richland, WA 99352, and **Cloudburst Consulting Group, Inc.** (“**Consultant**”), a foreign for-profit corporation with service at 8400 Corporate Drive, Suite 550, Landover, MD 20785-2238. **City** and **Consultant** are referred to individually herein as a “Party” and collectively herein as the “Parties.”

WITNESSETH:

1. SCOPE OF WORK

- a. Consultant shall furnish all services, labor and related equipment necessary to conduct and complete the work outlined in Exhibit A. In performing these services, Consultant shall at all times comply with all federal, state and local statutes, rules and ordinances applicable to the performance of such services. In addition, these services and all duties incidental or necessary therefore, shall be performed diligently and completely and in accordance with professional standards of conduct and performance. All services performed under this Agreement will be conducted solely for the benefit of the City and will not be used for any other purpose without written consent of the City.
- b. This Agreement consists of this Agreement and other documents listed below. These form the entire Agreement between the Parties, and are fully integrated into this Agreement as if stated 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 Agreement documents is set forth below (mark all that apply):
 1. ☒ City of Richland Agreement No. _____
 2. ☒ Exhibit A: Scope of Work
 3. ☒ City Richland Solicitation No. RFP 24-0035
 4. ☒ Exhibit B: Solicitation No. RFP 24-0035 proposal response submitted by Consultant dated April 23, 2024.
 5. ☐ Additional Documents – N/A.

2. TIME FOR COMPLETION

Consultant shall not begin any work under the terms of this Agreement until authorized in writing by the City. Consultant agrees to use best efforts to complete all work described under this Agreement by December 31, 2024.

3. TERM

The term of this Agreement shall commence on the Effective Date identified above and end at midnight on December 31, 2024.

4. PAYMENT

- a. Services rendered by Consultant under this Agreement will be paid at the rate set forth in Exhibit A Scope of Work, but in no event shall the total compensation for services rendered under this Agreement exceed **one hundred three thousand five hundred forty-eight dollars and no cents (amount includes 2025-2029 Consolidated Plan and 2025 Annual Action Plan) (\$103,548.00)**, including all fees and those reimbursable expenses listed in Exhibit A.
- b. City shall pay Consultant for services rendered after receipt of a detailed invoice. 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.
- c. Partial payments to cover the percentage of work completed may be requested by Consultant. These payments shall not be more than one (1) per month.
- d. Pre-approved travel, meals and lodging will be reimbursed at cost and only when consultant travels at least 150 miles per one way trip. Reimbursable expenses are limited to the following: coach airfare, ground transportation (taxi, shuttle, car rental), hotel accommodations as provided below, personal or company vehicle use at the then-current federal mileage rate, and meals at the current federal per-diem meal allowance or up to the current federal per-diem with detailed receipts, no alcohol, and a 20% maximum gratuity.
 - i. Hotel accommodations: eligible lodging expenses include the room cost only; itemized receipts must be provided for hotel reimbursements.
 - ii. Hotel reimbursement is limited to the single room rate. If two or more consultants are sharing a room, reimbursement is allowable for only one consultant at the double room rate.
 - iii. The maximum reimbursement should be limited to the best discount rate available and allowable that meets traveler's business needs and basic needs for health, safety and cleanliness. Non-smoking rooms are authorized even if they are more expensive.
- e. Reimbursement for extra services/reimbursable expenses are not authorized under this Agreement unless detailed in the Scope of Work or agreed upon in writing as a modification to this Agreement.
- f. Consultant will allow access to the City, State of Washington, Federal Grantor Agency, 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 this Agreement for the purpose of making audit, examination, excerpts, and transcriptions. Unless otherwise provided, said records must be retained for three (3) 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 Agreement 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

Consultant, and any and all employees of Consultant or other persons engaged in the performance of any work or services required of Consultant under this Agreement, 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 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 Consultant.

6. OWNERSHIP OF DOCUMENTS

Any and all data, analyses, documents, photographs, plans, designs, drawings, specifications, surveys, films, documents, reports and other work products created, prepared, produced, constructed, assembled, made, performed, or otherwise produced by Consultant or Consultant's subcontractors for delivery to the City pursuant to this Agreement shall become the sole and absolute property of the City upon completion of the services and payment in full of all payment due to Consultant of the fees set forth in this Agreement. Such property shall constitute "work made for hire" as defined by the U.S. Copyright Act of 1976, 17 U.S.C. § 101, and the ownership of the copyright and any other intellectual property rights in such property shall vest in the City at the time of its creation. Ownership of the intellectual property includes the right to copyright, patent, and register, and the ability to transfer these rights. Material which Consultant uses to perform this Agreement but is not created, prepared, constructed, assembled, made, performed or otherwise produced for or paid for by the City is owned by Consultant and is not "work made for hire" within the terms of this Agreement. Consultant will ensure that all independent contractors have written agreements in place that transfers ownership of all Intellectual Property created by them or provided by them to the City.

The City may make or permit to be made any modifications to the plans and specifications without the prior written authorization of Consultant. The City agrees to waive any claim against Consultant arising from any unauthorized reuse of the plans and specifications, and to indemnify and hold 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 Consultant.

7. TERMINATION

- a. This Agreement may be terminated by either Party upon thirty (30) days' written notice. In the event this Agreement is terminated by Consultant, the City shall be entitled to reimbursement of costs occasioned by such termination. In the event the City terminates this Agreement, the City shall pay 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 Consultant.
- b. If any work covered by this Agreement shall be suspended or abandoned by the City before Consultant has completed the assigned work, 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 Consultant.

8. AVAILABILITY OF RECORDS FOR PUBLIC INSPECTION

- a. As a public contract, all records prepared, generated or used by Consultant or its agents, employees and subcontractors relating to this Agreement and associated work (hereinafter "public records") may be subject to disclosure under the Washington State Public Record Act, Chapter 42.56 RCW.

- b. Contractor shall maintain and retain all such public records in a manner that is readily accessible for a minimum term of no less than three (3) years following completion of the contract work. City shall have the right to timely review all such public records upon request. Contractor shall provide copies of any public records requested by City within thirty (30) calendar days of City's request. If City requests that copies of public records be provided to City in an electronic format, said records shall be provided at no cost to City. If paper copies are requested by City, City shall pay \$.10 per page. Payment for paper copies shall be rendered to Consultant within twenty (20) calendar days of receipt.
- c. All records subject to a public disclosure request will be provided to a requester unless exempted from disclosure by law. The City's decision to exempt or redact any public record shall be based only upon valid exemptions that apply to the City. City will not refrain from disclosing any record under an exemption that may be personal to Consultant. In the event Consultant objects to release of any public record under this Agreement, Consultant may seek judicial approval to prevent such disclosure at Consultant's sole expense. City shall neither aid nor interfere with Consultant's request for an injunction to prevent disclosure of any public record under this Agreement.
- d. Consultant shall insert this provision in all contracts with subcontractors or agents providing services relating to this Agreement.

9. DISPUTE RESOLUTION

- a. The City and 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 Agreement, or under law.
- b. All disputes between the City and Consultant not resolved by negotiation between the Parties may be arbitrated only by mutual agreement of the City and Consultant. If not mutually agreed to resolve the claim by arbitration, the claim will resolve by legal action.

10. DEBARMENT CERTIFICATION

Consultant certifies that neither 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, Consultant agrees not to enter into any arrangements or contracts related to completion of the work contemplated under this Agreement 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 <https://secure.lni.wa.gov/verify/>

11. VENUE, APPLICABLE LAW AND PERSONAL JURISDICTION

In the event that either Party deems it necessary to initiate a legal action to enforce any right or obligation under this Agreement, 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. Consultant hereby consents to the personal jurisdiction of the Superior Court of the State of Washington situated in Benton County.

12. ATTORNEY'S FEES

The Parties agree that should legal action be necessary to enforce any of the provisions of this Agreement, that the substantially 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.

13. INSURANCE

Consultant shall procure and maintain for the duration of the Agreement 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 Consultant, its agents, representatives, or employees.

- a. No Limitation. Consultant's maintenance of insurance as required by this Agreement shall not be construed to limit the liability of 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.
 2. Commercial General Liability insurance shall be as least as broad as ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, stop-gap 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 using an additional insured endorsement at least as broad as ISO CG 20 26.
 3. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
 4. Professional Liability, Errors or Omissions insurance appropriate to the Consultant's profession. Coverage shall be provided if Consultant is providing services under this Agreement as a licensed professional, including, but not limited to, engineers, architects, accountants, surveyors, and attorneys.
- 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 \$2,000,000 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. Consultant's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be

primary insurance with respect to the City. Any insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of 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, including but not necessarily limited to, the additional insured endorsement, evidencing the insurance requirements of Consultant before commencement of the work.
- g. Notice of Cancellation. 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 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 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 Consultant from the City.
- i. Public Entity Full Availability of Consultant Limits. If Consultant maintains higher insurance limits than the minimum shown above, the City shall be insured for the full available limits of the Commercial General and Excess or Umbrella liability maintained by Consultant, irrespective of whether such limits maintained by Consultant are greater than those required by this contract or whether any certificate of insurance furnished to the City evidences limits of liability lower than those maintained by Consultant.

14. 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 willful or negligent acts, or alleged willful or alleged negligent acts, errors or omissions of the Consultant or the Consultant's employees or agents in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.
- b. Should a court of competent jurisdiction determine that this Agreement 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 Agreement.

15. STANDARD OF CARE

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.

16. SUCCESSORS OR ASSIGNS

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 Agreement shall be made without written consent of the non-assigning Party, which may be given in the non-assigning Party's sole discretion.

17. NOTICES

Any notices required under this Agreement will be in writing, addressed to the appropriate Party at the address which appears below (as modified in writing from time to time by such party), and given by electronic submission, by facsimile personally, by registered or certified mail, return receipt requested, or by nationally recognized overnight courier service. All notices shall be effective upon the date sent.

Purchasing Manager

Contact Name: Denise Lomuntad, Senior Contracts Manager (POC) and Michelle L. Hayes, President & CEO

City of Richland
625 Swift Blvd., MS-11
Richland, WA 99352

Name of Firm: Cloudburst Consulting Group, Inc.

Address: 8400 Corporate Drive, Suite 550

Address: Landover, MD 20785

Email: purchasing@ci.richland.wa.us

Email: denise.lomuntad@cloudburstgroup.com

and

michelle.hayes@cloudburstgroup.com

Phone: (509) 942-7710

Phone Number: (202) 253-2346

18. EQUAL OPPORTUNITY AGREEMENT

Consultant agrees that Consultant will not discriminate against any employee or job applicants for work under this Agreement for reasons of race, sex, nationality, religious creed, or sexual orientation.

19. SEVERABILITY

If any provision of this Agreement conflicts with applicable law, or its application is found to be invalid by a court of competent jurisdiction, the remainder of this Agreement shall not be affected, and to this end, the terms of this Agreement are declared to be severable.

20. AMENDMENTS

All amendments must be in writing and be approved and signed by both Parties.

21. CHANGE IN LAW

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 Agreement 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) calendar 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) calendar days after commencing negotiation, then this Agreement 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.

22. CONFIDENTIALITY

In the course of performing under this Agreement, 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 or sell confidential information except as permitted by this Agreement; ii) only permit use of such confidential information by employees, agents and representatives having a need to know in connection with performance under this Agreement; and (iii) advise each of its employees, agents, and representatives of their obligations to keep such information confidential.

23. CHANGES OF WORK

- a. When required to do so, and without any additional compensation, Consultant shall make such changes and revisions in the completed work of this Agreement as necessary to correct or revise any errors, omissions, or other deficiencies in the design, drawings, specifications, reports, and other similar documents which Consultant is responsible for preparing or furnishing under this Agreement.
- b. Should the City find it desirable for its own purposes to have previously satisfactorily completed work or parts thereof changed or revised, 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 24, Extra Work.

24. EXTRA WORK

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

25. ENTIRE AGREEMENT

This Agreement contains the entire agreement of the Parties hereto and supersedes all previous understandings and agreements, written and oral, with respect to this transaction. Neither Party shall be liable to the other for any representations made by any person regarding the terms of this Agreement, except to the extent that the same are expressed in this Agreement.

26. AUTHORITY TO EXECUTE

Each person executing this Agreement on behalf of another person, corporation, partnership, company, or other organization or entity represents and warrants that he or she is fully authorized to so execute and deliver this Agreement on behalf of the entity or party for which he or she is signing. The Parties hereby warrant to each other that each has full power and

authority to enter into this Agreement and to undertake the actions contemplated herein, and that this Agreement is enforceable in accordance with its terms.

27. COUNTERPART ORIGINALS

Execution of this Agreement and any amendment or other document related to this Agreement may be by electronic signature and in any number of counterpart originals, each of which shall be deemed to constitute an original agreement, and all of which shall constitute one whole agreement.

(Signature page to follow)

Draft

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the day and year first above written.

CITY OF RICHLAND

CONSULTANT

Jon Amundson, ICMA-CM
City Manager

Signature

Attest:

Printed Name

Jennifer Rogers, City Clerk

Title

Approved as to form:

Heather Kintzley, City Attorney

Draft

EXHIBIT A: Detailed Scope of Work

Exhibit A to follow

Draft

Additional Fees/Travel:

1. Pre-approved travel, meals and lodging will be reimbursed at cost and only when Consultant travels at least 150 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 or up to the current federal per-diem with detailed receipts, no alcohol, and a 20% maximum gratuity.
2. Consultant applies G&A indirect burden to travel and other direct costs (ODCs) consistent with practices that have been reviewed and approved by its cognizant audit agency, U.S. Department of Housing and Urban Development (HUD). The G&A rate used (23%) is consistent with its current agreement with HUD which can be provided upon request.
3. Consultant has established travel policies and procedures in place which are consistent with Federal Acquisition Regulations (FAR) as well as Federal Travel Regulations (FTR) and Department of State Per Diems and Allowances.



Response to Request for Proposals (RFP) No. 24-0035 2025-2029 Consolidated Plan and Annual Action Plan

Submitted: 4/24/2024

SUBMITTED BY:

Cloudburst Consulting Group, Inc.
8400 Corporate Drive, Suite 550
Landover, MD 20785-2238

SUBMITTED TO:

City of Richland
625 Swift Blvd.
Richland, WA 99352
via: <http://www.publicpurchase.com/>

Proposal Contact:

Denise Lomuntad, Senior Contracts Manager

Phone: (301) 412-9229

Denise.Lomuntad@cloudburstgroup.com

Authorized Official:

Michelle Hayes, President and CEO

Phone: (202) 253-2346

Michelle.Hayes@cloudburstgroup.com

Women-Owned Small Business

UEI: N3E3BBNSAE78

FEIN: 26-0121775



April 23, 2024

Irma Bottineau
Purchasing Manager
625 Swift Boulevard
Richland, WA 99352

Dear Ms. Bottineau,

The Clodburst Group (Clodburst) is pleased to submit this proposal in response to the City of Richland's Request for Proposals for the development of the Tri-Cities HOME Consortium Five-Year Consolidated Plan, Annual Action Plans, and an Affirmatively Furthering Fair Housing Plan.

Founded in 2005, Clodburst is a mission-driven women-owned small business passionate about improving the housing and community development (HCD) needs of low- and moderate-income communities. Over the past 18 years, Clodburst has solidified a reputation as one of the U.S. Department of Housing and Urban Development's (HUD's) leading technical assistance (TA) providers on all Community, Planning, and Development (CPD) grant programs, grants administration, and federal cross-cutting requirements. Clodburst's team of experts leverages decades of cumulative experience managing and supporting HUD programs.

Over the past five years, Clodburst has supported the development of more than 30 data-driven, compliant Consolidated Plans for grantees across the country, including consortia such as Brevard County, FL, King County, WA, and Marion County, FL. Clodburst offers the Tri-Cities Consortium a team that includes national experts in the eCon Planning Suite, fair housing, data analysis, and public engagement.

Clodburst also has significant experience with several communities in Washington including the Tri-Cities HOME Consortium. Recent projects include a Homeless Needs and Gaps Analysis for Clallam County, a Public Service Needs Assessment for the City of Auburn, the Tri-Cities HOME Consortium's HOME-ARP Allocation Plan, and the State of Washington's HOME-ARP Allocation Plan. Clodburst also worked with the State of Washington to develop housing needs projections in response to State House Bill 1220 as a subcontractor to BERK Consulting, Inc. Clodburst is familiar with current trends impacting communities in the Pacific Northwest and will leverage this experience throughout the duration of the contract.

With this combined experience, Clodburst will develop a data-driven and community-supported Consolidated Plan that will serve as the State's roadmap for HCD investments over the next five years. Clodburst welcomes the opportunity to discuss this proposal further. If you have any questions or would like to request revisions to this proposal, please contact me at (202) 253-2346 or michelle.hayes@clodburstgroup.com.

Sincerely,

Michelle Hayes
President and CEO

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Section A—Preface

The Preface section includes the requested documents as outlined in the Proposal Submittal Requirements.

A.1. ATTACHMENT A – RFP SIGNATURE FORM AND ADDENDUM ACKNOWLEDGEMENT

	City of Richland	Solicitation Number: RFP 24-0035
	Attachment A RFP Signature Form and Addendum Acknowledgement	

2025-2029 Consolidated Plan (Con Plan) & 2025 Annual Action Plan

ALL PROPOSERS COMPLETE THIS PAGE AND INCLUDE WITH SUBMITTAL:

1. By submitting a response, the Proposer certifies that the Proposer has fully read and understands this RFP document and has full knowledge of the scope, nature, quantity, and quality of work to be performed; the detailed requirements of the services to be provided; and the conditions under which the services are to be performed.
2. The Proposer certifies that they have read and understands all terms and conditions of this solicitation.
3. By signing this document, the Proposer certifies that they have not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding. If the City determines that collusion has occurred among the Proposers, none of the submittals from the participants of such collusion will be considered. The City's determination will be final.
4. The Proposer acknowledges that the person who signs below is fully authorized to sign on behalf of the firm listed and to fully bind the firm to all conditions and provisions thereof.
5. The Proposer acknowledges receipt of the following addenda: 1 through 1.

Respectfully submitted this 23 day of April, 2024.

Name of Firm: Cloudburst Consulting Group, Inc.

Address: 8400 Corporate Drive, Suite 550, Landover, MD 20785

Signature: 

Name (Print): Michelle L. Hayes

Title: President and CEO

Email: michelle.hayes@cloudburstgroup.com Phone: 202-253-2346

Section B—Executive Summary

B.1. INTRODUCTION TO CLOUDBURST

The Cloudburst Group (Cloudburst) offers extensive national expertise in Consolidated Plans, Fair Housing Plans, and CPD programs. Cloudburst's experience is coupled with significant local knowledge of the Tri-Cities area gained through work on the Tri-Cities' HOME-ARP Allocation Plan, Consolidated Plan, and Analysis of Impediments. As a result, Cloudburst is the right choice to develop the 2025-2029 Consolidated Plan.

Cloudburst, as a women-owned small business, has an expanse of history supporting HUD's Community Planning and Development (CPD) and Fair Housing and Equal Opportunity Programs (FHEO). For the past 15+ years, Cloudburst has supported HUD and its grantees, as well as state and local governments to design regulatory compliant programs informed by data-driven strategic plans like the Consolidated Plan and Fair Housing Plans including Analysis of Impediments.

Cloudburst will work in partnership with the Consortium to understand their unique needs and develop a data-driven and community-supported Consolidated Plan, Annual Action Plans (AAP) and updated Fair Housing Plan that will:

- Gather and analyze available recent data to identify current housing, demographic, socio-economic, and economic trends, and conditions.
- Implement a robust consultation process to engage and collect feedback from key community stakeholders throughout the Consortium.
- Convene working sessions with Consortium staff to review the information gathered for the Consolidated Plan and Fair Housing Plan and then discuss the goals and strategies to leverage CPD funds and meet federal requirements.
- Draft and finalize the Consolidated Plan and first-year AAP for each participating member of the Consortium, as well as the Fair Housing Plan.

Cloudburst will work closely with Tri-Cities staff to understand program performance, identify challenges, and explore strategies to facilitate strategic use of HUD funds to address community needs. To ensure quality assurance throughout the development of the Tri-Cities Consortium Consolidated Plan, Cloudburst subject matter experts (SMEs) will ensure adherence to applicable HUD CDBG guidelines, laws, and internal control procedures, specifically the requirements set forth in the Housing and Community Development Act of 1974, the National Affordable Housing Act of 1990, and 24 CFR Subpart A, Subpart B, Subpart E, and Subpart F. Cloudburst's communications team is also available to ensure proper copy editing, formatting, and Section 508 compliance of all deliverables.

Through Cloudburst's working relationship with HUD, prior experience with the Tri-Cities, as well as other local jurisdictions including Kent, Auburn, King County, and Clallam County, Cloudburst stands at the ready to inform the Consortium's five-year strategy and guide the use of its CPD grant funds.

B.2. CLOUDBURST EXPERTISE

The Cloudburst Group has extensive knowledge and experience with HUD CPD programs, Consolidated Plans, fair housing analyses, community engagement, and cross-cutting regulations. In addition, Cloudburst has significant knowledge of the Tri-Cities and the State of Washington.

Experience with HUD CPD Programs and Cross-Cutting Requirements

Cloudburst's experience includes work at the federal level with HUD as well as directly with state and local governments. At the federal level, Cloudburst has served as one of HUD's primary technical assistance (TA) providers, assisting hundreds of HUD's CPD grantees to implement compliant and efficient programs including the

CDBG, HOME, ESG, HOPWA, and Continuum of Care (CoC) programs, as well as pandemic response programs such as CDBG-CV, ESG-CV, and HOME—American Rescue Plan (HOME-ARP). Cloudburst’s team includes staff with experience at HUD, state and local government program directors, nonprofit managers, and data analysts who are well-versed in HUD programs, laws, and regulations. Through contracts with state and local governments, Cloudburst routinely provides on-call TA and training on HUD CPD grant programs, online reporting systems including IDIS, and cross-cutting federal regulations such as environmental reviews, Section 3, uniform relocation, Davis-Bacon and Related acts wage requirements, fair housing, and requirements related to gender-based violence. This knowledge and experience enable Cloudburst to meet government staff where they are and help translate complex federal regulations into practical guidance to meet local needs.

Knowledge of Consolidated Plan and Annual Action Plan (AAP) Requirements

Cloudburst staff are also well-versed in developing compliant Consolidated Plans, AAPs, and Consolidated Annual Performance and Evaluation Reports (CAPERs), and in providing guidance on HUD online reporting systems such as the IDIS and cross-cutting regulations such as environmental reviews and fair housing reporting. Cloudburst has provided comprehensive TA to over 30 states, counties, and cities across the country to develop strategic planning documents such as Consolidated Plans, Analysis of Impediments to Fair Housing Choice (AIs), and Assessments of Fair Housing (AFHs) to help jurisdictions outline investment strategies in their communities that promote stability, growth, and outcome-driven programs. Cloudburst aims to incorporate an equity lens into this work through data analysis and community engagement to ensure that historically disadvantaged members of the community and subpopulations experiencing disproportionate needs are included in the planning process.

For HUD, Cloudburst develops and delivers national webinars related to the Consolidated Plan, AAP, and CAPER and creates desk guides, factsheets, and other resource materials for recipients of HUD’s formula grants subject to the Consolidated Planning requirements of 24 CFR Part 91 and the specific program planning and reporting requirements of CDBG, HOME, HOPWA, and ESG. Cloudburst has also worked with communities of varying sizes and administrative complexity in all regions of the country. Most recently, Cloudburst has helped develop the Consolidated Plans for the States of Pennsylvania, Iowa, Rhode Island, Kansas, and Idaho. Cloudburst developed Consolidated Plans for HOME Consortia including the Brevard County HOME Consortium, FL; North Suburban Consortium, MA; Tri-Cities HOME Consortium, WA; Marion County/City of Ocala HOME Consortium, FL; Washtenaw County HOME Consortium, MI; City of Turlock/Stanslaus Urban County HOME Consortium, CA; and Ventura County HOME Consortium, CA. At the city level, Cloudburst worked with Des Moines, IA; Modesto, CA; West Palm Beach, FL; Pharr, TX; and Eugene, OR.

Experience with HUD-Related Fair Housing Analyses

Cloudburst’s knowledge and experience with fair housing encompasses Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973 and includes work with HUD’s Office of Fair Housing and Equal Opportunity (FHEO) as well as state and local communities to develop Consolidated Plans, AIs, and AFHs. At the federal level for HUD, Cloudburst develops and implements the National Fair Housing Training Academy, a comprehensive training program for fair housing organizations throughout the country. In addition, Cloudburst has worked with more than 15 communities to develop meaningful, action-oriented AIs and AFHs to identify, analyze, and address factors that prevent individuals and families from accessing housing and other opportunities. Cloudburst has utilized data analysis, policy analysis, and community engagement to identify fair housing issues and then work with communities to develop the goals and action steps to address them.

Experience with Community Engagement and Public Participation

Community engagement is the foundation from which Cloudburst works, beginning with a multilayered information-gathering approach, leading to the creation of approachable and flexible spaces for stakeholders to provide honest input, and ending with the launch of community-focused public hearings to gain acceptance of the

Consolidated Plan. As the primary authors of the [Citizen Participation and Consultation Toolkit](#) and the new [Citizen Participation & Equitable Engagement \(CPEE\) Toolkit](#) for CDBG-DR grantees, Cloudburst has the tools necessary to assist communities in meaningful public participation processes. Some of the CPEE practices Cloudburst utilizes include both in-person and remote or virtual strategies such as surveys, focus groups, community meetings, key informant interviews, and other public forums.

Overview of the Consultant Team

Cloudburst experts committed to working with Tri-Cities involve a mix of senior, mid, and junior staff with experience working on Consolidated Plans and Fair Housing Plans led by a Project Manager with significant experience working in the region. More details on experience and roles can be found in Section C.3.

Stephanie Jennings, Project Manager/Consultation Lead, has 25 years of experience developing affordable housing and community development policies and programs. For more than 15 years, she managed the federal and local funds, including HOME and CDBG, to strategically support affordable housing, human services, and community development activities. She has significant direct experience with Consolidated Plans, fair housing plans, CDBG, HOME, HUD Sustainable Communities, CDBG-CV, and HOME-ARP funding.

Simone Flores, Strategic Planning Expert, has over 20 years of experience in HUD program development and implementation, including the CDBG, ESG, HOPWA, HOME, and disaster recovery programs. Ms. Flores specializes in the development of Consolidated Plans, AAPs, program policies and procedures, affordable housing development, and program compliance.

Jay Dworin, Fair Housing Expert, has over 20 years of experience providing fair housing and civil rights guidance related to requirements under Title VI and Title VIII of the Civil Rights Act; Section 109 of the Housing and Community Development Act; Section 504 of the Rehabilitation Act of 1973; Title II of the Americans with Disabilities Act; and Executive Order 11063 (Equal Opportunity in Housing). As a grantee, Mr. Dworin led community processes to develop multiple fair housing plans.

Alicia Schumacher-Serrano, Fair Housing Analyst, supports the development of training and technical assistance materials for the National Fair Housing Training Academy which includes an overview of the Fair Housing Act, fair housing violations, protected classes, and complaints. She has full professional proficiency in Spanish, is an experienced producer and editor of written training content, and recently assisted with a training in Puerto Rico on fair housing statutory and regulatory requirements of disaster grants programs.

Samantha Steeves, Data Analyst, has experience working on long- and short-term research projects, particularly those regarding finding, organizing, and displaying various types of data. She recently worked as a data analyst on Consolidated Plans for King County, WA and Kent, WA. Ms. Steeves also provides implementation support for a variety of HUD funded data analysis activities that support CDBG, CDBG-DR, and other CPD program management analytics.

B.3. CLOUDBURST OFFICE LOCATIONS

The project will be remotely managed by the Project Manager, Stephanie Jennings, located in Eugene, OR and available at 240-582-3634. Ms. Jennings will oversee the performance of the team and participate in onsite visits. The entire team will be supported by Cloudburst home office staff (i.e. contracts, accounting, human resources, IT, etc.) working from Landover, MD (8400 Corporate Ave. Ste 550, Landover, MD; 301-918-4400).

Section C—Project Approach and Schedule

C.1. WORK PLAN

Deliverable A: 2025-2029 Consolidated Plan and FY 2025 Annual Action Plan

To support the Tri-Cities Consortium in the launch and development of its Consolidated Plan and first-year Annual Action Plan, Cloudburst proposes the following tasks:

Task A.1. Project Mobilization and Management

Upon execution of a contract agreement, Cloudburst will hold a remote kick-off meeting with Richland staff to develop a detailed schedule, obtain required documentation (i.e. existing Consolidated Planning documents and other applicable existing plans/policies) and establish regular check-in meetings.

Task A.2. Data Analysis

Cloudburst will gather and analyze data to identify current housing, demographic, socioeconomic, and economic trends for the Tri-Cities. Specifically, Cloudburst will analyze data from the 2018-2022 five-year estimates of the American Community Survey (ACS) and the 2016-2020 five-year estimates of the Comprehensive Housing Affordability Strategy (CHAS) data. Richland will be responsible for sharing other relevant data sources or comprehensive plans recently completed by the City or consortium members that can provide additional insight on the housing and community development needs facing each of the individual jurisdictions.

Cloudburst will also develop data requests for the Continuum of Care (CoC) and public housing authorities (PHA) to collect specific data for the Tri-Cities Consolidated Plan. The City of Richland will be responsible for coordinating with the CoC and PHA to complete the data requests and provide this information to Cloudburst for analysis.

Deliverable	Cloudburst Role	Client Role
Data Requests and Analysis	Cloudburst to gather and analyze recent ACS/CHAS and CoC/PHA data provided.	Consortium Members will provide any existing and relevant plans/studies. Richland will send the CoC and PHA data requests with a two-week turnaround time.

Task A.3. Public Participation and Consultation Process

Cloudburst proposes using a variety of methods to gather both stakeholder and community input for the Consolidated Plan, including the development of one (1) online stakeholder survey, one (1) online community survey, and facilitation of up to eight (8) stakeholder consultations and/or community engagement meetings.

Deliverables	Cloudburst Role	Client Role
Two (2) Online Surveys	Cloudburst to develop one (1) online stakeholder survey and one (1) online community survey via SurveyMonkey with written translation for community surveys.	Richland will be responsible for distributing surveys and sending out up to 2 reminders.
Up to Eight (8) Stakeholder Consultations and/or Community Engagement	Cloudburst will facilitate up to eight (8) in-person or virtual/hybrid stakeholder consultations and/or community engagement meetings. Cloudburst will provide written translation, as needed.	Richland will be responsible for coordinating the scheduling of these sessions with consortium members. The consortium will be responsible for providing any oral translation, as needed.

Deliverables	Cloudburst Role	Client Role
Meetings		

Task A.4. Strategic Planning Workshops

Cloudburst will schedule up to three (3) working sessions with the Tri-Cities to review the information gathered for the Consolidated Plan and discuss the goals, priority needs, and intended projects that will comprise the Strategic Plan and FY 2025 Annual Action Plan. These workshops can take place during the normally scheduled check-in calls between Cloudburst and Tri-Cities staff. The purpose, anticipated duration, and goals for each workshop are provided below:

- 1. Data and Consultation Trends and Key Themes:** Cloudburst will present the key trends identified through the data analysis and consultation process to share trends and themes with the Tri-Cities and identify any gaps in information needed for the Strategic Plan.
- 2. Priority Needs, Target Areas, and Strategic Plan Goals:** Cloudburst will provide an overview of the information that goes into the Strategic Plan and will facilitate a discussion with Tri-Cities staff to outline suggested priority needs, goals, target areas, and anticipated resources for the Strategic Plan screens of the Consolidated Plan. The aim is to provide Tri-Cities staff with a framework to outline the Strategic Plan for FY 2025-2029 and the FY 2025 Annual Action Plan.
- 3. Strategic Plan Goals, Goal Outcome Indicators, and Projects:** Cloudburst will continue the discussion on the Strategic Plan and provide information on goals, goal outcome indicators, and projects. Cloudburst will answer questions on the Strategic Plan and Annual Action Plan to prepare staff to outline their draft Strategic Plan and Annual Action Plan information.

Deliverables	Cloudburst Role	Client Role
Facilitate Up to 3 Strategic Planning Workshops	Cloudburst will facilitate up to three (3) remote workshops with Consortium staff.	Richland will be responsible for scheduling and ensuring active participation.

Task A.5. Draft the Consolidated Plan and Year One Action Plan

Cloudburst will tie together information collected from the Needs Assessment, Market Analysis, and consultation process, and outline the programmatic priorities and goals to develop a complete and accurate Consolidated Plan and first-year AAP for the City of Richland, City of Kennewick, and City of Pasco.

- The Executive Summary (screen ES-05) will introduce and summarize the key components of the Consolidated Plan and highlight the needs of the Tri-Cities.
- The Process (screens PR-05 to PR-15) section will identify the lead agencies responsible for the development of the plan and the administration of the grants; identify which public and private service providers and other stakeholders were consulted; and describe the process of outreach conducted to encourage citizen participation during plan development.
- Cloudburst will complete all prompts and data elements of the Housing and Homeless Needs Assessment (screens NA-05 through NA-50) and the Housing Market Analysis (screens MA-05 through MA-65) within the Consolidated Plan to fulfill HUD requirements, as well as present Tri-Cities staff with a draft version of the documents that contains maps and graphs to assist readers in understanding the data and narrative. The Housing Market Analysis will maintain a focus on the dynamics of the housing market, working to understand the housing affordability issues, supply/demand characteristics, and condition of housing stock, among other market drivers.
- Using data gathered and the results of the Strategic Planning Workshops, Cloudburst will complete all required fields for the Tri-Cities Strategic Plan (screens SP-05 to SP-80) and AAP (screens AP-15 to AP-90) sections. Cloudburst will provide a goals, outcomes, and indicators framework that conforms with the eCon Planning Suite and IDIS to facilitate data collection and reporting over the next five years. Cloudburst will use the

information from the Strategic Plan to develop the first-year FY 2025 AAP for the City of Richland, City of Kennewick, and City of Pasco. Cloudburst will work with Tri-Cities staff to finalize the priority needs, resource allocations, and goals.

Cloudburst will support the Tri-Cities in preparing for public hearings and meeting the public participation requirements per the Citizen Participation Plan and 24 CFR 91.105; however, Cloudburst assumes the Tri-Cities will be responsible for scheduling and holding all public hearings, publishing legal notices, advertising the public participation process, and gathering public comments and questions submitted during the public participation process.

Deliverables	Cloudburst Role	Client Role
Draft Consolidated Plan	Cloudburst will submit the draft Con Plan and year-one AAP for each jurisdiction for one round of consolidated review and comment.	Richland will take the lead on gathering, compiling, and reconciling proposed edits/comments from the other members of the consortium and provide one set of consolidated comments to Cloudburst.

Task A.6. Finalize the Consolidated Plan and Year One Action Plan

Following the public comment period, Cloudburst will update the Consolidated Plan and first-year AAP to include a summary of any comments received in writing or through the public hearing in the Consolidated Plan and clarify whether any comments or recommendations were not accepted and why. Cloudburst will compile and finalize the Appendix which will include supporting information that can be uploaded as an attachment to the AD-25 Administration screen. Cloudburst will complete IDIS data entry of the Consolidated Plan into the eCon Planning Suite for each jurisdiction.

Deliverables	Cloudburst Role	Client Role
Final Consolidated Plan	Cloudburst will submit the final Con Plan, including year-one AAP as a PDF to each jurisdiction.	Richland provides all comments received during the public comment period and public hearings to Cloudburst. Each jurisdiction is responsible for completing the required forms for the Con Plan including the Certifications, SF-424s, proof of publication.

Task A.7. On-call Technical Assistance

After submission of the Consolidated Plan, Cloudburst SMEs will be available to provide technical assistance and support to the Tri-Cities during HUD’s 45-day review process. This will include responding to any comments and questions received from governing bodies, advisory committees, and HUD.

Deliverables	Cloudburst Role	County Role
On-Call TA	Cloudburst will provide up to ten (10) hours of on-call TA	Richland will take the lead on submitting questions to Cloudburst SMEs.

Deliverable B: Update Analysis of Impediments to Fair Housing Plan (Additional Service)

Tasks B.1 through B.6 outline tasks to update the Tri-Cities current Analysis of Impediments (AI) which Cloudburst refers to as a “Fair Housing Plan.” The tasks described in the scope align with HUD’s prevailing guidance as of the time the City of Richland published its RFP. In the event that HUD publishes future guidance for fair housing planning requirements that conflict with the following scope for the Fair Housing Plan, a modification to the project scope and/or budget regarding this deliverable may be necessary.

Task B.1 Project Coordination

Cloudburst will hold a virtual kickoff meeting with Tri-Cities staff to review key information related to fair housing planning to initiate the development of the Fair Housing Plan. This would include:

- Reviewing HUD's 2021 Interim AFFH Rule and implications for the Tri-Cities Fair Housing Plan.
- Determining roles and responsibilities for the Cloudburst team and Tri-Cities staff for the Fair Housing Plan.
- Finalizing the Fair Housing Plan task schedule and plan for regular check-in meetings.
- Identifying additional datasets to be used in the development of the Fair Housing Plan.

The Cloudburst team will facilitate a workshop with Tri-Cities staff to review the Tri-Cities 2020 AI. This workshop will focus on the successes and shortcomings of the 2020 AI and provide Tri-Cities staff an opportunity to share their expectations for the upcoming Fair Housing Plan. In addition, Cloudburst will review progress in addressing the impediments identified in Tri-Cities 2020 AI by reviewing the jurisdictions recent CAPERs. Cloudburst requests that Tri-Cities staff provide a summary of actions recently taken to address the barriers identified in the 2020 AI.

Task B.2: Public Participation and Consultation

Cloudburst proposes aligning the consultation processes for the Consolidated Plan and Fair Housing Plan to gather the required information efficiently and cost-effectively for both documents. Early in the project, Cloudburst will work with the Tri-Cities to identify who needs to be brought to the table to provide valuable input for the Fair Housing Plan while satisfying federal requirements and those outlined in the Tri-Cities Citizen Participation Plan. Since many of the stakeholders consulted for the Fair Housing Plan overlap with stakeholders consulted for the Consolidated Plan, Cloudburst proposed using the same methods, detailed in C.2. Methodology, to gather input for both documents informed via an online stakeholder survey, an online community survey, and stakeholder consultation sessions.

Task B.3: Fair Housing Review and Analysis

Since HUD is still in the process of developing its Final AFFH Rule, grantees have some flexibility in the specific content and format of fair housing plans in the interim. Using HUD's 1996 Fair Housing Planning Guide and the 2015 AFFH Rule Guidebook as general guidelines for fair housing planning, Cloudburst proposes updating the contents of the Tri-Cities 2020 AI by gathering more recent data and information where available. Cloudburst will update the narrative throughout the 2020 AI to reflect current federal and state fair housing laws, regulations, and policies. Cloudburst proposes updating the following information from the 2020 AI for the Fair Housing Plan:

- **Executive Summary:** Cloudburst will rewrite the Executive Summary and Introduction sections to highlight changes and progress related to fair housing topics since 2020. Cloudburst will also add a Community Participation Process section to describe the methodology used to gather the information from the consultation processes.
- **Fair Housing Laws:** Cloudburst will review and update the narrative to ensure all current federal and state fair housing laws, regulations, and requirements are provided.
- **Background Information:** Cloudburst will gather and analyze more recent data where available on trends of demographics, housing, income, education, homelessness, segregation and integration, access to opportunity, assisted housing, mortgage lending, fair housing services and enforcement, and fair housing complaint data. Cloudburst will also update the narrative on the 2020 fair housing survey to summarize key findings from the consultation process described in Tasks A.3 and B.2 on the fair housing needs, trends, and issues across the State since 2020, including results from the community survey.
- **Fair Housing Zones & Policies in the Tri-Cities:** Cloudburst will work with the Tri-Cities to review and update accordingly any changes to fair housing training and testing, waitlists, building codes, zoning ordinances, and each individual jurisdiction's comprehensive plan.
- **Fair Housing Complaints:** Cloudburst will work with Tri-Cities to review and update national and state trends on fair housing complaints since 2020. Cloudburst will review information from HUD, Washington State Human Rights Commission, and the Northwest Fair Housing Alliance.

- **Current Fair Housing Action:** Cloudburst will work with the Tri-Cities to identify progress on action steps since 2020. Cloudburst will also update the Impediments to Fair Housing section and add any new recommended fair housing goals, priorities, and recommendations.
- **Appendices:** Cloudburst recommends adding an appendices section to include supporting documentation, such as more recent data included in the Fair Housing Plan.

Task B.4: Fair Housing Planning Workshops

After updating the data and information for the fair housing analysis, Cloudburst will facilitate a workshop with relevant staff to review and discuss each jurisdiction's progress toward the action steps listed in the 2020 AI and review key findings from Cloudburst's data analysis and consultation process. Cloudburst and the Tri-Cities will then discuss how the consortium will outline action steps for upcoming years. Cloudburst will work with Tri-Cities staff through two workshops, which can take place during the normally scheduled check-in meetings.

1. **Fair Housing Progress Since 2020 and Key Trends Identified:** Cloudburst and Tri-Cities will review and discuss the consortium's progress toward the goals and action steps listed in the 2020 AI. Cloudburst will also present a high-level summary of the trends gathered through the data analysis and consultation process for the Fair Housing Plan to help inform updates to the *Current Fair Housing Actions* section. The aim is to summarize the team's findings and provide an opportunity for Tri-Cities staff to ask questions or identify possible gaps in information.
2. **Outline Content for the Fair Housing Plan:** Cloudburst will facilitate a discussion with Tri-Cities staff to outline the contributing factors, fair housing issues, goals, and action steps to include in the *Current Fair Housing Actions* section of the Fair Housing Plan. The aim is to outline the information for the draft Fair Housing Plan.

Task B.5: Draft Fair Housing Plan

Following the workshops, Cloudburst will draft the remaining sections of the Fair Housing Plan and provide the complete draft to the Tri-Cities for one round of review and consolidated comment. Cloudburst will then incorporate any necessary edits and changes to the plan. Cloudburst's Communications team will conduct copy editing, formatting, and Section 508 review and remediation of the document before submitting the document to the Tri-Cities for publication for the 30-day public comment period.

Cloudburst will support the Tri-Cities in preparing for public hearings and meeting the public participation requirements per the Citizen Participation Plan; however, Cloudburst assumes the Tri-Cities will be responsible for scheduling and holding all public hearings, publishing legal notices, advertising the public participation process, and gathering public comments and questions submitted on the draft Fair Housing Plan during the public participation process. Tri-Cities will provide all public comments and questions received to Cloudburst in one consolidated document for Cloudburst to summarize in the Fair Housing Plan.

Deliverables	Cloudburst Role	Client Role
Draft Fair Housing Plan	Cloudburst will draft narratives for the Fair Housing Plan. Cloudburst will submit the draft to Tri-Cities for one round of consolidated review and comment.	Richland will take the lead on gathering, compiling, and reconciling proposed edits and comments from the other members of the consortium and from public participation processes.

Task B.6: Finalize Fair Housing Plan

Following the end of the public comment period and public hearing, Cloudburst requests that the City of Richland gather and send any public comments or questions received on the draft Fair Housing Plan to Cloudburst to summarize and include in the final version of the plan. Cloudburst will then prepare and submit the final version of the Fair Housing Plan to the Tri-Cities as a PDF.

HUD guidance currently states that grantees should alert their HUD Field Office when they have developed a fair housing plan, but that grantees do not need to undergo formal HUD review and approval of their fair housing plan.

Deliverables	Cloudburst Role	Client Role
Final Fair Housing Plan	Cloudburst will submit the final version of the Fair Housing Plan as a PDF.	Richland will take the lead on gathering and compiling any comments received during the public comment period and public hearings from all members of the consortium and send them to Cloudburst.

C.2. METHODOLOGY

Project Management and Communication

Cloudburst uses a project management methodology comprising three phases: initiating, executing, and closing. During the initiating phase, the Project Manager (PM) and project team refine the management plan that specifies the scope, time, cost, and resources necessary to support the project. During the executing phase, the PM ensures quality deliverables are produced according to contract requirements; project resources are managed efficiently; scope, time, and cost are managed according to plan; and client communication/reporting requirements are met. Simultaneously, the PM, project team, and Cloudburst leadership monitors and controls the project which includes monitoring risks, following quality control/assurance protocols, following Cloudburst’s financial internal controls, providing executive oversight and guidance, conducting monthly internal reporting through a contract review process, and controlling project changes using established protocols. The project closes when the PM ensures all deliverables are accepted by the client, all contract requirements are satisfied, and internal closeout protocols are finished.

As part of Cloudburst’s project management approach, the PM, Stephanie Jennings, will schedule regular virtual check-in meetings with Tri-Cities staff to keep everyone aware of project schedules, updates, challenges, and anticipated deliverables for review. Cloudburst proposes using Zoom for the monthly check in meetings unless the client has another preferred platform.

Data Collection and Analysis

Cloudburst will conduct data collection and analysis to identify current housing, demographic, and economic trends and conditions in support of the Consolidated Plan. Cloudburst will use the currently available default housing and population data provided by HUD through the eCon Planning Suite. These data will be supplemented by any properly conducted local study or any other reliable source that the State has identified. Supplementary data must meet generally accepted standards for confidence and validity. Cloudburst will use these data to build the foundation of the Needs Assessment and Market Analysis and in the public engagement processes to guide the formation of the priority needs and goals of the Strategic Plan. Cloudburst will develop maps and graphs to show low- and moderate-income areas; racial, ethnic, foreign-born, and limited English concentrations; and the trends analysis. Cloudburst will ensure that the data elements fully comply with the requirements set forth in 24 CFR Part 91. The data analysis will lay the foundation for validation with stakeholders and to inform the Strategic Plan for the participating members of the Consortium.

Public Participation and Consultation

Stakeholder participation forms the basis for the development of the Consolidated Plan that reflects the current needs and conditions in Connecticut. This engagement will take place using the following blend of methodologies that have proven effective in other Consolidated Plan efforts for HOME Consortiums.

In-Person and Virtual Consultation Meetings

Consolidated Plan: Cloudburst will organize and facilitate up to eight (8) stakeholder consultations and/or community engagement meetings, through a mix of virtual and in-person sessions. The stakeholder consultation sessions will aim to gather input from the required organization types for the Consolidated Plan as well as collect targeted information from partners related to topics not easily captured in the stakeholder survey, such as coordination, collaboration, and partnerships among the Benton Franklin CoC, the public housing authorities (PHAs), homeless service and shelter providers, domestic violence service providers, affordable housing developers, fair housing and civil rights organizations, organizations that serve people with disabilities, and community development organizations. Additionally, it may be useful to gather perspectives from both the broader community as well as people with lived experience through an in-person open house-type event and/or small group interviews. Strategies for community engagement are frequently more successful when they are implemented with trusted community partners. Since the Tri-Cities seek to provide a broader opportunity for engagement, Cloudburst recommends partnering with one or more local community organizations to conduct outreach activities, leveraging local and culturally relevant lead organizations that can utilize networks, relationships, and experience engaging on similar matters in the community. Cloudburst will rely on the Tri-Cities to assist in the identification of potential outreach partners. Where possible, Cloudburst will aim to build on information gathered through other recent planning efforts, such as the stakeholder input gathered for the Tri-Cities HOME-ARP Allocation Plan.

Fair Housing Plan: Cloudburst proposes organizing and facilitating up to three (3) additional virtual consultation sessions with key stakeholders to gather more detailed information for the Fair Housing Plan. The consultation sessions would aim to gather targeted information from partners related to topics not easily captured in the stakeholder survey such as coordination, collaboration, and partnerships among fair housing advocates, enforcement agencies, and service organizations across the Tri-Cities.

Conduct Surveys

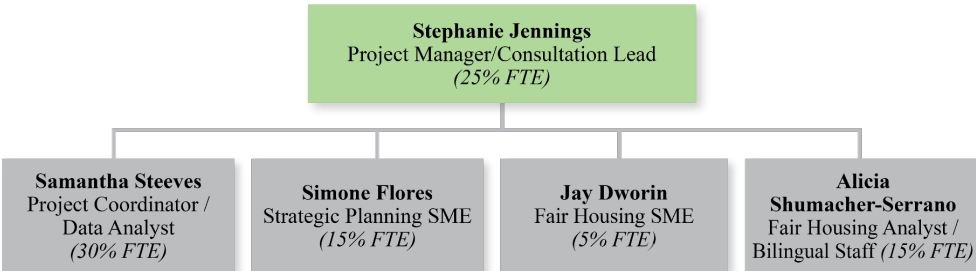
Cloudburst has extensive experience in developing and launching effective surveys. The survey tool will be developed in SurveyMonkey to engage responses from key stakeholders representing a wide range of regional and statewide organizations.

Online Stakeholder Survey: Cloudburst will develop one (1) online stakeholder survey to gather information for both the Consolidated Plan and the Fair Housing Plan from a variety of individuals working with organizations, agencies, and groups that have knowledge of or work with low- and moderate-income communities throughout the Tri-Cities region. The stakeholder survey will enable the Tri-Cities to cast a broad net and hear from an array of partners on needs related to affordable housing; community development; public services; public infrastructure and facilities; fair housing and displacement; homeless housing, shelter, and services; economic development; broadband and internet access; and preparedness for natural hazards and disasters. The survey will also include questions that ask stakeholders for input on fair housing topics such as common forms of housing discrimination, the availability of fair housing services and providers, the most needed fair housing services, and the risks and impacts of displacement.

Online Community Survey: Cloudburst proposes developing one (1) community survey using SurveyMonkey to gather input from the general public as well as the targeted groups mentioned in the Richland, Kennewick, and Pasco Citizen Participation Plan(s?), such as low- and moderate-income people, minorities, and people with limited English proficiency, about the housing and community development needs in their communities. In addition, the survey will also include questions asking residents about their experience with housing discrimination and housing displacement. The community survey will include about 20 multiple-choice questions to gather input from the public and could be available in English and one additional language if desired by the Tri-Cities. Cloudburst has developed and distributed similar community surveys using SurveyMonkey to gather public input easily and cost-effectively for the Consolidated Plan and Fair Housing Plan while satisfying federal requirements for public participation.

C.3. TEAM ORGANIZATION

The Cloudburst team has the organizational capacity to take on the workload required to ensure the success of this project. The team will be led by the Project Manager, Stephanie Jennings, and will be supported by a well-balanced team of senior, mid, and junior staff with experience working on Consolidated Plans and Fair Housing Plans. The following chart illustrates how the project team will be organized, identifies the role for each team member and indicates the percentage of time they would be assigned to this project. Team members will not be assigned to other projects that will put them over 100% full-time employment (FTE) during the contract period.



Resumes for each team member are provided in Attachment B.

C.4. PROJECT SCHEDULE

Cloudburst proposes the following schedule of deliverables for completion of the 2025-2029 Consolidated Plan, 2025 AAP, and the updated Fair Housing Plan. This timeline is an estimate based on the expectation that the contract will be signed no later than June 1, 2024. If the project start date is delayed, then the expected due dates will likely shift. The Project Manager will finalize the project schedule with the City of Richland during the project kick-off meeting.

Consolidated Plan Tasks	May 24	Jun 24	Jul 24	Aug 24	Sep 24	Oct 24	Nov 24	Dec 24	Jan 25	Feb 25
A.1. Project Mobilization & Coordination										
A.2. Data Analysis										
A.3. Consultation										
A.4. Strategic Plan Workshops										
A.5. Draft Con Plan & Year One AAP										
A.6. Finalize Con Plan & Year One AAP										
A.7. On Call TA										

Fair Housing Plan Tasks	May 24	Jun 24	Jul 24	Aug 24	Sep 24	Oct 24	Nov 24	Dec 24	Jan 25	Feb 25
B.1: Project Coordination										
B.2: Public Participation & Consultation										
B.3: Fair Housing Review & Analysis										
B.4: Fair Housing Planning Workshops										
B.5: Draft Fair Housing Plan										
B.6: Finalize Fair Housing Plan										

Milestones

Consolidated Plan Section	Estimated Due Date
Needs Assessment	July 31, 2024
Market Analysis	July 31, 2024
Strategic Plan	September 30, 2024
Annual Action Plans	September 30, 2024
Final Consolidated Plan	October 31, 2024
Fair Housing Plan	Estimated Due Date
Draft Fair Housing Plan	October 30, 2024
Final Fair Housing Plan	November 30, 2024

Risk Mitigation

Anticipating and mitigating risk through performance management monitoring is a core component of Cloudburst's management approach. The team, under the direction of the Project Manager, will proactively identify a risk monitoring plan that defines risk and impact categories and assigns responsibility and escalation procedures. Examples of key risks, potential impacts, and mitigation strategies appear below.

Risk Area	Potential Impact and Mitigation Strategies
Loss of key personnel	Gap in project coverage. Cloudburst has a workforce of 40+ people with experience in HUD CPD programs who can swap if needed.
Lack of access to data when needed	Inability to complete tasks due to lack of data or access to key informants that impacts the ability to complete deliverables; engage Tri Cities for support in obtaining timely access to data and stakeholders
Scope creep	During project execution, additional tasks or activities may be requested by Tri-Cities. The PM will ensure adequate management protocols for continuous review of scope, cost, and schedule, and seek direction as required where a contract modification may be required.
Delays of review or approval	Tri Cities delay in review or approval may result in the delay of deliverables; protocols for review/acceptance/change of deliverables should be agreed upon at the kickoff conference with ongoing advance notification provided to reviewers in advance of activities.

C.5. PROJECT COST

The following cost estimates are based on our understanding of the RFP and the responses from Richland based on our inquiries. The cost is organized by task described in Section C.1 Work Plan and contains hourly labor assignments, matching expertise to task. This budget is illustrative. Cloudburst may substitute staff and adjust budgeted hours and/or rates within and/or between tasks provided that the overall project budget is not exceeded.

Consolidated Plan

Cloudburst proposes a budget of \$68,678 to support the Tri-Cities Consortium in developing the 2025-2029 Consolidated Plan.

			Task A.1 - Project Mobilization and Management		Task A.2 - Data Analysis		Task A.3 - Public Participation and Consultation Process		Task A.4 - Strategic Planning Workshops		Task A.5 - Draft Con Plan/Year One Action Plan		Task A.6 - Finalize Con Plan/Year One Action Plan		Task A.7 On-call TA		TOTAL	
Team Member	Role	Rate	Hours	Subtotal	Hours	Subtotal	Hours	Subtotal	Hours	Subtotal	Hours	Subtotal	Hours	Subtotal	Hours	Subtotal	Hours	Dollars
Stephanie Jennings	Project Manager/Lead Writer	\$ 163	26	\$ 4,238	4	\$ 652	70	\$ 11,410	14	\$ 2,282	13	\$ 2,119	6	\$ 978	5	\$ 815	138	\$ 22,494
Samantha Steeves	Coordinator/Data Analyst	\$ 80	46	\$ 3,680	75	\$ 6,000	78	\$ 6,240	16	\$ 1,280	62	\$ 4,960	37	\$ 2,960	0	\$ -	314	\$ 25,120
Simone Flores	SME/Consultation Lead	\$ 163	7	\$ 1,141	15	\$ 2,445	0	\$ -	20	\$ 3,260	20	\$ 3,260	0	\$ -	5	\$ 815	67	\$ 10,921
Alicia Schumacher-Serrano	Fair Housing Analyst	\$ 71	0	\$ -	0	\$ -	48	\$ 3,408	0	\$ -	0	\$ -	0	\$ -	0	\$ -	48	\$ 3,408
Comms Support	Copy-edit/Graphic Design	\$ 110	0	\$ -	0	\$ -	0	\$ -	0	\$ -	24	\$ 2,640	6	\$ 660	0	\$ -	30	\$ 3,300
LABOR TOTAL			79	\$ 9,059	94	\$ 9,097	196	\$ 21,058	50	\$ 6,822	119	\$ 12,979	49	\$ 4,598	10	\$ 1,630	597	\$ 65,243
TRAVEL				\$ -		\$ -		\$ 3,435		\$ -		\$ -		\$ -		\$ -		\$ 3,435
TOTAL				\$ 9,059		\$ 9,097		\$ 24,493		\$ 6,822		\$ 12,979		\$ 4,598		\$ 1,630	597	\$ 68,678

Fair Housing Plan (Additional Service)

Cloudburst proposes a budget of \$34,870 for Update to the Analysis of Impediments to Fair Housing Plan (as an additional service).

			Task B.1 - Project Coordination		Task B.2 - Public Participation and Consultation		Task B.3 - Fair Housing Review and Analysis		Task B.4 - Fair Housing Planning Workshops		Task B.5 - Draft Fair Housing Plan		Task B.6 - Finalize Fair Housing Plan		TOTAL	
Team Member	Role	Rate	Hours	Subtotal	Hours	Subtotal	Hours	Subtotal	Hours	Subtotal	Hours	Subtotal	Hours	Subtotal	Hours	Dollars
Samantha Steeves	Coordinator/Data Analyst	\$ 80	25	\$ 2,000	10	\$ 800	71	\$ 5,680	14	\$ 1,120	10	\$ 800	12	\$ 960	142	\$ 11,360
Jay Dworin	Fair Housing SME	\$174	8	\$ 1,392	6	\$ 1,044	4	\$ 696	5	\$ 870	2	\$ 348	0	\$ -	25	\$ 4,350
Stephanie Jennings	AI Project Manager	\$163	27	\$ 4,401	17	\$ 2,771	16	\$ 2,608	10	\$ 1,630	6	\$ 978	2	\$ 326	78	\$ 12,714
Alicia Schumacher-Serrano	Fair Housing Analyst	\$ 71	5	\$ 355	41	\$ 2,911	20	\$ 1,420	0	\$ -	0	\$ -	0	\$ -	66	\$ 4,686
Comms Support	Copy-edit/Graphic Design	\$110	0	\$ -	0	\$ -	0	\$ -	0	\$ -	12	\$ 1,320	4	\$ 440	16	\$ 1,760
LABOR TOTAL			65	\$ 8,148	74	\$ 7,526	111	\$ 10,404	29	\$ 3,620	30	\$ 3,446	18	\$ 1,726	327	\$ 34,870
TRAVEL				\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
TOTAL				\$ 8,148		\$ 7,526		\$ 10,404		\$ 3,620		\$ 3,446		\$ 1,726	327	\$ 34,870

Cost Savings with 2025-2029 Consolidated Plan and Fair Housing Plan

The cost savings of awarding both the Consolidated Plan and Fair Housing Plan will be approximately \$5,809.

- Tasks A.1/B.1: Project set-up and kick-off call to cover both the Consolidated Plan and Fair Housing Plan.
- Tasks A.3/B.2: Identify stakeholders for consultation sessions for both Consolidated Plan and Fair Housing Plan; develop one (1) stakeholder survey and one (1) community survey with Consolidated Plan sections and Fair Housing Plan sections; analyze both stakeholder and community survey results, identify key themes, and draft narrative for Consolidated Plan and Fair Housing Plan.
- Tasks A.2/B.3: Gather and analyze data to updated sections of the Fair Housing Plan (data gathered during the Consolidated Plan can be utilized here).

Key Budget Assumptions

Travel: Task A.3 site visit – Stephanie Jennings & Alicia Schumacher-Serrano on-site for 3 nights with rental cars.

Translation Services: The Cloudburst team will only provide written translation services for one language. Verbal translation services would need to be procured by the Tri-Cities through another organization and at a cost external to this contract.

C.6. ADDITIONAL INFORMATION

No additional information has been provided.

Section D—Related Project Experience/References

D.1. RECENT EXPERIENCE

Cloudburst’s past performance working directly with HUD as well as state and local governments prepares our team to assist the Tri-Cities HOME Consortium in developing its five-year Consolidated Plan. As SMEs on HUD CPD programs and the Consolidated Planning process, we have developed HUD-approved guidance materials and conducted national training sessions on best practices for developing entitlement, consortium, and regional Consolidated Plans. At the state and local level, Cloudburst has supported the development of Consolidated Plans over the past several years, including eight for HOME Consortia and six for states. Cloudburst also has recent experience completing related deliverables such as reviewing and revising Citizen Participation Plans (CPPs), developing HOME-ARP Allocation Plans, and developing fair housing plans. The following table outlines relevant projects that Cloudburst has developed over the past five years.

CLIENT	PROJECT (hyperlinks to final reports)	PROJECT HIGHLIGHTS
Brevard County, FL <i>January 2022 to March 2024</i> Contract Value: \$191,597 Completed within budget.	2022–2026 Brevard County HOME Consortium Consolidated Plan Brevard County HOME Consortium AFH	• Cloudburst developed the Consolidated Plan for a HOME Consortium with five entitlement communities in Florida. The Consolidated Plan was the start of a broader set of deliverables, which included the HOME-ARP Allocation Plan, updating the county’s Citizen Participation Plan, and developing the AFH for the Brevard County HOME Consortium. • Cloudburst conducted virtual stakeholder topic-oriented focus groups and public community meetings. • Cloudburst developed materials for and presented at the County’s public hearing for approval of the plan. • Cloudburst developed materials for and facilitated fair housing workshops with each Consortium member to outline their fair housing goals and action steps for the next five years.
Commonwealth of Pennsylvania <i>April 2023 to November 2023</i> Contract Value: \$124,620 Completed within budget.	2024–2028 Consolidated Plan and 2024 AAP	• Cloudburst worked with Pennsylvania’s Department of Community and Economic Development (DCED) to develop the 2024–2028 Consolidated Plan and 2024 AAP for the Commonwealth of Pennsylvania. • Cloudburst conducted data analysis using the most recently available 2018–2022 American Community Survey (ACS) and 2016–2020 Comprehensive Housing Affordability Strategy (CHAS) data, as well as additional public data such as the HOME-ARP Allocation Plan to build the framework for the Needs Assessment and Housing Market Analysis. • Cloudburst conducted a comprehensive stakeholder engagement strategy that consisted of one online survey, seven regional in-person focus group meetings, and seven virtual stakeholder sessions.

CLIENT	PROJECT (hyperlinks to final reports)	PROJECT HIGHLIGHTS
		● Cloudburst facilitated three virtual strategic planning workshops with DCED program staff to identify priority needs and establish strategic goals to set the roadmap for the next five years.
State of Iowa <i>January 2022 to January 2023</i> Contract Value: \$153,022 Completed within budget	HOME-ARP Allocation Plan	● Cloudburst developed a HOME-ARP Allocation Plan for the State of Iowa. ● The team organized and facilitated several stakeholder consultation sessions, distributed, and analyzed the results of a stakeholder survey, gathered and analyzed data, and drafted the plan narrative. ● The Allocation Plan was approved without any additional comments or questions from the State's field office. ● Cloudburst completed follow-on training and technical assistance to support Iowa in the implementation phase of their HOME-ARP program.
State of Washington <i>August 2023 to February 2024</i> Contract Value: \$39,365 Completed within budget	HOME-ARP Allocation Plan	● Cloudburst developed a revised HOME-ARP Allocation Plan for the State of Washington's HOME-ARP non-entitlement area. The State developed the initial HOME-ARP Allocation Plan internally, but it was not approved by HUD. ● Cloudburst reviewed the initial submission and conducted additional data analysis. ● Cloudburst developed a supplemental stakeholder survey to gather needed information for the plan and facilitated working sessions with Commerce staff to refine the State's strategy for the distribution and use of its HOME-ARP allocation. ● The published document is a draft, but the HOME-ARP Allocation was recently accepted by HUD.
Marion County, FL <i>March 2023 to present</i> Contract Value: \$96,941 Completed within budget	2023 AAP , 2022 CAPER, CPP update, and 2025–2029 Consolidated Plan	● Cloudburst conducted stakeholder outreach and facilitated meetings with county staff before preparing the 2023 AAP. Cloudburst provided the AAP to Marion County for a round of review and then Cloudburst completed the entry of the AAP into the eCon Planning Suite. ● Cloudburst completed Marion County's 2022 CAPER. This included TA on how to address fiscal issues raised by the CAPER and to strategically consider how to fund future projects and activities to better manage the reporting requirements. ● Cloudburst is currently developing a CPP Update that meets 24 CFR Part 91.105 requirements. This includes the CDBG Proposed Rule updates that require enhanced citizen

CLIENT	PROJECT (hyperlinks to final reports)	PROJECT HIGHLIGHTS
		engagement. • Cloudburst is currently developing the Marion County HOME Consortium 2025–2029 Consolidated Plan.
Tri-Cities HOME Consortium <i>May 2022 to June 2023</i> Contract Value: \$81,246 Completed within budget.	HOME-ARP Allocation Plan	• Cloudburst developed a HOME-ARP Allocation Plan in 2023 for the Tri-Cities HOME Consortium. • Cloudburst completed an in-depth data analysis of the Tri-Cities’ four HOME-ARP Qualifying Populations to inform the use of HOME-ARP funds. • Cloudburst conducted in-person stakeholder consultation sessions as well as a survey to engage service and housing providers. • Cloudburst held multiple strategic planning sessions with Tri-Cities staff to consider options for use of HOME-ARP funds to address community needs. • The HOME-ARP Allocation Plan was completed and accepted by HUD without delay.

D.2. REFERENCES

The following table lists contact information for three (3) references along with a synopsis of Cloudburst’s relationship with each client.

CLIENT	CLIENT RELATIONSHIP SYNOPSIS
BREVARD COUNTY, FL HOME Consortium 2022–2026 Consolidation Plan and AFH Contact: Ian Golden, Director Housing and Human Services Department (321) 633-2007 ian.golden@brevardfl.gov	In 2022, Cloudburst worked with the Brevard County HOME Consortium to develop both the 2022–2026 Consolidated Plan and the AFH. The team facilitated a series of topic-oriented stakeholder focus groups to gather targeted input from housing and service providers, developers, fair housing professionals, program staff, and others on the HCD needs facing the county. Cloudburst staff also met with the CoC, CDBG Advisory Board, and Affordable Housing Advisory Committee to collect additional input to inform the Consortium’s upcoming five-year Strategic Plan. To supplement information gathered through the consultation process, Cloudburst collected and analyzed local data related to transportation, public safety, and environmental hazards unique to the county to paint a more detailed picture of the needs facing the Consortium.

CLIENT	CLIENT RELATIONSHIP SYNOPSIS
KING COUNTY, WA HOME Consortium 2020-2024 and 2025–2029 Consolidation Plan Contact: Laurie Wells, Program Manager Department of Community and Human Services (206) 263-8341 lauwells@kingcounty.gov	Cloudburst developed the 2020-2024 Consolidated Plan for the King County HOME Consortium with five entitlement communities in Washington. Cloudburst provided on-call TA to County staff to assist with planning, review, and implementation activities related to the Consolidated Plan. Cloudburst developed materials for and presented a summary of findings to the County’s Council. In 2023, Cloudburst commenced work with King County, WA once again to develop their 2025-2029 Consolidated Plan. King County is both a HOME Consortium and has multiple CDBG Entitlement jurisdictions within the County. Cloudburst worked closely with King County staff, Laurie Wells and Valerie Kendell, to develop an approach to the Consolidated Plan that is tailored to their specific needs.
WASHINGTON DEPARTMENT OF COMMERCE HOME-ARP Allocation Plan Contact: Julie Montgomery, Federal Grants Team Manager (360) 522-3903 julie.montgomery@commerce.wa.gov	In 2023, Cloudburst developed a revised HOME-ARP Allocation Plan for the State of Washington’s HOME-ARP non-entitlement area. The State developed the initial HOME-ARP Plan internally, but it was not approved by HUD. Cloudburst reviewed the initial submission and conducted extensive additional data analysis which resulted in a more robust gaps and needs analysis. Cloudburst also developed a supplemental stakeholder survey to gather needed information for the plan and facilitated working sessions with Commerce staff to refine the State’s strategy for the distribution and use of its HOME-ARP allocation. Utilizing information gathered through data, consultations, and working sessions, Cloudburst drafted new and updated narrative in addition to inserting charts and tables into the allocation plan. The revised HOME-ARP Allocation Plan was accepted by HUD.

Attachment B—Resumes



STEPHANIE A. JENNINGS, Senior Technical Assistance Advisor

EDUCATION

M.R.P., University of North Carolina at Chapel Hill, 1999

M.P.A., University of North Carolina at Chapel Hill, 1998

B.S., Political Science & International Studies, Guilford College, 1996

SUMMARY OF EXPERIENCE

Stephanie Jennings has over 20 years of experience leading affordable housing and community development policy, grant and loan programs, and cross-sector initiatives. Ms. Jennings specializes in the field-based knowledge of best practices in planning, housing policy, affordable housing development, public facilities, human/homeless services, fair housing, and cross-sector collaboration. She has significant experience with Consolidated Plans, fair housing plans, CDBG, HOME, HUD Sustainable Communities, ARRA, CARES Act, and ARP funding. She is a team-oriented professional with strong strategic planning, coalition management, team supervision, project management, writing, presentation, and analytical skills.

Examples of Ms. Jennings' project experience are provided below.

HOME-ARP Technical Assistance, HUD, Provided expert TA and training to local and state recipients of HOME-ARP funds to support needs assessments, development of allocation plans, and activity planning. Support development of tools and products on behalf of HUD.

Iowa HOME-ARP Allocation Plan, Iowa Finance Authority, Led team to develop a comprehensive HOME-ARP allocation plan on behalf of the State of Iowa. Planning processes included intensive outreach through focus groups and surveys, data collection, and gaps analyses for HOME-ARP Qualifying Populations, facilitation of multiple workshops with IFA staff to determine priorities, and preparation of the allocation plan.

CDBG-CV Public Facilities Cohort and Products, HUD, Provided expert TA to cohort of CDBG-CV grant recipients to advance CDBG-CV public facility projects. Developed materials, present, and facilitate 12 training sessions as part of a team. Provided TA to participating entities to support their project planning and implementation including guidance on CDBG-CV and other regulatory requirements and best practices. Prepared comprehensive TA quick guide to using CDBG-CV funds for a range of public facility projects. [Delivered training](#) at HUD CARES Act National Virtual Conference 2021.

HOME Training for Iowa, Iowa Housing Finance Agency, Developed and delivered HOME training as part of TA team for staff of Iowa Housing Finance Agency. Training included multiple aspects of the HOME program including administration, rental housing development, homebuyer assistance and development, supporting Community Housing Development Organizations (CHDOs), and program monitoring.

On Demand Assistance, City of Ventura, California, Provided project review and underwriting assistance for HOME and CDBG-DR rental housing development projects for City of Ventura to utilize over \$5 million in funding. Reviewed and revised HOME project underwriting and monitoring procedures.

EMPLOYMENT HISTORY

01/22 – Present: Senior Technical Assistance Advisor, Cloudburst Consulting Group Inc., Landover, MD. Provide TA to local jurisdictions and states to strategically utilize federal resources to implement successful affordable housing, fair housing, human service, and community development programs using CDBG, CDBG-CV, HOME, and HOME-ARP funds. Provide support to assess and prioritize community needs, allocate federal funds, build grantee and partner capacity, create programs, and successfully implement real estate development projects.

08/20 – 12/21: Director, Abode Community Consulting, Eugene, OR. Provided consulting assistance to public and philanthropic funders to help them create and implement successful affordable housing, community development, and financial capability programs. Created TA tools and training to support use of federal HUD funds including HOME, CDBG, CDBG-CV, and CDBG-DR as a subconsultant with The Cloudburst Group.

01/09 – 08/20: Grants Manager, Community Development, City of Eugene, OR. Led the City's Housing Opportunities Team for 12 years to strategically plan and implement an innovative set of affordable housing development, community development, fair housing, and human service programs using over \$35 million in multiple federal and local resources.

01/11 – 06/14: Project Manager, Lane Livability Consortium. Led and managed a collaboration of 12 agencies created to implement regional initiatives among housing, public health, transportation, and economic development through a HUD Sustainable Communities Regional Planning Grant.

11/05 – 12/08: Housing Finance Analyst, City of Eugene, OR. Managed City's affordable housing development programs using CDBG, HOME, and local resources. Analyzed a wide range of affordable housing needs and issues including comprehensive analysis of manufactured home parks.

05/01 – 05/05: Manager, National Initiatives, Fannie Mae Foundation, Washington, D.C. Served as Program Officer and Project Manager for a range of programs and initiatives seeking to advance national policy, practice, research, and organizational effectiveness related to affordable housing and community development. Managed over 65 grants and loans totaling to national and local nonprofits engaged in affordable housing production and preservation, policy, and research.

07/00 – 05/01: Research Fellow, Program Development

06/99 – 07/00: Program Associate, Program Development

Managed the Foundation's University-Community Partnership Initiative, a \$5 million multi-year initiative. Created and executed a funding strategy for reuse of vacant land and abandoned properties which resulted in a national technical assistance network and two best practices studies on state and local strategies.

SKILLS

Strategic planning, group facilitation, team management, program development, project management, writing, presentation, and analytical skills. Real estate development expertise for affordable housing and facilities development, acquisition, and preservation.

RECENT BOARDS AND COMMITTEES

Vice-President & President, Northwest Association of Community Development Managers, 2017-2020

Board of Directors, United Way of Lane County, 2014 – 2020

Co-Chair, United Way Community Investment Steering Committee 2016 - 2022

Member, Oregon Housing Rulemaking Advisory Committee, 2020

Member, Oregon Housing Preservation Steering Committee, 2019 – 2022



SIMONE FLORES, Senior Technical Assistance Advisor

EDUCATION

Master's in public service leadership and community and economic development from Thomas Edison State University of New Jersey, 2020.

SUMMARY OF EXPERIENCE

Simone Flores is a Sr. Technical Assistance Provider who works within the Housing and Community Development practice area. She has over 20 years of experience in HUD program development and implementation, including the CDBG, ESG, HOPWA, HOME and disaster recovery programs. Her portfolio includes Consolidated Plans, Annual Action Plans, program policies and procedures, affordable housing development and program compliance. Prior to joining The Clodburst Group, Ms. Flores worked as a senior grants manager providing technical assistance on a wide range of HUD programs to states and local governments.

Examples of Ms. Flores' project experience are provided below.

City of Norfolk, Department of Housing and Community Development Technical Assistance

Ms. Flores engaged with the Department of Housing and Community Development to provide on-call technical assistance and program management support across the HUD CPD grants (CDBG, HOME, ESG). Ms. Flores supported the relaunch of Renovate Norfolk, the City's owner-occupied housing rehabilitation program, by developing the policies and procedures, application priorities, and building tools for effective program implementation.

CDBG-DR Grantees, Technical Assistance

Ms. Flores's TA assignments include CDBG-DR launch preparations with the states of Arkansas, Oklahoma, Missouri, and Nebraska and the Commonwealth of Puerto Rico, as well as CDBG-MIT support to San Marco, TX, Houston, TX, Missouri, and Puerto Rico. For the State of Nebraska, the scope of support includes building staff knowledge and capacity to effectively administer and manage their project portfolios, conducting training on CDBG-DR regulations, grant administration and compliance, and providing regulatory guidance to ensure processes are meeting applicable requirements. In addition, Ms. Flores provided technical assistance on Nebraska's DR Action Plan, as well as addressing grant conditions and program launch preparations through guiding program design efforts and the development of policies and procedures.

EMPLOYMENT HISTORY

12/23 - Present -The Clodburst Group

Responsibilities: Serve as Senior Technical Assistance Provider and maintain the following responsibilities:

- Technical assistance provider who works within the Housing and Community Development practice area to provide technical assistance and program management support across the HUD CPD programs.

2020-2023 - CIVIX, LLC

Responsibilities: Serve as a Senior Grants Manager maintaining the following responsibilities:

- Provided technical assistance to states and local governmental entities regarding administration of their federal disaster recovery funds to meet national objectives.

- Provided programmatic technical assistance to subrecipients and local administrators regarding the development of their HUD programs policies and procedures, standard operating procedures, and program monitoring and oversight
- Participated as a subject matter expert on other specialized technical assistance engagements and assignments

2017-2020 - Division of Housing and Development (HCD) City of Fort Lauderdale, Florida

Responsibilities: Served as Housing and Community Development Coordinator and maintained the following responsibilities:

- Monitored and reviewed the division's programs for compliance with federal laws and regulations
- Conducted environmental review of all projects to ensure compliance with National Environmental Protection Act (NEPA) standards, and completion in HEROS
- Assisted with coordination, completion, and submission of the city's 5-year Consolidated/Annual Action Plan to HUD
- Prepared subrecipient agreements and provide program-related technical assistance to awardees
- Provided programmatic technical assistance to internal and external elected officials and decision makers
- Participated in other special Community Development Block Grant (CDBG)-related projects

2014-2017 - City of Passaic, NJ – Department of Community Development

Responsibilities: Served as Assistant Director and maintained the following responsibilities:

- Managed all functions of the grant programs funded by HUD: CDBG, Emergency Shelter Grant (ESG), HOME Investment Partnership (HOME), and Neighborhood Stabilization Program (NSP 1&3) ensuring that benefits are provided to low-moderate households and communities
- Coordinated and applied for other funding in support of community development and stabilization
- Supervised and motivated program staff to meet organizational goals and objectives
- Provided updates/reports to upper management and other private and public stakeholders
- Provided programmatic technical assistance to subrecipients and local administrators
- Participated at regional and national conferences, seminars, and public forums
- Participated in other special community assignments

2003-2014 - City of Newark, NJ – Department of Economic and Housing Development & Department of Administration

Responsibilities: Served as Grant Program Manager and maintained the following responsibilities:

- Coordinated with public and private agencies, and various community groups to aid with the formulation and submission of a funding plan pursuant to HUD requirements, in order to secure the City's annual Entitlement grant of \$17,884,235.00 for the ESG, CDBG, Housing Opportunities for Persons With Aids (HOPWA), American Dream Down Payment Initiative (ADDI), and HOME programs
- Conducted any subsequent Substantial Amendments to the Consolidated Plan including engaging citizen participation
- Coordinated with 4 other municipalities, 13 nonprofit CDCs, 3 for-profit developers and the County of Essex, collectively called the Newark/Essex County NSPII Consortium, to develop and submit the NSP2 application
- Negotiated affordable housing projects contract terms and manage the project through completion
- Managed and administered the NSP1, NSP2, NSP3 and CDBG-R (Disaster Recovery) grants in the amounts of \$3,406,849.00, \$20,759,155.00, \$2,310,637.00 and \$2,310,137.00, respectively, including developing sub-recipient agreements, submitting voucher requests from LOCCS DRGR system, quarterly performance reports in DRGR, Federalreporting.gov system and environmental reports in Ramps System



JAY DWORIN, Fair Housing Expert

EDUCATION

BA - Political Science & UCIS Certificate in African Studies, University of Pittsburgh, 2003
Politics and African Studies, University of Cape Town, RSA, 2002

SUMMARY OF EXPERIENCE

Jay Dworin serves as the Clodburst Group's Fair Housing Manager for HUD's National Fair Housing Training Academy (NFHTA). In his role, Mr. Dworin provides technical assistance to Fair Housing Initiative Program and Fair Housing Assistance Program grantees, along with other federal grantees regarding proper applications of the fair housing policies and practices through NFHTA. Mr. Dworin has over 20 years' experience providing guidance and enforcing Title VI, Title VIII, Section 109, Section 504, Title II of the Americans with Disabilities Act, Executive Order 11063, and other state and local civil rights authorities. He has coordinated the FHIP and FHAP programs for a five-state region, managed over 2000 fair housing cases, provided training to over 5000 housing professionals, created fair housing solutions in HUD's public housing and multifamily programs for homeless households, and pioneered fair housing testing methodologies to root out deaf discrimination leading to a multistate fair report and fair housing legal action. Mr. Dworin holds a B.A. in Political Science from the University of Pittsburgh and Politics and African Studies Honors degree from the University of Cape Town, RSA.

EMPLOYMENT HISTORY

3/23 – present: Subject Matter Expert, Clodburst Consulting Group Inc., Landover, MD.

Responsibilities include providing technical assistance to Fair Housing Grantees and HUD's National Fair Housing Training Academy including developing training, tools, and products, and advising communities on program design and program effectiveness.

8/20 - 3/23: U.S. Department of Housing and Urban Development, Baltimore MD

Lead Enforcement Equal Opportunity Specialist

- Conduct systemic housing discrimination investigations, which affect large numbers of individuals, or which have been in effect for a substantial period, resulting in institutional or flagrant housing discrimination patterns of practices.
- Review and provide training and support for complex testing methodologies, including but not limited to appraisal, deaf, and sales testing.
- Monitor fair housing conciliation and voluntary compliance agreements including providing training on relevant civil rights laws.
- Serves as a subject matter expert during the development of complex investigative techniques ensuring the appropriate level of detail and complexity.

Compliance Branch Chief

- Supervised front end Civil rights reviews of federal funds recipients for compliance with Title VIII of the Civil Rights Act of 1968, as amended, Title VI of the Civil Rights Act of 1964; Section 109 of the Housing and Community Development Act of 1974, as amended; Section 504 of the Rehabilitation Act of 1973; the Americans with Disabilities Act, the Age Discrimination Act; and Equal Housing Opportunity pursuant to relevant Executive Orders or other relevant laws.
- Oversaw the FHIP and FHAP programs for a 5-state region, including annual performance rating, testing methodology approval, and payment allocations.
- Provided fair housing training and technical assistance to FHIP, FHAP, PHAs, municipalities regarding compliance with HUD regulations.

Compliance Equal Opportunity Specialist

- Conducted front end Civil rights reviews of federal funds recipients for compliance with federal regulations.
- Negotiated and monitored multiple FHIP grant agreements.
- Provided technical support for FHIP and FHAP agencies regarding testing, performance tracking, and reporting.
- Trained HUD staff on Testing investigations.

8/03 - 8/20: Fair Housing Partnership of Greater Pittsburgh, Pittsburgh PA

Executive Director

- Reviewed and supervised staff in the conducting housing discrimination complaint investigations including analyzing evidence, preparing agency final investigative reports and making agency findings and recommendations. Cases include Title VI of the Civil Rights Act of 1964, and VIII of the Fair Housing Act of 1968, as amended, and Section 504 of the Rehabilitation Act of 1973.
- Provided technical assistance to FHIP fair housing staff during investigation of complaints including interviewing aggrieved persons and witnesses, conducting preliminary investigation and analysis, determining jurisdiction, and drafting complaints of housing discrimination filed at HUD and Fair Housing Assistance Programs.
- Provided oversight of civil rights compliance reviews of program participants who receive Federal financial assistance, including preparation of the resulting findings and recommended corrective actions under include Title VI of the Civil Rights Act of 1964, and VIII of the Fair Housing Act, and Section 504 of the Rehabilitation Act of 1973.
- Providing technical assistance and conducting training regarding the interpretation and implementation of Title VI, Title VIII, Section 109, Section 504, and Executive Order 11063 to over 100 organizations s including elected officials, Mayor's offices, City Council's, HUD funded agencies including all Public Housing Authorities within the Pittsburgh MSA, non-profits, private housing providers, and other housing related service providers.

Enforcement Program Director

- Oversaw all aspects of the Fair Housing Initiative Program (FHIP)
- Oversaw the Drafting of Fair housing complaints under Title VIII and Section 504.
- Represent Clients during the HUD and FHAP administrative complaint process.
- Provided fair housing technical assistance to other Fair Housing Agencies, local non-profits, and municipalities.

FAIR HOUSING CERTIFICATIONS

National Fair Housing Alliance: Financial and FHIP Management of a Full-Service Fair Housing Organization

US Department of Housing and Urban Development National Fair Housing Training Academy: Fair Housing Assistance Program Investigator Certification

John Marshall Law School: Fair Housing Investigation

National Fair Housing Alliance: Fair Housing Mortgage Lending Testing and Investigation **US**

Department of Housing and Urban Development: Fair Housing Initiative Program Grant Management

National Fair Housing Alliance: Fair Housing Real Estate Sales Case Investigation and Testing

Fair Housing Accessibility First: Design and Construction Requirements and Enforcement

National Fair Housing Alliance: Fundamentals of Fair Housing and Rental Investigations



ALICIA SCHUMACHER-SERRANO, Junior Administrative Analyst, NFHTA

EDUCATION

B.A., International Affairs, Women, Gender & Sexuality Studies, The George Washington University, 2021, *Magna Cum Laude*

SUMMARY OF EXPERIENCE

Alicia Schumacher-Serrano is a Jr. Administrative Analyst who works within the Housing and Community Development practice area. In her role, Ms. Schumacher-Serrano provides support to the National Fair Housing Training Academy, and other fair housing activities, in the development and implementation of training communications and technical assistance activities planning. Ms. Schumacher-Serrano also assists in the preparation of a variety of reports, assessments, and evaluations. She has experience and knowledge in immigration and criminal defense. She honed these skills working in an administrative role at Liberty Legal LC. Ms. Schumacher-Serrano received a Bachelor of Arts in International Affairs and Women, Gender & Sexuality Studies from The George Washington University in 2021. She graduated with honors.

Examples of Ms. Schumacher Serrano's project experience are provided below.

National Fair Housing Training Academy, Project Coordinator

Supports risk management planning for HUD projects. This includes documenting protocols, developing and maintaining project plans, drafting quarterly reports and routine meeting agendas, and managing projects to ensure budgets and timelines are met. Supports activities for monthly virtual NFHTA forum events and courses. This includes supporting the technology for each event and coordinating and communicating with event speakers during event preparation and delivery.

CDBG-MIT Puerto Rico FHEO Requirements Training, Training Coordinator

Supported training on statutory and regulatory requirements of disaster grants programs to Puerto Rico's Department of Housing fair housing staff, senior leadership, and legal staff.

Immigration Defense Program Hotline, Intern

Assisted the Immigration Defense Team in screening incoming calls from detained individuals to offer support, answer questions about respective cases, and explain the next steps.

EMPLOYMENT HISTORY

01/24 – present: Junior Administrative Analyst, Cloudburst Group Inc., Landover MD.

Responsibilities include providing project management and technical assistance support to grantees and subgrantees of U.S. Department of Housing and Urban Development programs. Supports projects related to the National Fair Housing Training Academy.

11/21 – 01/24: Legal Administrative Assistant, Liberty Legal LC, Leesburg, VA.

Responsibilities include administrative support in calendaring, onboarding, invoicing, contracts, and training. Assisted the legal team in drafting, tracking, and filing legal documents.

SKILLS

Proficient in Microsoft Office and Google Suite of Products

LANGUAGE SKILLS

Spanish

LANGUAGE REFERENCES

Kelvin Garcia - (401) 996-4133

Jenny Martinez - (571) 261-6338

Draft

SAMANTHA STEEVES, Junior Administrative Analyst

EDUCATION

B.A., Geography, Vassar College, 2021, Departmental Honors

SUMMARY OF EXPERIENCE

Samantha Steeves is a Junior Administrative Analyst who works within the Housing and Community Development practice area. In her role Ms. Steeves provides support for the development and implementation of technical assistance programs for HUD-funded projects and direct engagements with state and local clients. Ms. Steeves serves as a coordinator and data analyst to various projects, including Consolidated Plan and AI drafting, CDBG-DR technical assistance, and data analytics contracts. Ms. Steeves has experience working on long- and short-term research projects, particularly those regarding finding, organizing, and displaying various types of data. In addition, Ms. Steeves has experience implementing local rental assistance and housing programs at the non-profit level. Ms. Steeves received a Bachelor of the Arts in Geography from Vassar College in 2021. She graduated with Departmental Honors.

Examples of Ms. Steeves's project experience are provided below.

Consolidated Plan, King County, WA

As project coordinator, Ms. Steeves provides administrative support to the project team, including note-taking, monitoring communications and deadlines, and material organization. As data analyst, Ms. Steeves compiles and analyzes data from a variety of qualitative and quantitative sources including, ACS, CHAS, existing planning documents, and public and stakeholder engagement efforts. In addition, Ms. Steeves worked with the lead data analyst to present a workshop to King County staff regarding pertinent data trends.

Consolidated Plan, Kent, WA

As project coordinator and data analyst, Ms. Steeves works closely with the lead data analyst to gather census data, information from local reports, and public survey results to identify and describe community needs. This also includes drafting sections of the Consolidated Plan, such as the Needs Assessment and Market Analysis, using the collected information.

Update to the Analysis of Impediments to Fair Housing, Luzerne County, PA

As project coordinator and data analyst, Ms. Steeves works with the Project Manager to develop agendas, monitor the project schedule and budget, and communicate between Clodburst and Luzerne County. In addition, Ms. Steeves gathers and analyzes regional, jurisdictional, and HMDA data to update analyses in the existing document and identify significant changes in the data.

EMPLOYMENT HISTORY

5/23 – present: Junior Administrative Analyst, Clodburst Consulting Group Inc., Landover, MD.

Responsibilities include administrative project support for the Housing and Community Development practice area, such as tracking and reporting on project statuses, coordinating trainings, and conducting research and data analyses.

7/22 – 12/22: Housing and Community Development Intern, National League of Cities, District of Columbia.

Responsibilities included researching local eviction prevention policies, drafting and editing written content such as blog posts and guides, and providing operational support for two multi-city learning labs.

7/20 – 7/22: Housing Navigator, Hudson River Housing, Poughkeepsie, NY.

Responsibilities included outreach and community liaising, application processing, and grant management for multiple rental assistance funding sources including the Community Development Block Grant, Emergency Solutions Grant, Federal Emergency Management Agency, and New York State Emergency Rental Assistance Program.

SKILLS

Computer: Microsoft Suite, Google Suite, Zoom, Canva, Adobe Acrobat
System Access: IDIS, DRGR

Draft



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 6/4/2024

Agenda Category: Resolutions - Adoption

Strategic Priority 4 - Quality of Life

Subject:

Resolution No. 2024-73, Authorizing Award of Bid to Apollo, Inc. for Wastewater Treatment Plant Gas Burner and Boiler Replacement

Department/Office
Public Works

Ordinance/Resolution Number:
2024-73

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 2024-73, authorizing the City Manager to sign and execute a construction contract with Apollo, Inc. in the amount of \$1,298,638.90 for the Wastewater Treatment Plant Gas Burner & Boiler Replacement Project, and to execute change orders in an aggregate amount not to exceed \$1,298,638.90 as needed to fulfill the Project's intent.

Summary:

The City's Wastewater Treatment Plant (the "Plant") is subject to state and federal regulations to protect the environment from pollutants carried by municipal wastewater. The Plant utilizes mechanical, biological, and chemical treatment processes to achieve compliance with state and federal water quality standards. The Plant's existing anaerobic digester facilities and equipment are in need of rehabilitation and repairs to ensure adequate capacity and serviceability.

The 2023-2028 Capital Improvement Plan (CIP) includes a program titled Wastewater Treatment Facility Renewal and Replacement, which calls for replacement of the existing waste gas burner and hot water boiler associated with the anaerobic digester system (the "Project"). All project development and design work necessary to advance the Project to construction is complete.

Bids were solicited in accordance with the City's purchasing policies with three (3) bids received and opened on May 21, 2024. Apollo, Inc. submitted the lowest responsible bid of the three (3) bids received. Sufficient funding is available to complete the Project. The City's best interests are served by completing the Project in accordance with the CIP, project design and lowest responsible bid.

Staff recommends adoption of Resolution No. 2024-73.

Fiscal Impact:

The 2024 Capital Improvement Plan (CIP) and 2023 carryforward has funding approved with capacity of approximately \$2,099,596 in the Wastewater Treatment Plant Infrastructure Renewal and Replacement Fund. This budget allows for the full funding of the proposed Gas Burner and Boiler Replacement project, which is estimated at \$1,428,502.80 including construction, contingency and construction management.

Attachments:

1. Resolution No. 2024-73
2. WWTP Waste Gas Burner & Boiler Replacement Project - ITB#24-0043

RESOLUTION NO. 2024-73

**A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON,
AUTHORIZING AWARD OF BID TO APOLLO, INC. FOR THE
WASTEWATER TREATMENT PLANT GAS BURNER AND
BOILER REPLACEMENT PROJECT.**

WHEREAS, the City of Richland owns and operates a Wastewater Treatment Plant (the “Plant”), the purpose of which is to dramatically reduce the pollutant loading on the Columbia River delivered by the community’s wastewater in accordance with state and federal regulations; and

WHEREAS, the Plant utilizes mechanical, biological, and chemical treatment processes to achieve compliance with state and federal water quality standards; and

WHEREAS, the Plant’s existing anaerobic digester facilities and equipment are in need of rehabilitation and repairs to ensure adequate capacity and serviceability; and

WHEREAS, the 2023-2028 Capital Improvement Plan (CIP) includes a program titled Wastewater Treatment Facility Renewal and Replacement, which calls for replacement of the existing waste gas burner and hot water boiler associated with the anaerobic digester system (the “Project”); and

WHEREAS, all project development and design work necessary to advance the Project to construction is complete; and

WHEREAS, bids were solicited in accordance with the City’s purchasing policies, with three (3) bids received and opened on May 21, 2024; and

WHEREAS, Apollo, Inc. submitted the lowest responsible bid of the three (3) bids received; and

WHEREAS, sufficient funding is available to complete the Project; and

WHEREAS, the City’s best interests are served by completing the Project in accordance with the CIP, project design and lowest responsible bid.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager is authorized to sign and execute a construction contract with Apollo, Inc. in the amount of \$1,298,638.90 for the Wastewater Treatment Plant Gas Burner and Boiler Replacement Project, and to execute change orders in an aggregate amount not to exceed \$129,863.90 as needed to fulfill the Project’s intent.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 4th day of June, 2024.

Theresa Richardson, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

City of Richland

DATE BIDS OPENED:	MAY 21, 2024	ITB #	24-0043
WWTP WASTE GAS BURNER & BOILER REPLACEMENT PROJECT			

Item	Description	Qty	Unit	ENGINEER'S ESTIMATE		APOLLO, INC KENNEWICK, WA		VINCENT BROTHER LLP PASCO, WA	
				Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	BASE BID								
1	Mobilization, Demobilization, Site Prep and Clean Up	1	LS	\$95,000.00	95,000.00	102,000.00	102,000.00	130,000.00	130,000.00
2	Excavation Safety and Shoring	1	LS	5,000.00	5,000.00	1,200.00	1,200.00	100,000.00	100,000.00
3	Site Work	1	LS	167,000.00	167,000.00	123,500.00	123,500.00	84,000.00	84,000.00
4	Equipment	1	LS	621,000.00	621,000.00	647,000.00	647,000.00	730,000.00	730,000.00
5	Mechanical	1	LS	182,000.00	182,000.00	207,000.00	207,000.00	228,000.00	228,000.00
6	Structural	1	LS	88,000.00	88,000.00	52,000.00	52,000.00	22,000.00	22,000.00
7	Finishes	1	LS	5,000.00	5,000.00	17,000.00	17,000.00	15,000.00	15,000.00
8	Electrical	1	LS	90,000.00	90,000.00	20,000.00	20,000.00	22,000.00	22,000.00
9	Automatic Control	1	LS	20,000.00	20,000.00	25,000.00	25,000.00	26,000.00	26,000.00
BASE BID SUBTOTAL					\$1,273,000.00		\$1,194,700.00		\$1,357,000.00
8.7% SALES TAX					110,751.00		103,938.90		118,059.00
BASE BID TOTAL					<u>\$1,383,751.00</u>		<u>\$1,298,638.90</u>		<u>\$1,475,059.00</u>

Item	Description	Qty	Unit	AWARD CONSTRUCTION, INC FERNDAL, WA					
				Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
	BASE BID								
1	Mobilization, Demobilization, Site Prep and Clean Up	1	LS	\$125,000.00	125,000.00		-		-
2	Excavation Safety and Shoring	1	LS	30,000.00	30,000.00		-		-
3	Site Work	1	LS	280,000.00	280,000.00		-		-
4	Equipment	1	LS	720,000.00	720,000.00		-		-
5	Mechanical	1	LS	200,000.00	200,000.00		-		-
6	Structural	1	LS	100,000.00	100,000.00		-		-
7	Finishes	1	LS	35,000.00	35,000.00		-		-
8	Electrical	1	LS	26,500.00	26,500.00		-		-
9	Automatic Control	1	LS	25,000.00	25,000.00		-		-
BASE BID SUBTOTAL					\$1,541,500.00		\$0.00		\$0.00
8.7% SALES TAX					134,110.50		-		-
BASE BID TOTAL					<u>\$1,675,610.50</u>		<u>\$0.00</u>		<u>\$0.00</u>



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 6/4/2024

Agenda Category: Resolutions - Adoption

Strategic Priority 4 - Quality of Life

Subject:

Resolution No. 2024-74, Adopting of the Safe Routes to School Plan and Authorizing a Grant Application to the Washington State Department of Transportation Safe Routes to School Program

Department/Office
Public Works

Ordinance/Resolution Number:
2024-74

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 2024-74, adopting the 2024 Safe Routes to School Plan and authorizing grant applications to the Washington State Department of Transportation's 2024 Safe Routes to School Program for Marcus Whitman Elementary, Jefferson Elementary, Jason Lee Elementary, Orchard Elementary, and certain systemic improvements as identified in the Plan.

Summary:

On November 7, 2023, Richland City Council approved Resolution No. 2023-158 authorizing a consultant agreement with PBS Engineering and Environmental, Inc. to perform a Safe Routes to School Study (the "Study") in cooperation with the Richland School District. The Study produced a Safe Routes to School Plan (the "Plan") that includes a thorough analysis of historical crashes, equity evaluation of disadvantaged areas, evaluation of school zones and gaps in school walk routes, public outreach to schools and students, and validation of strategies to reduce crashes within school walk routes.

The Washington State Department of Transportation (WSDOT) issued a \$25.5 million call for projects for the 2024 Safe Routes to School Program (the "Program"). The purpose of the Program is to enable and encourage children to walk, roll and bicycle to school, as well as to facilitate planning, development and implementation of projects that will improve safety in the vicinity of schools. The Plan identifies and recommends projects for grant applications to this Program that, if funded, will improve school walk route safety within the City.

Projects identified for Marcus Whitman Elementary, Jefferson Elementary, Jason Lee Elementary and Orchard Elementary, as well as certain systemic improvements, meet the selection and funding criteria for the Program. Performing the projects identified in the Plan is a crucial component in meeting the goals of the City's Vision Zero commitment.

The City's best interests are served by seeking grant funding for projects recommended in the Study in order to contribute toward the successful achievement of the City's fundamental objectives.

Staff recommends adoption of Resolution No. 2024-74.

Fiscal Impact: None at this time. Any fiscal impacts associated with a successful grant application will be outlined once match funding requirements and terms have been determined.

Attachments:

1. Resolution No. 2024-74
2. 2024 Richland Safe Routes To School Plan

RESOLUTION NO. 2024-74

A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON, ADOPTING THE SAFE ROUTES TO SCHOOL PLAN AND AUTHORIZING THE SUBMITTAL OF A GRANT APPLICATION TO THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION'S SAFE ROUTES TO SCHOOL PROGRAM.

WHEREAS, on November 7, 2023, Richland City Council approved Resolution No. 2023-158, authorizing a consultant agreement with PBS Engineering and Environmental Inc. to perform a Safe Routes to School Study (the "Study") in cooperation with the Richland School District; and

WHEREAS, the Study produced a Safe Routes to School Plan (the "Plan") that includes a thorough analysis of historical crashes, equity evaluation of disadvantaged areas, evaluation of school zones and gaps in school walk routes, public outreach to the schools and students, and validation of strategies to reduce crashes within school walk routes; and

WHEREAS, the Washington State Department of Transportation (WSDOT) issued a \$25.5 million call for projects for the 2024 Safe Routes to School Program (the "Program"); and

WHEREAS, the purpose of the Program is to enable and encourage children to walk, roll and bicycle to school, as well as facilitate planning, development and implementation of projects that will improve safety in the vicinity of schools; and

WHEREAS, the Plan identifies and recommends projects for grant applications to this Program that, if funded, will improve school walk route safety within the City; and

WHEREAS, projects identified for Marcus Whitman Elementary, Jefferson Elementary, Jason Lee Elementary and Orchard Elementary, as well as systemic improvements, meet the selection and funding criteria for the Program; and

WHEREAS, completing the projects identified in the Plan is a crucial component in meeting the goals of the City's Vision Zero commitment; and

WHEREAS, the City's best interests are served by seeking grant funding for projects recommended in the Study to contribute toward successfully achieving the City's fundamental objectives.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland as follows:

1. The 2024 Safe Routes to School Plan is hereby adopted.
2. Staff is hereby authorized to submit grant applications to the Washington State Department of Transportation's 2024 Safe Routes to School Program for Marcus Whitman Elementary,

Jefferson Elementary, Jason Lee Elementary and Orchard Elementary, and for the systemic improvements identified in the Plan.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 4th day of June, 2024.

Theresa Richardson, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

2024 Richland Safe Routes to School Plan

Richland, Washington

Prepared for:



City of Richland
625 Swift Boulevard
Richland, Washington 99352



Richland School District
6972 Keene Road
West Richland, Washington 99353

May 20, 2024
PBS Project 78148.000

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- Exhibit 1. BFCOG Regional Safe Routes to School Survey
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- Exhibit 3. AM Pedestrian and Bike Activity Near Schools
- Exhibit 4. Comprehensive Safety Action Plan Equity Data Analysis
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Vicinity Map

- Figure 1. Jason Lee Elementary School, Engineering Recommendation Projects
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APPENDICES

Appendix A. Richland Safe Route to School—Data Collection Contents

Technical Memo

Appendix B. Community Outreach Material 1

BFCOG Survey

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Flier Summary

School Flier

Appendix D. Sandy Williams Equity Needs Mapping

Appendix E. Project Prioritization

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Appendix G. R10-15 With Turn Lane Pedestrian Indicator Exhibit

EXECUTIVE SUMMARY

The 2024 Richland Safe Route to School Plan (Plan) was prepared to improve walking and bicycling to elementary schools, but the Plan needs future updates. It included a few improvements at two middle schools but no high schools. At the request of the City of Richland's (City) staff, upgrades to "20 miles per hour (MPH) when flashing" school zone signs (school speed zone signs) are needed to improve effectiveness and meet Washington State regulations.

Recommendation: Review the spacing and communication with school speed zone sign assembly at each school.

Recommendation: Update the Plan in the future and expand its focus to include all schools beyond elementary schools.

The Safe Route to School (SRTS) maps prepared for each elementary school were reviewed for completeness and possible improvements. The Benton Franklin Council of Government (BFCOG) staff prepared maps for schools within the Tri-Cities school districts including Richland School District (RSD).

Recommendation: The latest City and RSD maps should be updated to include the revisions proposed in the BFCOG maps and consider community comments.

Readily available transportation information was collected, including traffic volume, speed, crash data, and roadway information, such as walking and bicycling conditions, number of traffic lanes, and roadway classification. Pedestrian and bicyclist activities around schools in the morning commute to school was collected by Replica, a cell phone data management firm.

Recommendation: Use the traffic data and information to evaluate possible improvements to the SRTS projects in the Plan.

The Plan includes outreach to stakeholders and the community for their input. BFCOG conducted a survey and PBS Engineering and Environmental LLC (PBS) prepared project fliers that were sent home with the students. Over 70 community members submitted feedback through the fliers. Sidewalks, crosswalks, and safety improvements were requested on over 20 roadways and 10 intersections.

Recommendation: Evaluate City staff and community requests for upgrades to streets to make Richland streets safer and to promote walking and bicycling to and from schools.

The Plan includes school crossing analysis, with a number of proposed improvement types being determined.

Recommendation: Evaluate the studied schools for school crossing enhancements.

Sidewalk improvement projects were identified, but deemed too expensive in cost to pursue for Washington State Department of Transportation (WSDOT) SRTS Program funds. Instead, a novel approach called protected walkways should be considered if cost is a determining factor. Protected walkways are not included as proposed or suggested improvements in this Plan as it is not currently an accepted WSDOT-approved active transportation project. However, it is recommended that a demonstration protected walkway project be funded by the City as a potential basis for future consideration from WSDOT.

Recommendation: Fund a demonstration protected walkway project.

School crossing evaluation included criteria such as school zone length, roadway classification, community input, school walk routes, and crash history. In conjunction with equity and cost considerations, several school crossing improvement types were identified and proposed in the Plan. It was found that proposing these improvements as systemic to the City of Richland rather than by individual school provided the greatest safety benefit for the RSD.

Finding: Systemic school crosswalk safety improvements provide the greatest safety benefit for the RSD.

Recommendation: Submit a grant application to WSDOT for the improvements listed in Table 5 for the School Crosswalk Safety improvements.

Consultants evaluated requests with transportation information to prioritize scoping and consider work for possible grant funding. The Washington State Department of Transportation Active Transportation SRTS grant applications are due late spring every two years. The next funding opportunity is June 7, 2024. The ranking is based on the Active Transportation SRTS grant application process, which includes safety and equity as the two highest-ranking criteria. Two types of projects were evaluated: walkway projects and systemic projects. Systemic projects are small systemwide improvements that can improve pedestrian and bicyclist safety at many RSD elementary and middle schools. See Table 4 for walkway improvements. See Table 5 for systemic improvements.

Finding: With a few exceptions, Richland streets do not appear to rank high enough to receive grant funding for sidewalks.

Recommendation: For school walk routes without sidewalks, the City should consider a combination of low-cost shoulder walkway improvements and traffic-calming improvements in place of traditional sidewalks.

1 BACKGROUND

In 2024, the Active Transportation services of Washington State Department of Transportation (WSDOT) put out a call for projects for the Safe Routes to School (SRTS) grants. The City of Richland and the Richland School District entered into an interlocal agreement to jointly fund and participate in the development of an SRTS Plan. In anticipation of the call for projects, the City of Richland (City) Public Works Department contracted with PBS Engineering and Environmental LLC (PBS) and KTUA Planning and Landscape Architecture (KTUA) to prepare an SRTS Plan. The SRTS Plan included participation from Richland School District (RSD), Benton-Franklin Council of Government (BFCOG), and RSD parents and students. The SRTS Plan was prepared in close consultation with Active Transportation.

The RSD has 8 elementary schools, 2 middle schools, 2 high schools, and 2 choice schools located within the city of Richland. As required by law, all the elementary schools have an SRTS plan (maps) that shows walking conditions from home to school 1 mile around each school. These maps include locations of sidewalks, crossing guards, school zone signing, and crossing improvements such as traffic signals and rectangular rapid flashing beacons (RRFB). The intent is to show parents and students the safest route to school.

An early comment from City staff was to evaluate the school speed zone sign assemblies. The intent is to improve compliance and meet state law for spacing (RCW 46.61.440 and WAC 468-95-330). Communication upgrades were proposed to improve operation and lower maintenance costs.

Recommendation: Review spacing and communication with school speed zone sign assembly in school speed zones.

The intent of the SRTS Plan is to improve pedestrian and bicyclist safety for students to travel to and from school. This study focused on elementary schools and primarily focuses on pedestrian safety, but many improvements enhance both walking and biking routes and overlay the middle and high school walk and bike routes. For elementary students, it is assumed they ride their bikes on sidewalks and do not use bike lanes.

Early in the process, elementary schools in the older part of Richland were identified as having higher needs based on older, less pedestrian-friendly streets and lower-income and higher-risk populations of students. Schools in the new areas of the city are surrounded by streets built to modern street standards with more complete sidewalk networks. The schools in the older part of the city include:

- Jason Lee Elementary School
- Jefferson Elementary School
- Lewis & Clark Elementary School
- Sacajawea Elementary School
- Marcus Whitman Elementary School

Later in the process, schools in the new areas of the city were also considered. These schools include:

- Carmichael Middle School
- Chief Joseph Middle School
- Orchard Elementary School
- White Bluffs Elementary School

The final product of the SRTS Plan is to produce a project list to be included in the City's Transportation Improvement Program and some to be submitted for funding through the WSDOT Active Transportation's SRTS grant program.

As years pass, school improvements are complete, and new requests come in, the SRTS Plan (Plan) will need to be updated. Schools not included in the Plan can be added.

Recommendation: Update the Plan in the future and expand it to include all schools beyond elementary schools.

2 SCOPE OF STUDY

The scope of the SRTS Study included the following tasks, which are discussed in more detail in this report. The tasks are:

- Meetings
- Data collection
- Review of SRTS maps
- Collision data analysis and GIS mapping
- Big data output of walking and biking activity using Replica
- Stakeholder outreach
- Community outreach
- Data analysis
- School walk audits
- Recommendations for implementation
- SRTS Plan
- Grant applications

3 MEETINGS

For the preparation of the SRTS Plan and other outputs, a series of monthly coordination meetings were held virtually to provide updates and gather information from the principal stakeholders including the City, RSD, BFCOG, PBS, and KTUA staff. These started with a kick-off meeting and followed the scope of work listed above. Many other impromptu meetings were held with various stakeholders on various topics.

4 DATA COLLECTION

Data collection was a key task for the preparation of the SRTS Plan. It included various types of data but primarily focused on data related to pedestrian risk, walk routes, and walking activity. See Appendix A for the Richland Safe Route to School—Data Collection Contents memorandum.

4.1 Review of SRTS Map

PBS reviewed three sets of SRTS maps, which were prepared to show parents and students of elementary schools the safest walking or biking routes to school. The City has two versions of the maps, and BFCOG prepared proposed maps for schools throughout the Tri-Cities (Richland, West Richland, Kennewick, and Pasco).

The walk routes were evaluated in relationship to the WSDOT *School Walking and Biking Routes*.¹ For each elementary school, the walk route for each residential roadway was traced to the school and reviewed for possible crossing enhancements and missing sidewalks. The City's second addition of school walk routes provides a good inventory of walking conditions that allows students to decide which route to travel.

¹ WSDOT (Washington State Department of Transportation). (2015, February). *School Walk and Bike Routes: A Guide for Planning and Improving Walk and Bike to School Options for Students*.

PBS collected comments on how parents and students bike and walk to school. Some of the comments included walk route improvements. These comments are being folded into the SRTS Plan. When the improvements are complete, the SRTS maps should be updated.

Recommendation: The latest City and RSD maps should be updated to include the revisions proposed in the BFCOG maps and consider community comments.

4.2 Crash Data

PBS mapped out 5-year pedestrian and bicyclist crash data from 2018 to 2022, the most current complete years. The data was mapped and tabulated within 1 mile of each school with the intent to be used for analysis and project section later in the process.

4.3 Transportation Data

PBS collected readily available transportation data on busy streets near each elementary school and illustrated the data on the City SRTS maps for each elementary school.

4.4 Data Analysis

PBS recommends the data be used for the following:

- Identifying high-risk roadways, intersections, or other areas
- Identifying public improvements that will facilitate school children walking to and from school
- Prioritizing improvements for future public improvement projects
- Supporting grant applications with the data requested to complete the submittal

Recommendation: Use the traffic data and information to evaluate possible improvements to the SRTS projects in the Plan.

5 STAKEHOLDER OUTREACH

The Plan originally proposed to convene meeting(s) with the City's Comprehensive Safety Action Committee (CSAC) and the RSD as principle stakeholders in the Plan development. CSAC was formed for the preparation of the City's Local Roads Safety Plan, and PBS proposed meeting with them on the SRTS Plan. The CSAC includes police department staff, and school zone enforcement is a key component in pedestrian safety. Due to time constraints, the CSAC was not engaged prior to development of the Plan.

The final stakeholders are composed of RSD, BFCOG, and City Public Works staff.

Community outreach planning was a major planning goal for the stakeholders. This planning evolved as the SRTS Study progressed but included:

- A BFCOG community survey related to SRTS
- BFCOG outreach to school principals
- Public Works staff attending a meeting of the Parent-Teacher Association (PTA) Council
- A PBS-prepared flier requesting parent and student input on SRTS, which was circulated by each school principal

6 COMMUNITY OUTREACH

Community outreach is an important component of SRTS planning. It is important to know where students walk, why they choose those routes, and where improvements should be made.

6.1 BFCOG Community Survey

In 2023, BFCOG prepared a regional survey of community interest in walking and biking to school. The survey was distributed to all school districts in the Tri-Cities area. BFCOG staff had a table at the Farmers Market during the summer to solicit comments and encourage community members to fill out the survey. The results demonstrated a strong interest families had in walking and biking to school. The survey and results are included in Appendix B.

BFCOG received the following number of responses from the elementary schools in Richland.

- Marcus Whitman Elementary School: 10
- Sacajawea Elementary School: 9
- Jason Lee Elementary School: 6
- Jefferson Elementary School: 12
- Lewis & Clark Elementary School: 9
- Orchard Elementary School: 9
- White Bluffs Elementary School: 8
- Badger Mountain Elementary School: 12

BFCOG summarized active statistics in Exhibit 1.

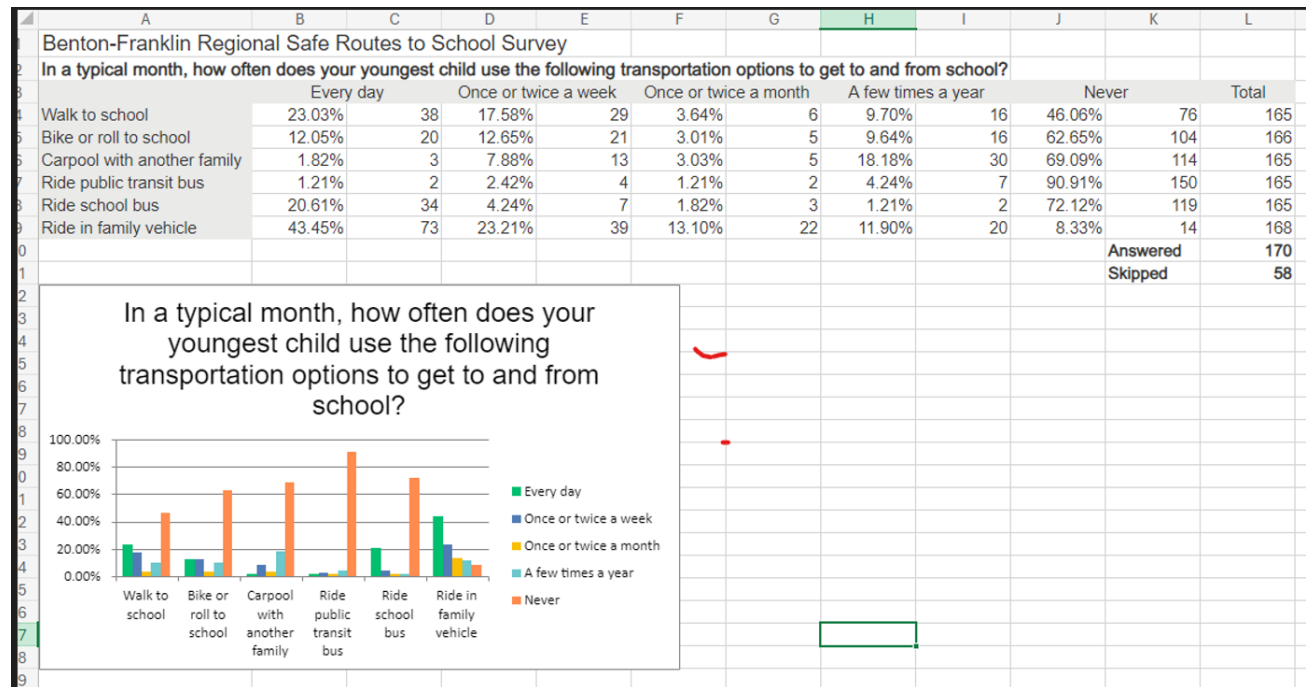


Exhibit 1. BFCOG Regional Safe Routes to School Survey

The BFCOG survey provides important information on the percentage of students that walk, bike, roll, bus, or are driven to school.

The BFCOG forwarded community comments from its survey with comments and concerns. They are summarized in Table 1.

Table 1. BFCOG Survey Comments

Location	Quote
George Washington Way and Jadwin	Traffic stress--too many CJMS students get struck or almost struck by drivers, GWW & Jadwin intersections are too complex
Crossing George Washington Way	Crossing GWW is not safe at all.
George Washington Way	They have to cross George Washington Way. Cars go crazy fast and a school flagger isn't always there.
Keene Road	Not safe way to cross Keene Rd
Northeast corner of Hunt and Van Giesen needs bike lanes	They plan on biking most days. I wish Jefferson Elementary would have bike [lanes] near the NE corner of Hunt and Van Giesen. I have messaged the superintendent for such amenities for safety and convenience reasons. Kids need to walk their bikes across multiple lanes if transit parents/kids in vehicles otherwise. Put bike racks near the bike trails for safety (like the river trail corridor) and convenience.
Pathways leading from Saint Street to Sacajawea Elementary are not accessible to bikes and need to be paved	The pathways leading from Saint street to Sacajawea Elementary are not accessible to bikes. Kids need to maneuver to a nearby driveway to get up and down. Also the pathways are not all paved and sometimes have uneven terrain
Access path that leads to Sacajawea Elementary (that runs between houses from Saint to Fuller)	The access path that leads to Sacajawea Elementary (that runs between houses from Saint to Fuller) is awful. It's more rocks, dirt, weeds, tree roots, etc than concrete. A biking accident waiting to happen.)
Bike route from West Richland on Van Geisen to Bypass	Bike route from West Richland on Van Geisen to Bypass
Crossing Swift Boulevard at Wright	Crossing Swift Blvd at Wright
Duportail crosswalk	Crossing guards on Duportail crosswalk

Richland's Traffic Engineer evaluated comments related to crossing busy roadways at signalized intersections and proposed safety improvements associated with conflicts with left-turning vehicles and pedestrians. The risk of crashes involving pedestrians and vehicles can be reduced with the application of R10-15 ("Turning Vehicles Stop for Pedestrians") signs to warn left-turning vehicles of potential conflicting pedestrians. To increase compliance, pedestrian-activated border flashing lights are also incorporated into the signs. See an example exhibit in Appendix G.

6.2 PTA Council

City staff attended the PTA Council meeting, but no feedback was received.

6.3 School Flier Survey

PBS prepared a single 8.5" x 11" double-sided flier requesting input from parents and students. The flier asked how students get to school (via car, bus, walking etc.), what routes they take, and where they would like to see improvements be made. Copies of the flier were sent to the RSD, forwarded to each school, and then forwarded to the families. The flier was prepared in Spanish, Ukrainian, and English. A total of 73 families responded, and information is provided in the following summary table. Table 2 shows findings from the survey.

Table 2. Richland Safe Routes to School Study Survey

School	Total Responses	Car or Bus	Walk	Bike or Roll (scooter, skateboard, or wheelchair)
Marcus Whitman	23	18	10	3
Jefferson	17	11	9	3
Sacajawea	6	6	6	6
Orchard	6	5	5	2
Lewis and Clark	4	5	4	2
White Bluffs	4	5	4	2
Jason Lee	3	2	2	3
Badger Mountain	10	10	7	5

The information from the flier survey used maps for each school and asked families to mark locations where they would like to see improvements made, such as addressing missing sidewalks or street crossing improvements. The information from the flier was tabulated and a list of improvements were prioritized with notes by City staff. These were included in the list of projects proposed by PBS and City staff for future funding consideration. See Appendix C for the summary of projects proposed for each school and an example of the flier.



Exhibit 2. Example of Flier Map Feedback at Jefferson Elementary School

Community-proposed sidewalk projects were reviewed, evaluated, and ranked by City staff. The following locations are the high- and medium-ranking sidewalk improvements requests. Medium-priority sidewalk improvements are shown in *italics*.

- Jason Lee Elementary School
 - *Torbett Street—Thayer Drive to Stevens Drive*
- Jefferson Elementary School
 - Symons Street—South side from Goethals Drive to Jadwin Avenue
- Lewis & Clark Elementary School
 - Comstock Street—Goethals Drive to Jadwin Avenue
 - Comstock Street—Jadwin Avenue to George Washington Way
 - *Davenport Street—Goethals Drive to George Washington Way*
 - *Benham Street—Jadwin Avenue to George Washington Way*
 - *Adams Street—Jadwin Avenue to George Washington Way*
- *Downing Street—Cullum Avenue to Jadwin Avenue Orchard Elementary School*
 - *Brantingham Road—East side of road near Orchard Elementary School*
- Marcus Whitman Elementary School
 - Humphreys Street—Winslow Avenue to Wright Avenue
 - Snow Avenue—Duportail Street to Gray Street
- Sacajawea Elementary School
 - *Newcomer Street—Coast Street to 125' north*
 - *Saint-Fuller Pathway—Saint Street to Fuller Street*

The community comments included requests for roadway crossing improvements such as crosswalks. These were reviewed, evaluated, and ranked. The following locations are the high- and medium-ranking crossing improvements requests. Medium-priority crossing improvements are shown in *italics*.

- Badger Mountain Elementary School
 - *Leslie Road and Timmerman Drive*
 - *Leslie Road and Chaparral Street*
 - *Alamosa Avenue and Oxford Avenue*
 - *Ogden Avenue and Baywood Avenue*
 - *Keene Path and Sagewood Street*
 - *Oxford Avenue north of Badger Mountain Elementary School (RRFB or Raised Crosswalk)*
- Jason Lee Elementary School
 - Van Giesen Street and Sanford Avenue
 - *Wright Avenue and Turner Street*
 - *Wright Avenue and Trippe Street*
- Jefferson Elementary School
 - *Van Giesen Street and Hunt Avenue*
- Lewis & Clark Elementary school
 - Jadwin Avenue and Comstock Street
 - Cullum Avenue and Fitch Street
 - Cullum Avenue and Downing Street
- Marcus Whitman Elementary School
 - Thayer Drive and Lee Boulevard
 - *Swift Boulevard and Elm Avenue (RRFB)*
 - *Duportail Street and Dallas Road (Consider Crosswalk)*

- *Swift Boulevard and Smith Avenue*
- Orchard Elementary School
 - Gala Way and Melissa Street
 - Gala Way and Manchester Street
 - Melissa Street at Brantingham Road
 - Oahu Street at Brantingham Road
- Sacajawea Elementary School
 - Spengler Street between Hood Avenue and Carriage Avenue
 - Existing Crosswalk at Franklin (Parking Restrictions for Visibility)
 - *Coast Street and Rainier Avenue*

Recommendation: Evaluate City staff and community requests for upgrades to streets to make Richland streets safer and to promote walking and bicycling to and from schools.

7 DATA ANALYSIS

KTUA provided analysis for the SRTS Plan. The goals of the analysis were to identify locations of improvements, quantify risks to walkers and bicyclists, identify neighborhoods with higher equity needs, and measure pedestrian and bicyclist activity.

7.1 Equity

KTUA gathered census and other data to help identify equity needs and ranking of projects within the city. The intent is to address safety for higher risk members of the community because neighborhoods affected by societal disadvantages (race, income, and disabilities) often have a disproportionate number of crashes. The results are plotting the Safe Routes to School Corridor Ranking with School Equity Rank in Appendix D.

The equity analysis considered ranking based on the direction of the Active Transportation section of WSDOT and the SRTS grant program. The SRTS grant program uses the Sandy Williams Equity Score² and the Office of Superintendent of Public Instruction OSPI Ranking³ to ensure schools serving students are prioritized higher for improvement funding. Table 3 shows the percentage of low-income students at each school.

Table 3. Washington Office of Superintendent of Public Instruction 2023 to 2024 School Year

School	Enrollment	Low-Income	English Language Learners
Marcus Whitman	466	60.7%	7.7%
Jason Lee	516	53.3%	9.3%
Jefferson	401	52.6%	6.2%
Lewis and Clark	479	47.4%	9.4%
Sacajawea	447	42.7%	12.1%
Badger Mountain	588	34%	8.5%
White Bluffs	640	24.7%	5.5%
Orchard	623	19.3%	9.8%

² <https://www.arcgis.com/apps/mapviewer/index.html?layers=1b90d1b89b77481cb6751024423bb245>

³ <https://www.arcgis.com/apps/mapviewer/index.html?layers=1b90d1b89b77481cb6751024423bb245>

WSDOT Active Transportation Sandy Williams Equity Needs maps show the area within the city, color coding for five levels of needs. Four schools have boundaries that include areas with moderate to high needs. See Appendix D for Sandy Williams Equity Needs mapping near each school.

These equity criteria were used to rank projects. The schools serving the highest-scoring equity neighborhoods are as follows:

- Jefferson Elementary School
- Jason Lee Elementary School
- Marcus Whitman Elementary School
- Lewis & Clark Elementary School

Projects in the vicinity of these schools will meet the highest-needs population, are in the highest-risk location for pedestrian and bicyclist crashes, and will rank higher for SRTS grant funding.

7.2 School Pedestrian and Bicycle Volume

School walking and biking activity citywide was evaluated before the start of school on streets near schools in Richland. KTUA used Replica, a data management firm, that can track pedestrian activity from cell phones. In this case, bicyclist and pedestrian activity citywide related to schools from 6 to 9 am. The pedestrian and bicyclist data was collected during the AM peak hour to better estimate school pedestrian and bicyclist volumes. The estimates are not precise numbers but are categorized as low, median, and high. Exhibit 3 illustrates the Replica data nearby to studied elementary schools.

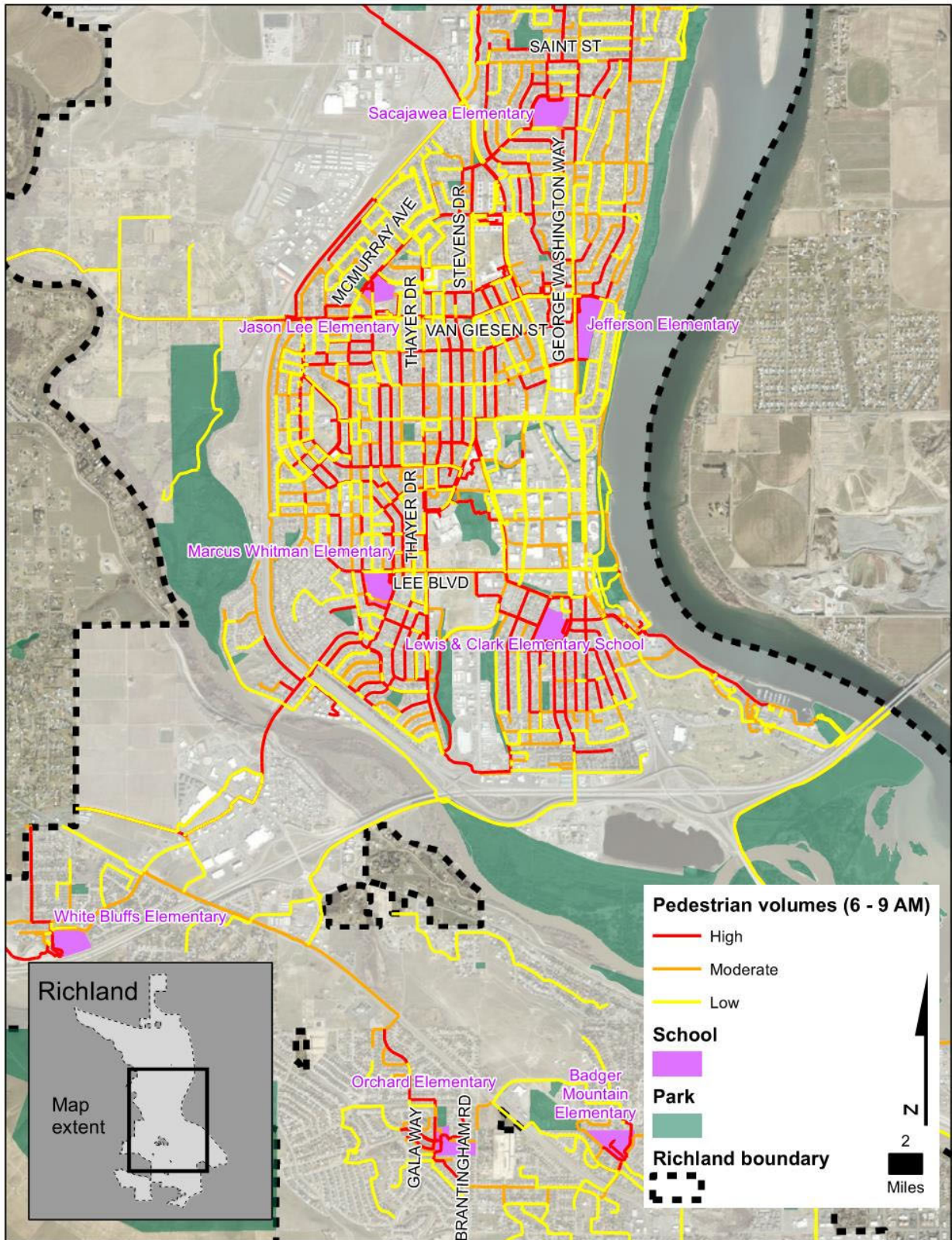


Exhibit 3. AM Pedestrian and Bike Activity Near Schools

The pedestrian and bicyclist activity is used to compare project alternatives to assure funding is used on roadways with a high need or high number of users. The schools with the highest pedestrian and bicyclist activity are:

- Jefferson Elementary School
- Jason Lee Elementary School
- Marcus Whitman Elementary School
- Lewis & Clark Elementary School
- Sacajawea Elementary School

7.3 Pedestrian and Bicycle Crash Analysis

The *City of Richland Comprehensive Safety Action Plan 2023*⁴ (CSAP) provides citywide pedestrian and bicyclist safety analysis. This report does not provide any significant new information. The CSAP evaluated bicyclist- and pedestrian-involved crashes from 2016 to 2020 in low- and moderate-income census tracts/blocks. Exhibit 4 shows a clear correlation between crashes and low- and moderate-income census data.

⁴ DKS Associates. (2023). *City of Richland Comprehensive Safety Action Plan 2023*.

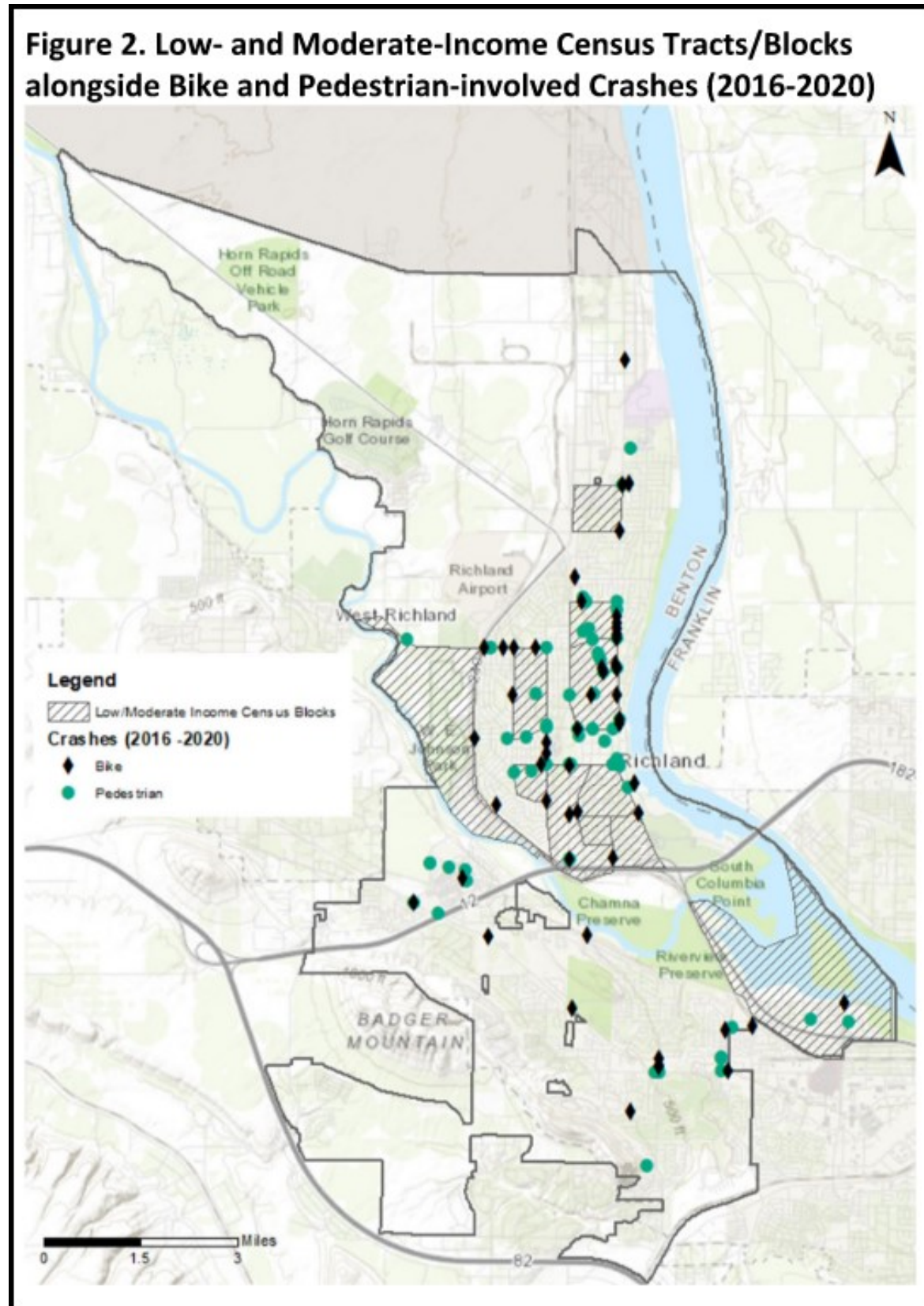


Exhibit 4. Comprehensive Safety Action Plan Equity Data Analysis

PBS prepared crash dot maps areas within 1 mile of each school between 2018 to 2022. The maps are included in Appendix A.

The areas with the highest pedestrian and bicyclist activity and high equity score have significantly higher pedestrian and bicyclist crashes. This was expected based on the *Active Transportation Programs Design Guide*,⁵ in which low to moderate neighborhoods have higher numbers of crashes.

The schools with the highest equity needs, pedestrian and bicyclist activity, and crash data are:

- Jefferson Elementary School
- Jason Lee Elementary School
- Marcus Whitman Elementary School
- Lewis & Clark Elementary School

7.4 Pedestrian and Bicycle Level of Traffic Stress

Active Transportation uses level of traffic stress (LTS), a matrix of Complete Streets, as a measure of safety and comfort to walk and bike on city streets. LTS higher than 3 or 4 pose a risk for pedestrians and bicyclists. The goal is to lower the LTS to 2 or below. Multi-lane roadways with a high volume of high-speed traffic and poor sidewalk or biking conditions have high levels of stress. For example, George Washington Way is rated at Pedestrian and Bicycle LTS 4 with no buffer between traffic and sidewalks, and no bike lanes. More information can be found in Chapter 1510, section 1510.02(5) of the WSDOT *Design Manual*. See an example of the Pedestrian LTS estimate below based on the WSDOT *Design Manual*.

The goal of the grant program is to lower LTS for SRTS to encourage students to walk and bike to school. This can be done by improving the sidewalk and bicycle roadway conditions on the edge of the roadway. Lowering Pedestrian LTS is typically done by adding and widening sidewalks or adding a buffer between traffic lanes and pedestrians. It can also be improved by reducing the speed of the roadway. This can be done by the use of traffic calming methods such as speed humps or many other methods as listed in the *Active Transportation Programs Design Guide*.

7.4.1 Pedestrian Level of Traffic Stress

PBS and City engineering analysis identified various arterial roadways in the vicinity of schools to test pedestrian LTS.

KTUA calculated the pedestrian LTS for select arterials as illustrated on the map provided in Exhibit 5. The pedestrian LTS was reported for the side of the street with the worst case. In most cases, with pedestrian LTS 3 or higher, it was due to one side of the street with narrow sidewalks. George Washington Way is an example of how pedestrian LTS varied depending on the width of sidewalk on each side of street.

Finding: For arterials with narrow sidewalks, pedestrian LTS supports grant funding of widening of sidewalks to 5 feet or wider.

PBS estimated the pedestrian LTS for high-priority walk routes on local streets. This work can be found in Appendix E. The pedestrian LTS was estimated for before and after if sidewalks were installed on low-volume posted 25-mph roadways near schools. The pedestrian LTS is not above 3 in the before condition unless the target speed is at or above 30 mph. The posted speed limit was used for the target speed.

⁵ WSDOT (Washington State Department of Transportation). (2024, February). *Active Transportation Programs Design Guide*.

Other criteria were used to evaluate the need and funding criteria for sidewalk improvement projects such as: crossing enhancements at intersections, if there is a speeding problem and if the project includes any speed management treatments, if there is a crash history at the roadway, if the project is on the City's Local Roads Safety Plan, as well as a high-equity need.

The evaluation in section 8, Project Evaluation, concerns these criteria in the context of the Active Transportation scoring criteria (Ruberic).

7.4.2 Bicycle Level of Traffic Stress

KTUA evaluated the city of Richland for Bicycle LTS. The results are illustrated in Exhibit 6.

Following review of the Bicycle LTS figures, three roadways stand out as candidates for bicycle improvements:

- George Washinton Way
- Jadwin Avenue
- Van Giesen Street

Roadway improvements to lower the Bicycle LTS will require major changes that are beyond the scope of this study. The CSAP proposes improvements along these corridors at signalized intersections. The proposed engineering improvement included signage that reduces the risk of bicycle and pedestrian crashes involving a left-turning vehicle by installation of "Turning Vehicles Stop for Pedestrians" (R10-15) for left-turning vehicles that can turn concurrently with pedestrians and bicyclists. These signs are proposed as part of safety improvements outside the SRTS improvements. They are shown in the school improvement figures but are not included in the proposed SRTS systemic improvements.

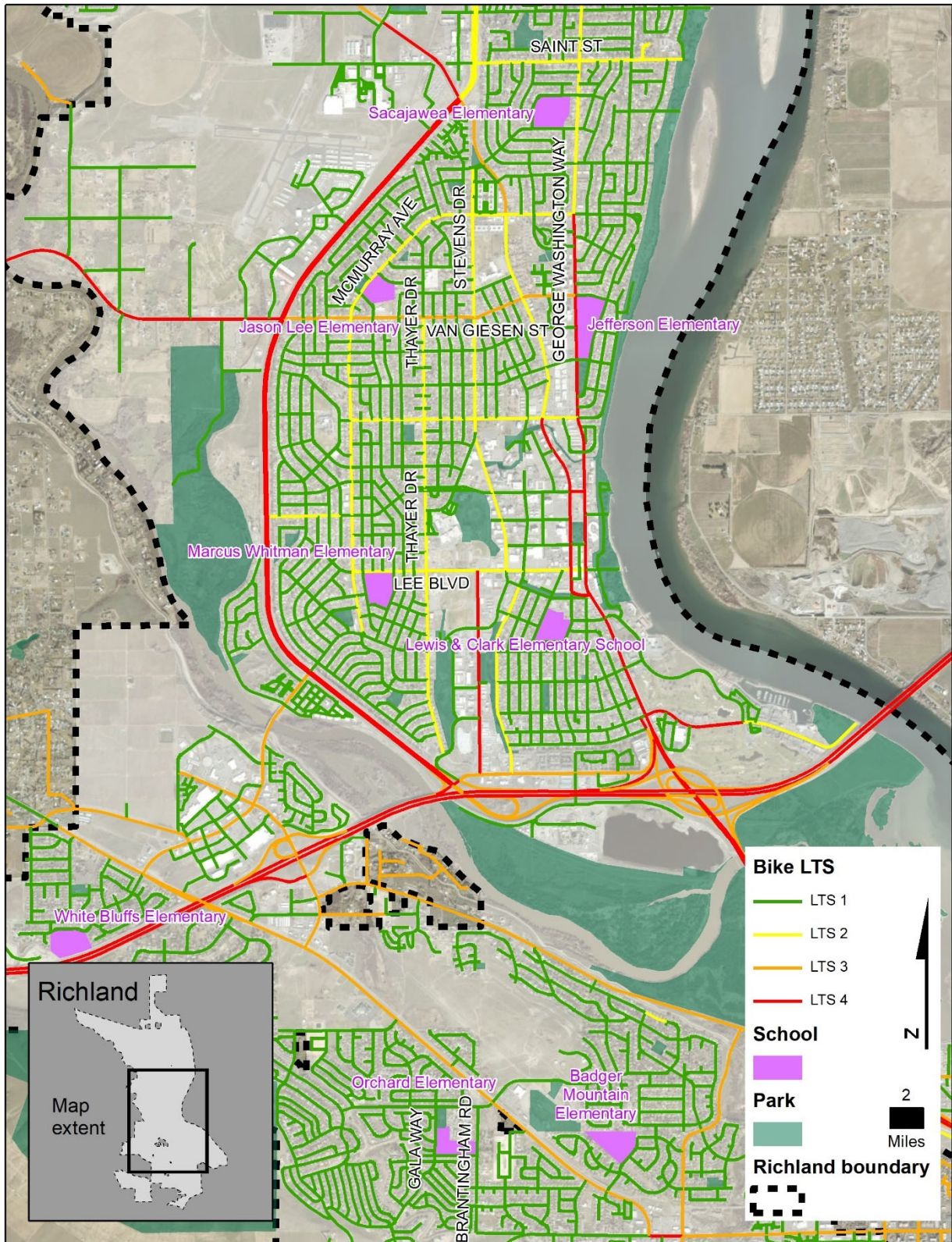


Exhibit 6. Bicyclist Level of Traffic Stress in Richland

7.5 School Crossing Analysis

Pedestrian crossing of a roadway can be a high-risk maneuver. Analysis and evaluation of crosswalks included the following variables:

- The number of lanes
- The speed of vehicles on the roadway
- The volume of vehicles on the roadway

The analysis followed the *Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations*.⁶ No traffic counts or speed survey data were collected because the crossings were on a roadway with 2 lanes (1 lane in each direction), less than 9,000 vehicles per day, and speed limits posted less than 35 mph.

Roadway classification was an important consideration. Reducing vehicle speeds via traffic calming measures, such as raised crosswalks or speed humps, was limited to local streets.

The Plan lowers risk to pedestrians through improving crosswalk compliance and yielding right-of-way to the pedestrian. This is typically done through reducing the speed of approaching vehicles or heightening awareness of pedestrians entering the roadway.

The Plan proposes using a combination of school speed zone signs or raised crosswalks to reduce speeds at school crosswalks.

The Plan proposes to heighten awareness of pedestrians with high-visibility crosswalk markings, parking restrictions on crosswalk approaches, and modified R10-15 signs for left turns at signalized intersections. On high-volume roadways classified as collectors, RRFB systems are proposed.

The Plan analyzed systemwide (systemic) improvements to address safety concerns crossing roadways and the effectiveness of school speed zones. The Plan reviewed systemic improvement in the area around each of the studied schools.

School speed zone effectiveness improvement can be improved with the following:

1. The school speed zones effectiveness can be compromised by increasing the length beyond the legal limit (RCW 46.61.440, WAC 468-95-330). Professional operations note that vehicle speeds drop at the first encounter of a school speed zone sign but increase the longer the zone is. The school speed zones signs are directed to be 300 feet on each side of a crosswalk or school boundary. In many cases, these signs were found significantly farther away. Having the signs too far apart can result in vehicles entering in the middle of the school speed zone unaware of the reduced speed.
2. Add flashing lights on the back of the sign to remind motorists they are still in a school zone.
3. For school speed zones that bracket more than one crosswalk, intermediate school speed zone signs are proposed.
4. Include radar speed signs that includes the message of "Your Speed Is" with variable message with the approaching vehicles speed.

Crosswalk enhancements to improve compliance with school crosswalks include the following:

⁶ https://safety.fhwa.dot.gov/ped_bike/step/docs/pocket_version.pdf

1. At low vehicle volume roadways, low-priority crossing upgrades with high-visibility crosswalk markings and high-visibility signs are recommended. This enhancement is intended for the lowest risk locations on low-volume roadways.
2. At moderate vehicle volume roadways with higher priority crossing, add a raised crosswalk to the high-visibility crosswalk markings and signs on local streets. The addition of a raised crosswalk is recommended for important crosswalks at schools with higher volumes of student pedestrians. It is important to use these on local roadway that will have minimal impact on emergency vehicle response time.
3. At moderate vehicle volume roadways with a high-priority crossing, add an RRFB to the high-visibility crosswalk markings and signs on arterial roadways. The addition of a RRFB is recommended for roadways with speeds greater than 25 MPH.
4. At signalized intersections, add modified R10-15 ("Turning Vehicles Stop for Pedestrians") signs. The addition of modified R10-15 signs improves turning movement conflicts with crossing pedestrians at signalized intersections.

Recommendation: Evaluate the studied schools for school crossing enhancements.

8 PROJECT EVALUATIONS

8.1 Sidewalk Location Analysis

For this report, sidewalk location analysis is based on standalone sidewalk projects.

Some new sidewalk improvement projects rank high based on high pedestrian LTS, but other criteria should be considered such as pedestrian trip generators, attractions, barriers, equity, and other criteria. KTUA prepared a technical memorandum for project prioritization and can be found in Appendix E.

PBS prepared a prioritization Rubric based on the Active Transportation SRTS grant program. All sidewalk projects from engineering evaluation and community suggestions were prioritized on the rubric. See Appendix E for prioritization of sidewalk improvements.

Sidewalks are the typical walkway improvements, but due to the high cost of improvement, cities are starting to look at low-cost alternatives. An example is combining a striped shoulder with some type of barrier to keep vehicles from parking on the shoulder so that walking conditions can be significantly enhanced. For example, the City of Seattle has implemented "protected walkways," as illustrated in Exhibit 7 below.⁷

Protected walkways will require creative designs to meet the needs of the students and parking needs of the adjacent property owners, but the reduction in cost of providing safe walkways is substantial.

Recommendation: Fund a demonstration protected walkway project.

⁷ For more information, visit: <https://usa.streetsblog.org/2018/02/01/a-quick-and-dirty-fix-for-sidewalkless-streets>



Seattle DOT Director Dongho Chang calls this cheap-and-easy sidewalk trick a "protected walking lane." Photo: [Dongho Chang](#)

Exhibit 7. Example of Protected Walkway

8.2 School Crossing Evaluation

School crossing improvements were evaluated as low-cost improvements at many locations throughout the city (systemic). Systemic improvements have the highest potential for safety improvements with the widest area of impact. Traditionally, systemic improvements can be implemented relatively quickly. The majority of the improvements will be within the city that ranks high for equity and the highest pedestrian and bicyclist activity.

School crossing evaluation is based on engineering judgement after close review of each of the elementary schools studied for the SRTS Plan. The criteria used to evaluate proposed improvements included:

- School zone length
- Roadway classification
- Community requests and past history working with the school district
- School walk routes
- Crash history

The crossing enhancements evaluated at SRTS roadway crossings include:

- Enhanced "20 MPH when flashing" sign assembly (school speed zones)
- Radar Speed Signs
- High-visibility crosswalk markings and signs

- Raised crosswalks
- RRFB
- Traffic signal enhancement
- Modified R10-15 signs
- Combinations of more than one crossing enhancements

The analysis started by first evaluating the school speed zone length. Many do not meet state law or best practices. The need for additional flashers for longer school speed zones is proposed. Additional flashing lights on the back side are proposed to remind drivers they are still in the school zone.

Radar speed signs provide the driver with feedback on their speed. The radar speed signs are proposed to be installed in combination with the school speed zone signs.

Communication from the office to the school speed zone signs is proposed to improve operation and flexibility for programming.

A raised crosswalk is a 22-foot-wide speed hump combined with crosswalk signs and markings. Raised crosswalks recommendations were limited to local streets (non-arterials) where traffic volume is low and not likely on a bus or primary emergency response route.

RRFB crossing enhancements are proposed for uncontrolled crosswalks on arterial roadways.

R10-15 ("Turning Vehicles Stop for Pedestrians") signs, modified to have flashing elements controlled via the use of pedestrian push buttons, are proposed at select signalized intersections.

A combination of school speed zone improvement and crossing enhancements are proposed as one larger systemic project. The analysis concluded with evaluation of which improvements should be included in the systemic project.

Finding: Systemic school crosswalk safety improvements provide the greatest safety benefit for the RSD.

Recommendation: Submit a grant for the improvements listed in Table 5 for the School Crosswalk Safety improvements.

8.3 Recommendations for Implementation

The goal of the SRTS Plan is to provide a list of improvements. These improvements are based on community, stakeholder, and engineering input. The suggested and recommended roadway improvements were analyzed for the following list of projects. The projects are broken down to submit to the SRTS grant program, included in the unfunded City transportation improvement program and others to be implemented with City forces within the operation budget. Cost estimates were prepared for the systemic improvements but not for the spot improvements.

Table 4. Sidewalk Location Transportation Improvement Program

School	Location/ Limits	Priority	Scope of Work
Jason Lee	Torbett Street Thayer Drive to Stevens Drive	Medium	Install sidewalk on both sides

School	Location/ Limits	Priority	Scope of Work
Jefferson	Symons Street Goethals Drive to Jadwin Avenue	High	Install sidewalk on south side
	Wordrop Street Wordrop Street & Hoxie Avenue	Low	Complete sidewalks on Wordrop Street and Hoxie Avenue
	Hains Avenue Park Access Street to Hunt Avenue	Low	Install sidewalk on north side
	Symons Street Goethals Drive to Steven Drive	Low	Install missing sidewalk segments on south side
Lewis & Clark	Comstock Street Goethals Drive to Jadwin Avenue	High	Install sidewalk curb and gutter on south side
	Comstock Street Jadwin Avenue to George Washington Way	High	Install sidewalk on both sides
	Davenport Street Goethals Drive to George Washington Way	Medium	Install sidewalk on both sides
	Downing Cullum Avenue to Jadwin Avenue	Medium	Install sidewalk curb and gutter on south side
	Benham Street Goethals Drive to George Washington Way	Medium	Install sidewalk on both sides
	Adams Street Jadwin Avenue to George Washington Way	Medium	Install sidewalk on both sides
Marcus Whitman	Humphreys Street Wright Avenue to Winslow Avenue	High	Install sidewalk on both sides
	Snow Avenue Duportail Street to Grey Street	High	Install sidewalk on both sides
	Winslow Avenue Snow Avenue and Fries Street	Low	Install sidewalk on both sides
Orchard	Brantingham Road Oahu Street to school driveway	Medium	Install sidewalk on east side for passenger loading zone
Sacajawea	Saint-Fuller Pathway Saint Street to Fuller Street	Medium	Infill concrete walkway, parking restrictions, and crosswalk signs
	Newcomer Street Coast Street to 125 feet north	Medium	Install sidewalk on both sides
	Coast Street Jadwin Avenue to Rainier Avenue	Low	Install sidewalk curb and gutter on south side

The City has applied for SRTS grants for sidewalk projects in the past without success. In any case, it will take many years to fund sidewalk projects based on the high cost to upgrade existing streets with sidewalks. From the length of the list and the robust input from the community, PBS can conclude there is a strong desire for walkway improvements, and cost-effective alternatives to sidewalks are needed.

Table 5 below details proposed systemic improvements that will be part of a grant application for SRTS funds this biennium cycle, and underlined community-suggested improvements that will not be part of a grant application for SRTS funds this biennium cycle but may be applied for in future cycles or considered for alternative funding routes in the future.

Table 5. School Crosswalk Safety Improvements

School	Location/ Cross Street	Priority	Improvement
Badger Mountain	<u>Leslie Road</u> <u>Timmerman Drive</u>	<u>Medium</u>	<u>Install Crosswalk</u>
Badger Mountain	<u>Leslie Road</u> <u>Chaparral Street</u>	<u>Medium</u>	<u>Install Crosswalk</u>
Badger Mountain	<u>Baywood Avenue</u> <u>Ogden Street</u>	<u>Medium</u>	<u>Crosswalks (2)</u>
Badger Mountain	<u>Sagewood Street</u> <u>Keene Path</u>	<u>Medium</u>	<u>Raised Crosswalk</u>
Badger Mountain	<u>Oxford Avenue</u> <u>Alamosa Avenue</u>	<u>Medium</u>	<u>Crosswalks (2)</u>
Badger Mountain	<u>Oxford Avenue</u> <u>Crossing 150' west of Baywood Avenue</u>	<u>Medium</u>	<u>RRFB or Raised Crosswalk</u>
Carmichael	Thayer Drive Iry Street and Lee Boulevard	High	Upgrade Existing School Zone Beacon Sign Assembly
Carmichael	Thayer Drive Iry Street	High	School Zone Sign Enhancement
Carmichael	Thayer Drive Hoffman Street	High	Upgrade Existing School Zone Beacon Sign Assembly
Carmichael	Thayer Drive School Entrance	High	Install an RRFB
Carmichael	Thayer Drive Swift Boulevard	High	Flashing R10-15
Carmichael	Swift Boulevard Long Avenue	High	Flashing R10-15
Carmichael	Thayer Drive Lee Boulevard	High	Flashing R10-15
Carmichael	Thayer Drive Wellsian Way	High	Flashing R10-15
Chief Joseph	Stevens Drive Wilson Street	High	Upgrade Existing School Zone Beacon Sign Assembly
Chief Joseph	Stevens Drive Woodbury Street	High	Install Intermediate School Zone Flashers Only
Chief Joseph	Stevens Drive Sunset Street	High	Upgrade Existing School Zone Beacon Sign Assembly
Chief Joseph	Jadwin Avenue North of Van Giesen Street	High	Upgrade Existing School Zone Beacon Sign Assembly
Chief Joseph	Jadwin Avenue School Entrance	High	Install Intermediate School Zone Flashers Only
Chief Joseph	Jadwin Avenue South of McMurray St	High	Upgrade Existing School Zone Beacon Sign Assembly
Chief Joseph	Van Giesen Street Stevens Drive	High	Flashing R10-15

School	Location/ Cross Street	Priority	Improvement
Chief Joseph	Jadwin Avenue McMurray Avenue	High	Flashing R10-15
Chief Joseph	George Washington Way McMurray Avenue	High	Flashing R10-15
Jason Lee	Van Giesen Street Wright Avenue	High	Relocate School Zone Beacon Sign Assembly
Jason Lee	Van Giesen Street McPherson Avenue / Perkins Avenue	High	Relocate School Zone Beacon Sign Assembly
Jason Lee	Van Giesen Street Thayer Drive	High	School Zone Sign Enhancement
Jason Lee	Van Giesen Street Perkins Avenue	High	Remove Crosswalk
Jason Lee	McMurray Avenue Sunset Street	High	Upgrade Existing School Zone Beacon Sign Assembly
Jason Lee	McMurray Avenue Woodbury Street	High	Install an RRFB
Jason Lee	McMurray Avenue April Loop	High	Install Intermediate School Zone Flashers Only
Jason Lee	McMurray Avenue Austin Street	High	Upgrade Existing School Zone Beacon Sign Assembly
Jason Lee	Van Giesen Street Wright Avenue	High	Flashing R10-15
Jason Lee	<u>Van Giesen Street</u> <u>Sanford Avenue</u>	<u>High</u>	<u>Move School Beacon Positions</u>
Jason Lee	<u>Wright Avenue</u> <u>Turner Street</u>	<u>Medium</u>	<u>Crosswalks (2)</u>
Jason Lee	<u>Wright Avenue</u> <u>Trippe Street</u>	<u>Medium</u>	<u>Crosswalks (2)</u>
Jefferson	Van Giesen Street School Access / Pathway	High	Raised Crosswalk
Jefferson	George Washington Way Davison Avenue / Van Giesen Street	High	Upgrade Existing School Zone Beacon Sign Assembly
Jefferson	Van Giesen Street Jadwin Avenue	High	Flashing R10-15
Jefferson	Van Giesen Street George Washington Way	High	Flashing R10-15
Jefferson	George Washington Way Symons Street	High	Flashing R10-15
Jefferson	Jadwin Avenue Symons Street	High	Flashing R10-15
Jefferson	<u>Van Giesen Street</u> <u>Hunt Avenue</u>	<u>Medium</u>	<u>Crosswalk</u>
Lewis & Clark	<u>Cullum Avenue</u> <u>Fitch Street</u>	<u>High</u>	<u>Intermediate School Zone Sign Enhancement</u>

School	Location/ Cross Street	Priority	Improvement
Lewis & Clark	<u>Cullum Avenue</u> <u>Downing Street</u>	<u>High</u>	<u>Raised Crosswalk</u>
Lewis & Clark	<u>Cullum Avenue</u> <u>Fitch Street</u>	<u>High</u>	<u>Raised Crosswalk</u>
Lewis & Clark	<u>Comstock Street</u> <u>Jadwin Avenue</u>	<u>High</u>	<u>Crosswalk (East Side)</u>
Lewis & Clark	<u>Comstock Street</u> <u>Jadwin Avenue</u>	<u>High</u>	<u>Remove Crosswalk (South Side)</u>
Lewis & Clark	<u>Comstock Street</u> <u>Jadwin Avenue</u>	<u>High</u>	<u>RRFB (North Side)</u>
Marcus Whitman	Wright Avenue Frankfort Street	High	Relocate School Zone Beacon Sign Assembly
Marcus Whitman	Wright Avenue Humphreys Street	High	Install an RRFB
Marcus Whitman	Wright Avenue Dallas Street	High	Raised Crosswalk
Marcus Whitman	Wright Avenue Lee Boulevard	High	Relocate School Zone Beacon Sign Assembly
Marcus Whitman	Wright Avenue Lee Boulevard	High	Remove Crosswalk (South Side)
Marcus Whitman	Lee Boulevard Wright Avenue	High	Relocate School Zone Beacon Sign Assembly
Marcus Whitman	Wright Avenue Lee Boulevard	High	Install an RRFB
Marcus Whitman	Lee Boulevard Wright Avenue	High	Install an RRFB
Marcus Whitman	Lee Boulevard Willard Avenue	High	Install Intermediate School Zone Flashers Only
Marcus Whitman	Lee Boulevard Snow Avenue	High	Install an RRFB
Marcus Whitman	Lee Boulevard Smith Avenue	High	Relocate School Zone Beacon Sign Assembly
Marcus Whitman	Snow Avenue Jewett Street	High	Raised Crosswalk
Marcus Whitman	Snow Avenue Hoffman Street	High	Raised Crosswalk
Marcus Whitman	<u>Lee Boulevard</u> <u>Thayer Drive</u>	<u>High</u>	<u>Crosswalk (East Side)</u>
Marcus Whitman	<u>Swift Boulevard</u> <u>Cottonwood Drive</u>	<u>Medium</u>	<u>Install RRFB</u>
Marcus Whitman	<u>Swift Boulevard</u> <u>Smith Avenue</u>	<u>Medium</u>	<u>Crosswalk</u>
Marcus Whitman	<u>Wright Ave</u> <u>Dallas Street</u>	<u>Medium</u>	<u>Raised Crosswalk</u>

School	Location/ Cross Street	Priority	Improvement
Orchard	Gala Way Manchester Street	High	Crosswalks (2)
Orchard	Gala Way Manchester Street	High	Install School Zone Beacon Sign Assembly
Orchard	Gala Way Jordan Lane	High	Raised Crosswalk or RRFB
Orchard	Gala Way Purple Sage Street	High	Install School Zone Beacon Sign Assembly
Orchard	Gala Way Purple Sage Street	High	Remove Crosswalk
Orchard	Brantingham Road School Access	High	Install School Zone Beacon Sign Assembly
Orchard	Brantingham Road School Access	High	Raised Crosswalk
Orchard	Brantingham Road School Access / Oahu Street	High	Install School Zone Beacon Sign Assembly
Orchard	Brantingham Road Oahu Street	High	Remove Crosswalk
Orchard	Gala Way Purple Sage St	High	Remove Crosswalk
Orchard	Brantingham Road Melissa Street	High	Crosswalk
Orchard	<u>Gala Way</u> <u>Manchester Street</u>	<u>High</u>	<u>Crosswalks (2)</u>
Orchard	<u>Gala Way</u> <u>Melissa Street</u>	<u>High</u>	<u>Crosswalks (2)</u>
Orchard	<u>Brantingham Road</u> <u>Oahu Street</u>	<u>High</u>	<u>Crosswalks (2)</u> <u>Consider Raised Crosswalks</u>
Orchard	<u>Brantingham Road</u> <u>Melissa Street</u>	<u>High</u>	<u>Crosswalk</u>
Sacajawea	Catskill Street Rainer Avenue	High	Relocate School Zone Beacon Sign Assembly
Sacajawea	Catskill Street Rainer Avenue	High	School Zone Sign Enhancement
Sacajawea	Catskill Street Everest Avenue	High	Raised Crosswalk
Sacajawea	Catskill Street George Washington Way	High	Upgrade Existing School Zone Beacon Sign Assembly
Sacajawea	Fuller Street George Washington Way	High	Remove Existing School Zone Beacon Sign Assembly
Sacajawea	Fuller Street Baker Street	High	School Zone Sign Enhancement
Sacajawea	Fuller Street Baker Street / Pathway	High	Raised Crosswalk

School	Location/ Cross Street	Priority	Improvement
Sacajawea	Saint Street Lynwood Court	High	Install School Zone Beacon Sign Assembly
Sacajawea	Saint Street Lynwood Court	High	Raised Crosswalk
Sacajawea	Rainier Avenue Coast Street	High	School Zone Sign Enhancement
Sacajawea	George Washington Way Saint Street	High	Flashing R10-15
Sacajawea	<u>Spengler Street</u> <u>Hood Avenue and Carriage Avenue</u>	<u>High</u>	<u>RRFB</u>
Sacajawea	<u>Franklin Street</u> <u>Pathway</u>	<u>High</u>	<u>Parking Restriction Signs</u>
Sacajawea	<u>Holly Street</u> <u>Pathway</u>	<u>High</u>	<u>Parking Restriction Signs</u>
Sacajawea	<u>Rainier Street</u> <u>Coast Street</u>	<u>Medium</u>	<u>Intermediate School Zone Sign Enhancement</u>

9 COST ESTIMATE—SYSTEMIC IMPROVEMENTS

A cost estimate was prepared for the School Crosswalk Safety Improvements surrounding the elementary and middle schools identified as high risk in the study. This estimate encompasses the items detailed in Table 5, in addition to crosswalk striping and signing, which are not explicitly listed in these tables but are depicted in the corresponding figures for each school. Estimate details can be found in Appendix F.

Table 7. SRTS Systemic Improvements Cost Estimate by School

School	Subtotal (\$)
Sacajawea Elementary School	\$389,000
Jefferson Elementary School	\$265,000
Marcus Whitman Elementary School	\$648,000
Jason Lee Elementary School	\$521,000
Lewis and Clark Elementary School	\$176,000
Orchard Elementary School	\$448,000
Carmichael Middle School	\$367,000
Chief Joseph Middle School	\$466,000
Total	\$3,279,000

Vicinity Map and Project Figures

Vicinity Map

- Figure 1. Jason Lee Elementary School, Engineering Recommendation Projects
- Figure 2. Jefferson Elementary School, Engineering Recommendation Projects
- Figure 3. Orchard Elementary School, Engineering Recommendation Projects
- Figure 4. Sacajawea Elementary School, Engineering Recommendation Projects
- Figure 5. Marcus Whitman Elementary School, Engineering Recommendation Projects
- Figure 6. Carmichael Middle School, Engineering Recommendation Projects
- Figure 7. Chief Joseph Middle School, Community Suggested Projects
- Figure 8. Jason Lee Elementary School, Community Suggested Projects
- Figure 9. Jefferson Elementary School, Community Suggested Projects
- Figure 10. Lewis & Clark Elementary School, Community Suggested Projects
- Figure 11. Orchard Elementary School, Community Suggested Projects
- Figure 12. Sacajawea Elementary School, Community Suggested Projects
- Figure 13. Marcus Whitman Elementary School, Community Suggested Projects

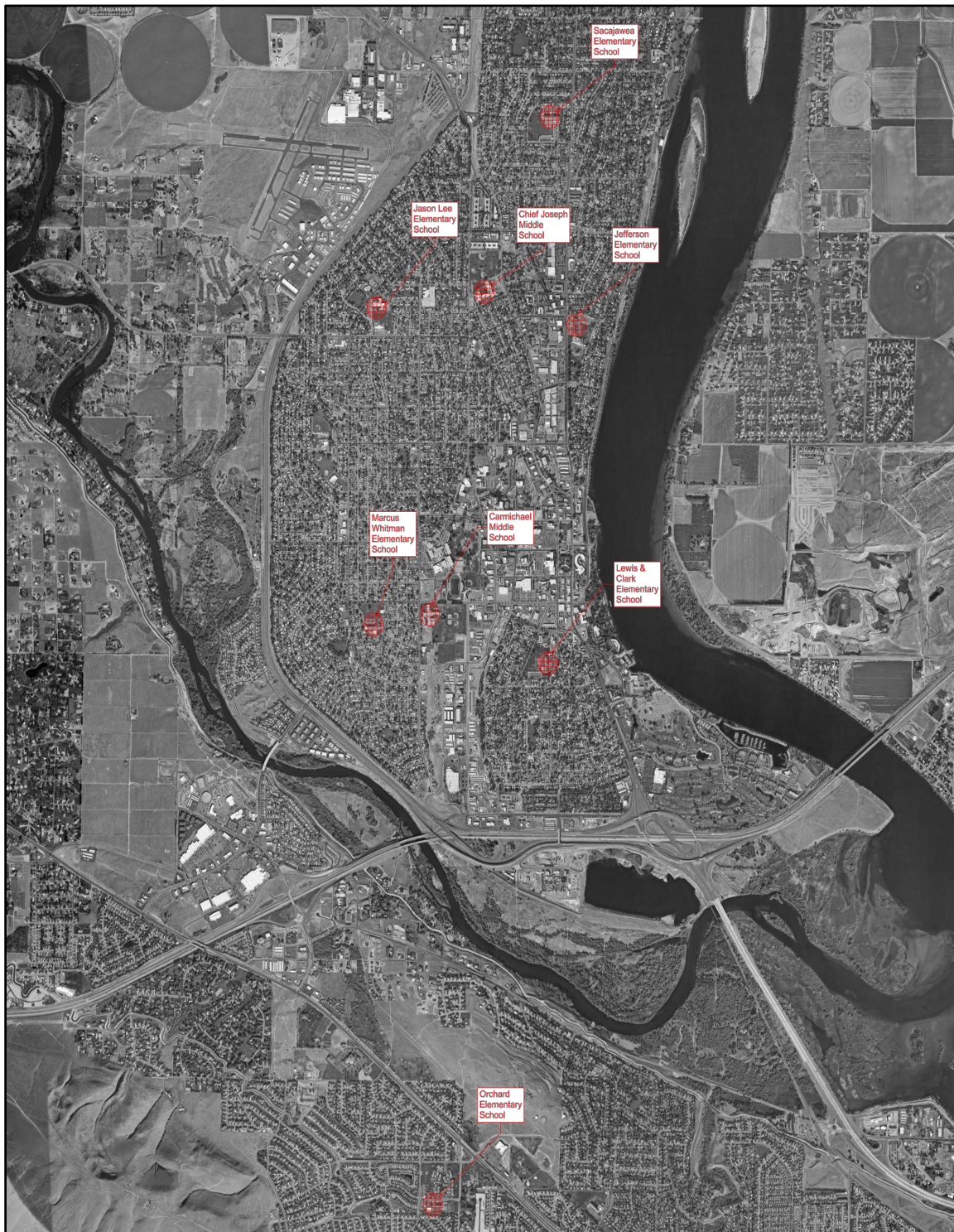
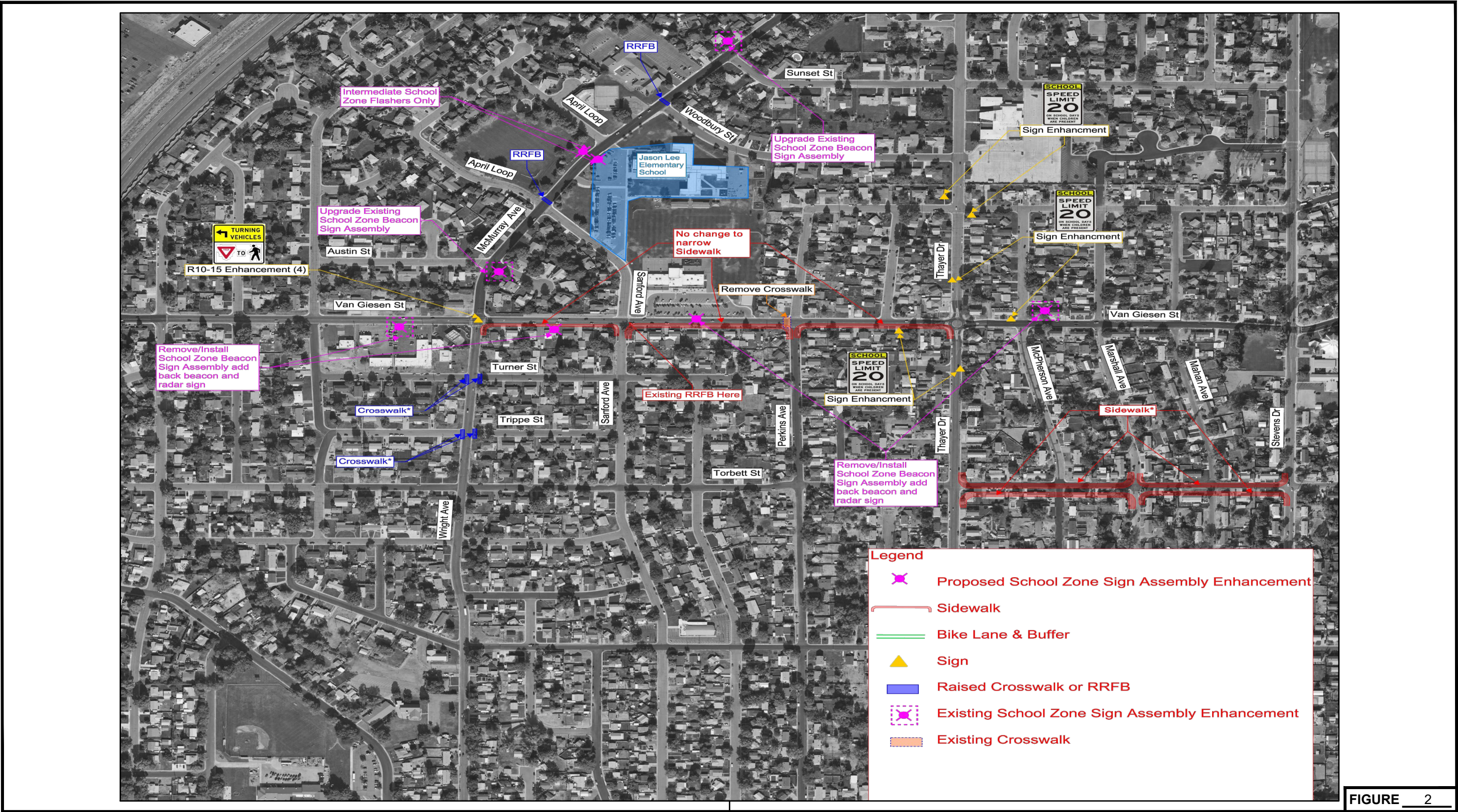


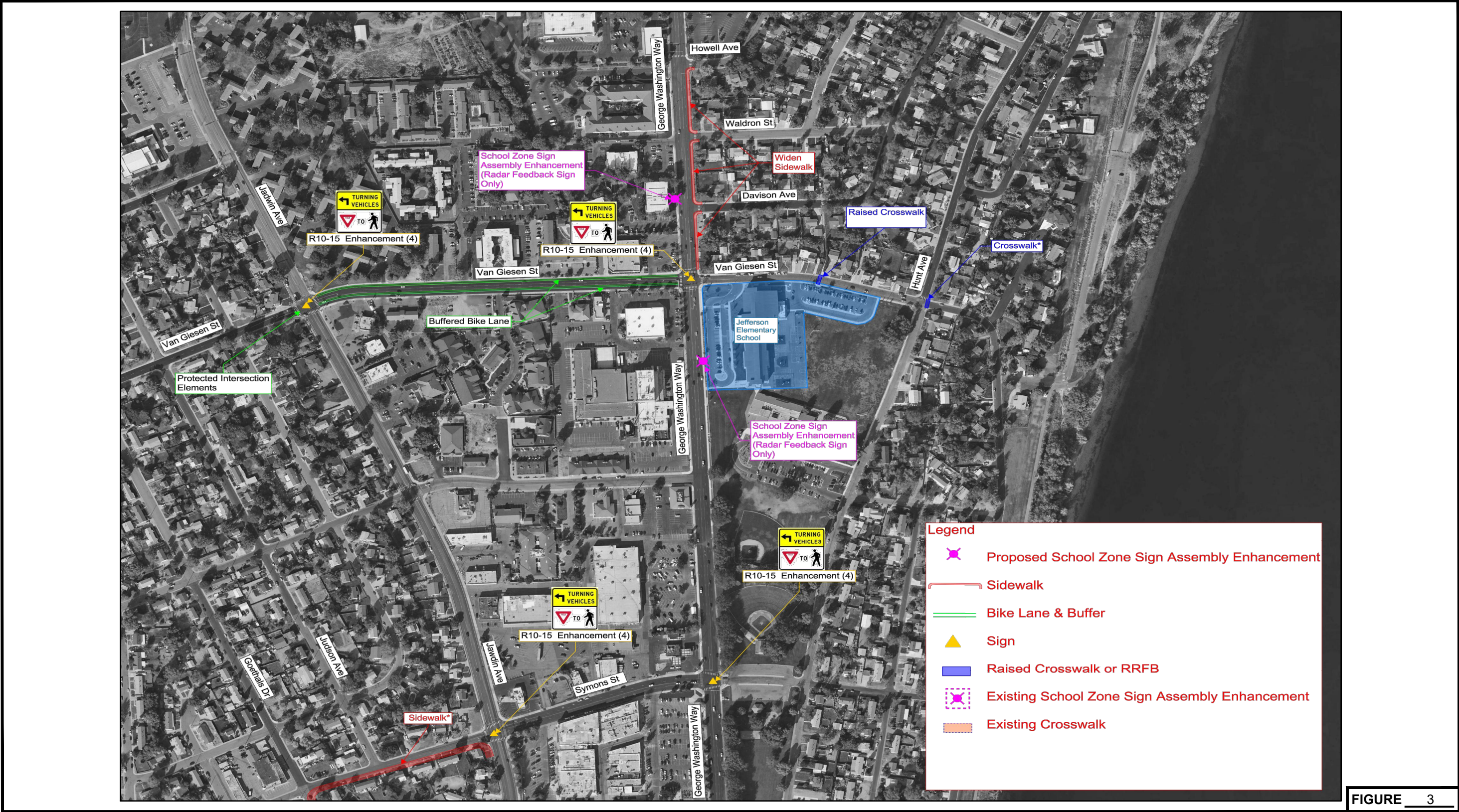
FIGURE 1

Vicinity Map

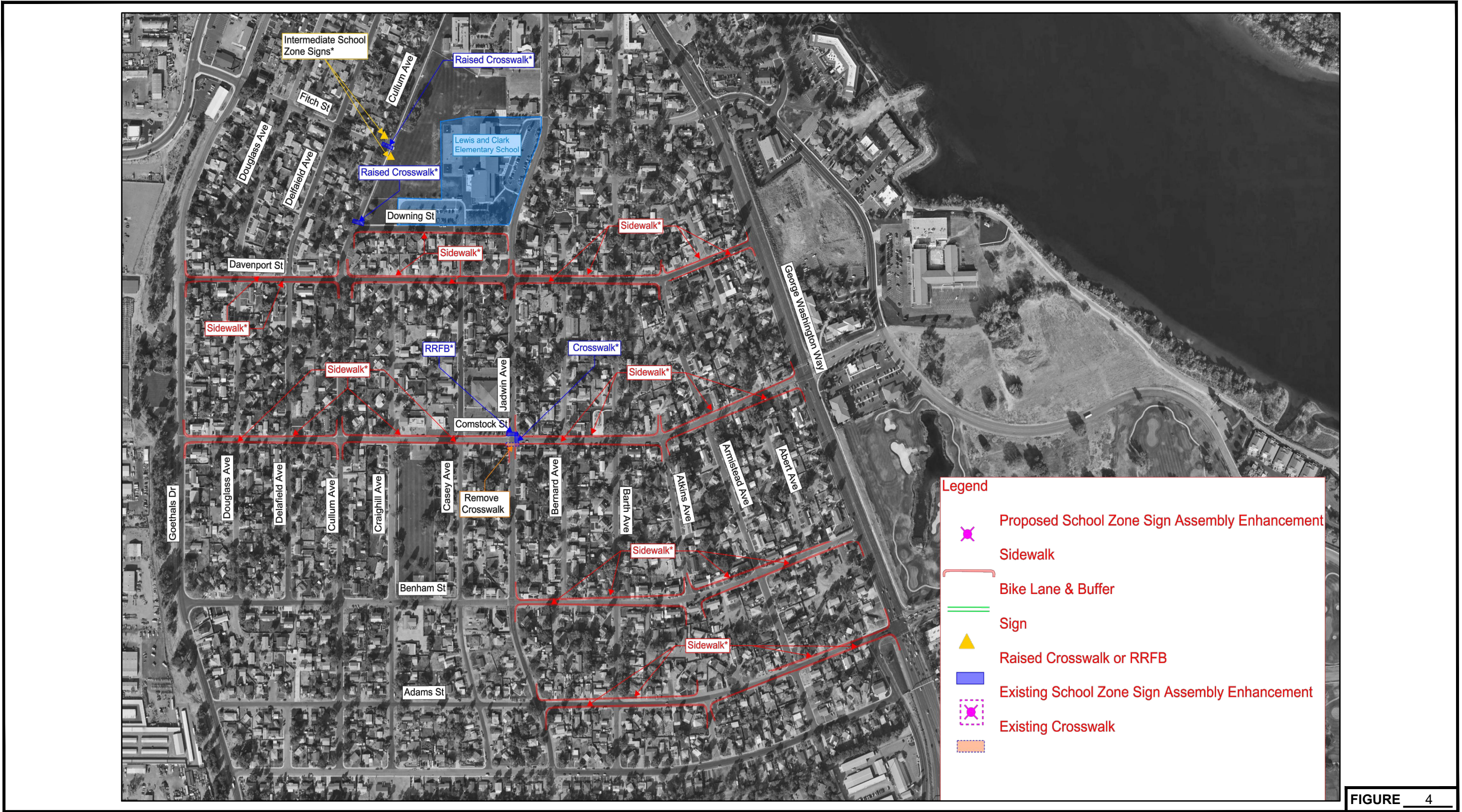
Richland Safe Routes to School



Jason Lee Elementary School
Richland Schools



Jefferson Elementary School
Richland Schools



Lewis and Clark Elementary School
Richland Schools

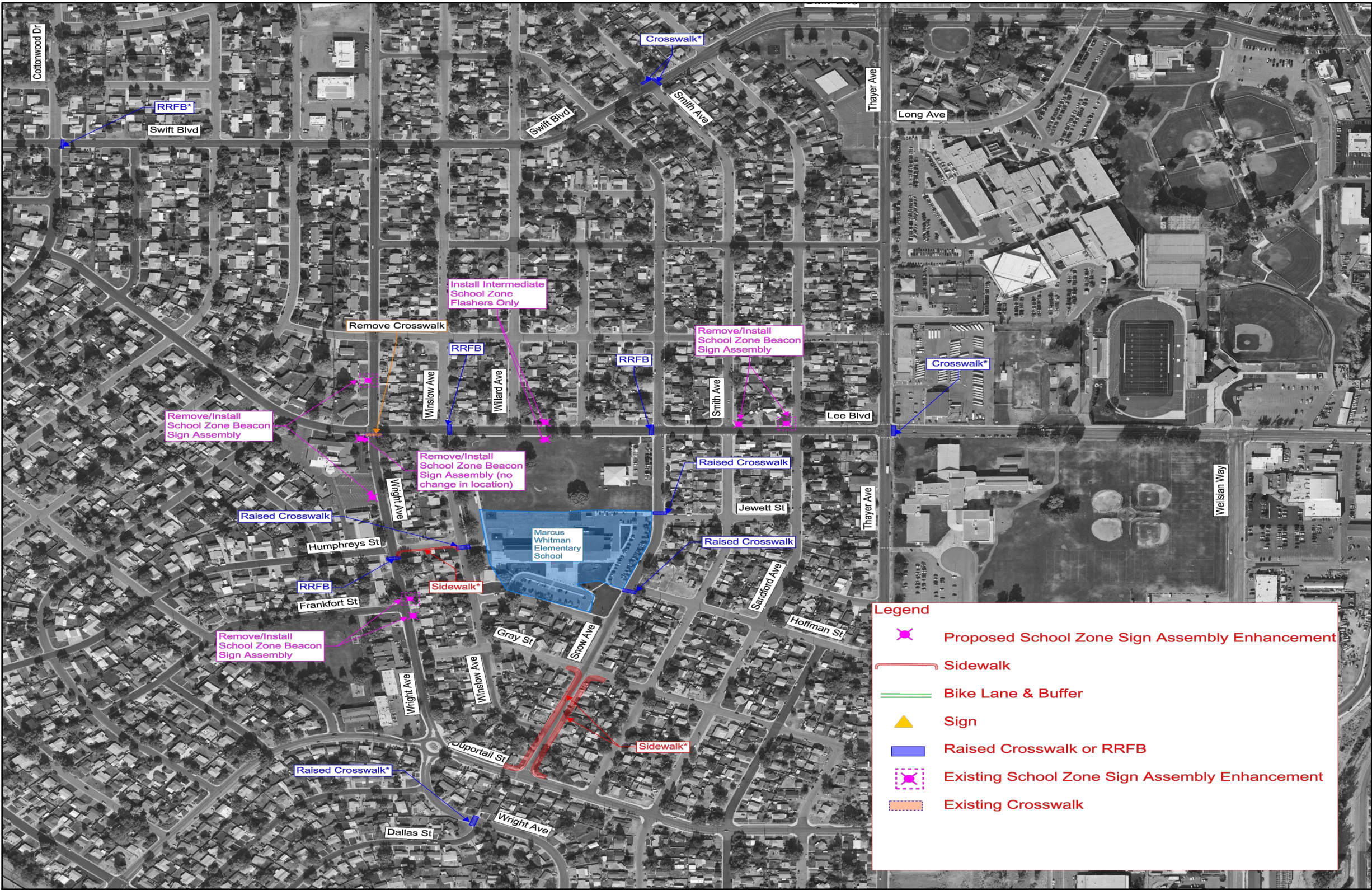


FIGURE 5

Marcus Whitman Elementary School

Richland Schools

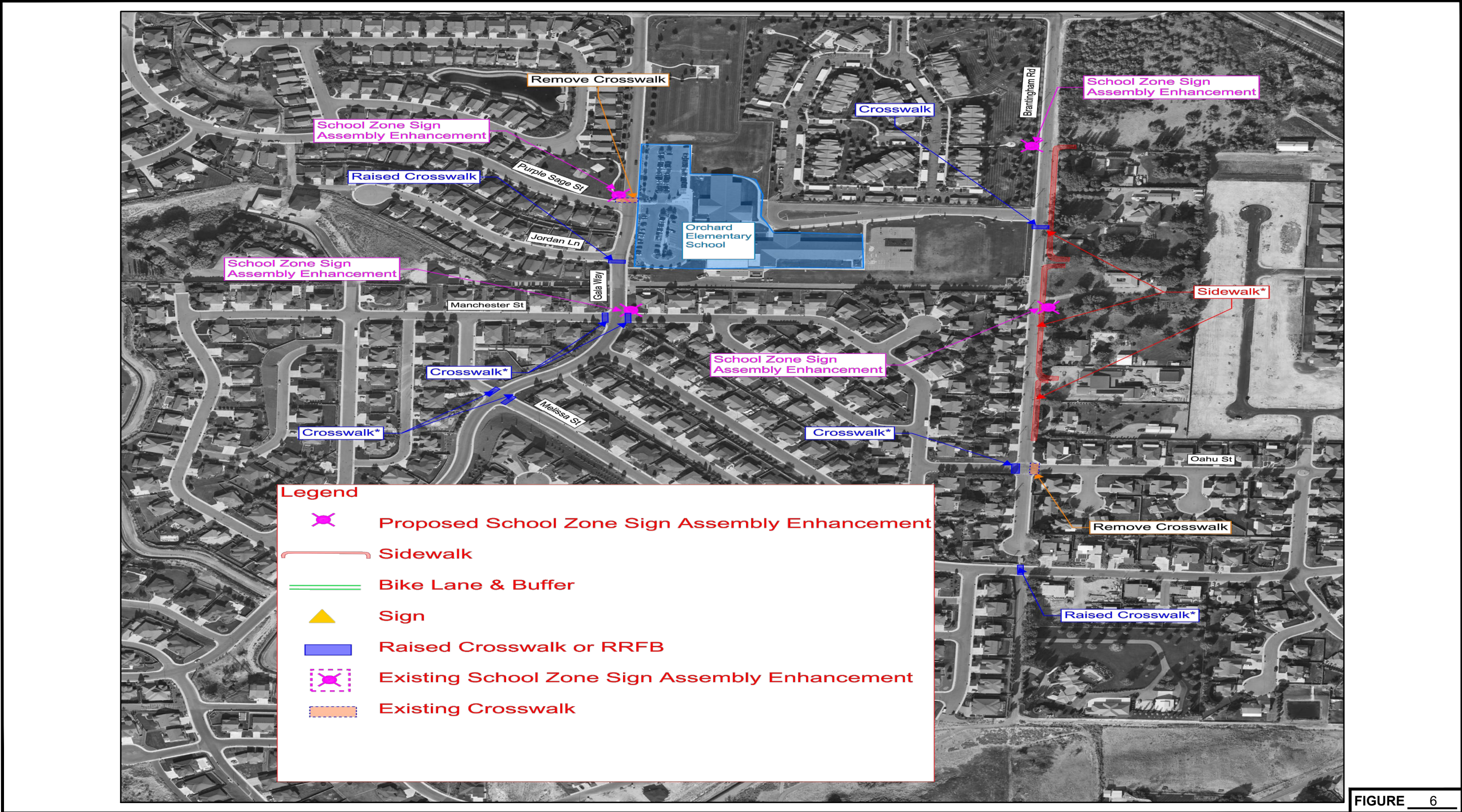
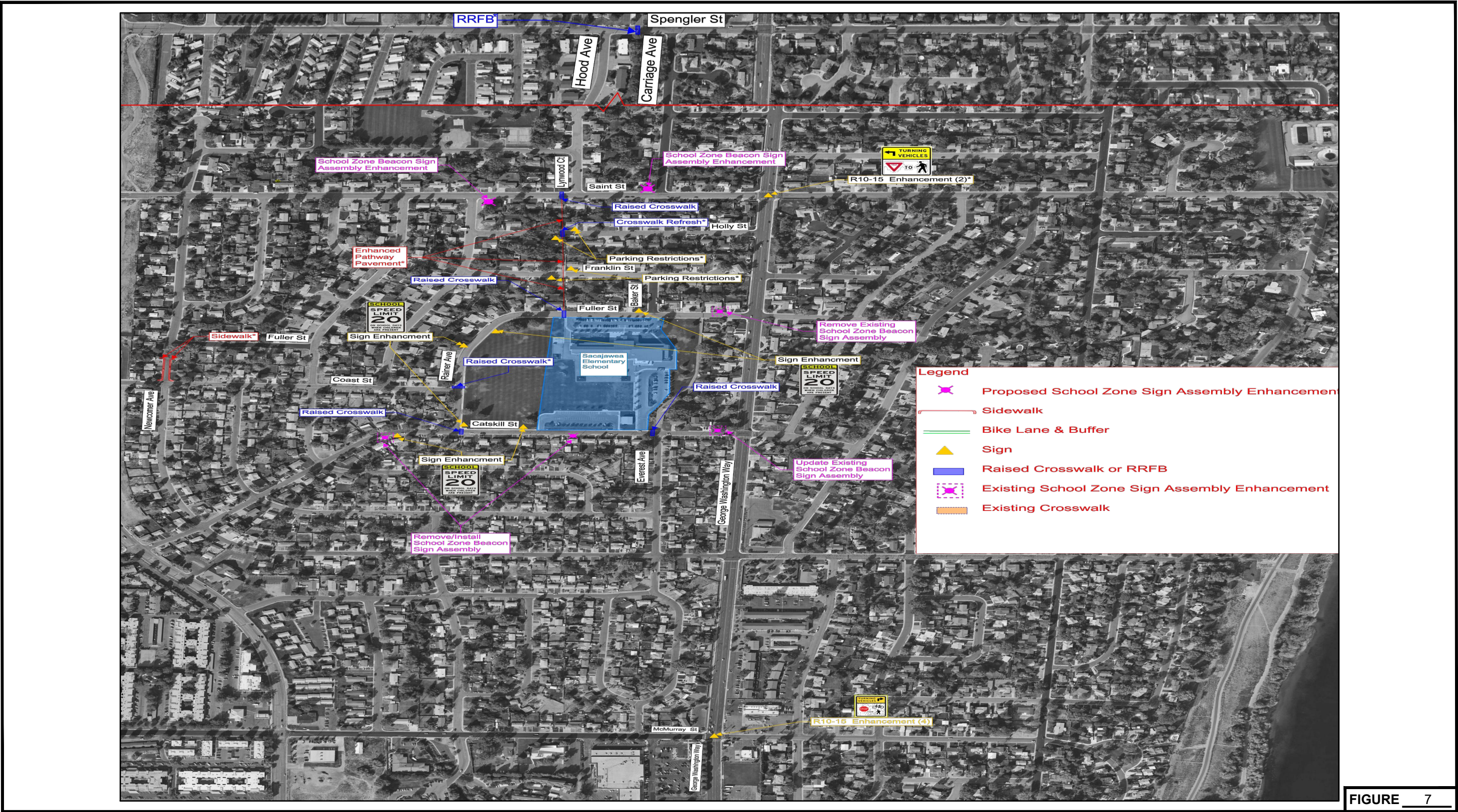


FIGURE 6

Orchard Elementary School
Richland Schools



Sacajawea Elementary School
Richland Schools

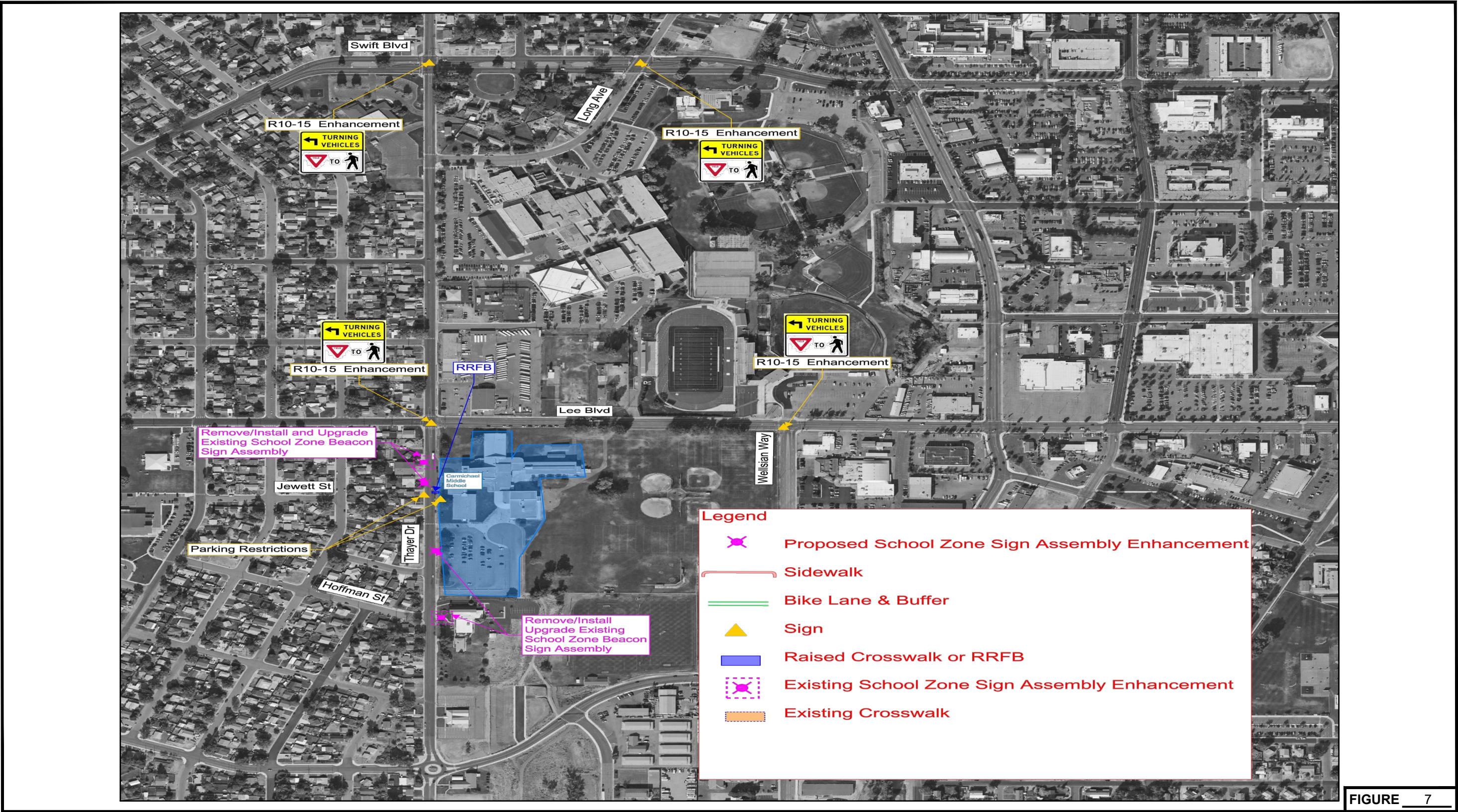
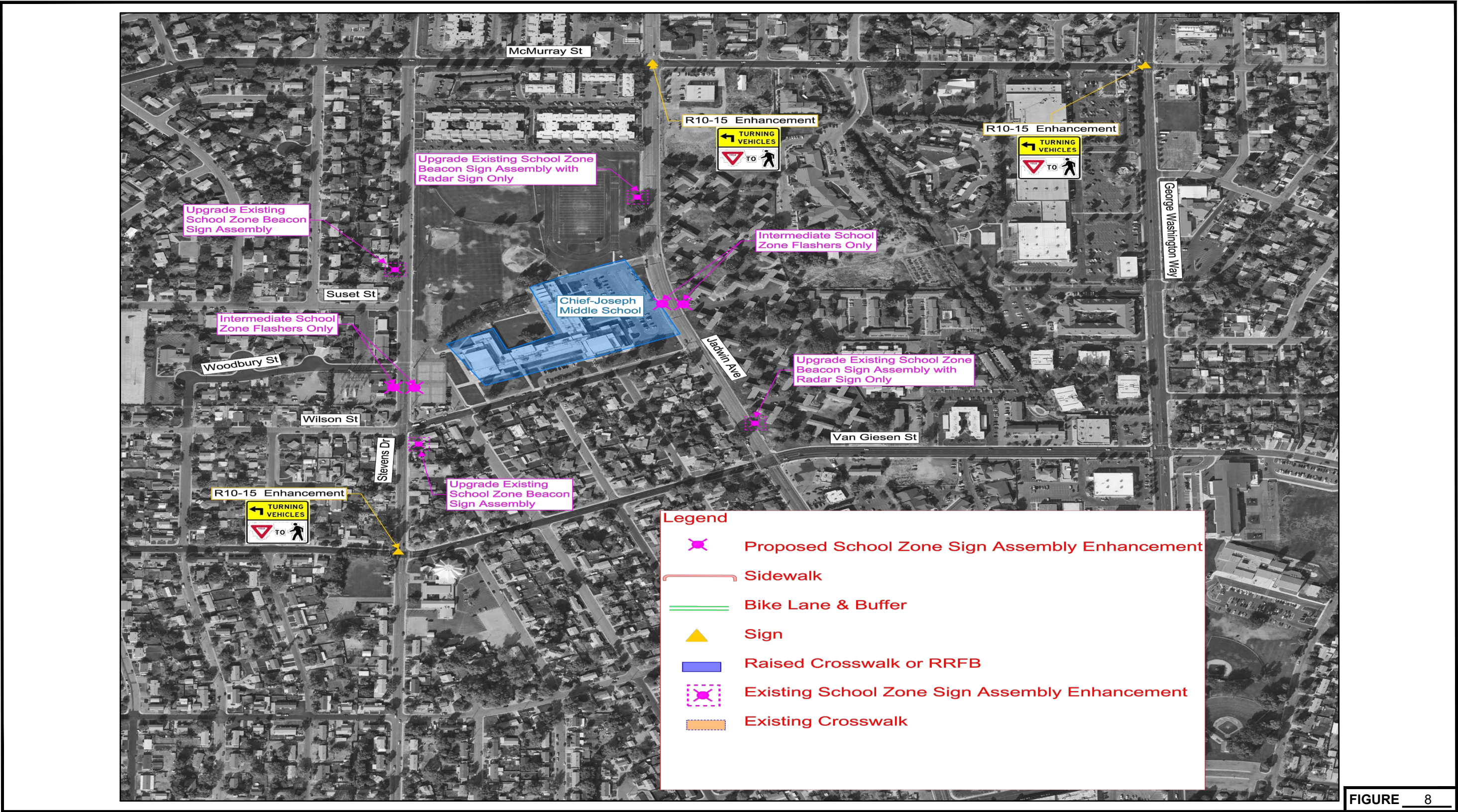


FIGURE 7

Carmichael Middle School
Richland Schools



Chief-Joseph Middle School
Richland Schools

Appendix A

Richland Safe Route to School—Data Collection Contents

Technical Memorandum

Memorandum

DATE: February 1, 2024

TO: The City of Richland

FROM: John A. Manix, PBS Engineering and Environmental Inc.

PROJECT: 78148.000, Phase 0002, Task 004

REGARDING: Richland Safe Routes to School – Data Collection

DESCRIPTION

This memorandum provides an overview of the data compiled in PBS Engineering and Environmental Inc.'s (PBS) assessment of Safe Routes to School (SRTS) plans and the subsequent selection of safety enhancements for these routes in Richland, Washington. The datasets utilized for this evaluation include City of Richland (City) Traffic Crash Location System (TLCS) and DKS Associates' Analytical Safety Heat Maps (DASH) database systems as well as traffic volumes, speed limits and speed surveys, and travel lanes with proposed and existing SRTS plans.

Proposed SRTS Maps Review

PBS reviewed the eight proposed elementary school Benton-Franklin Council of Government's (BFCOG) SRTS maps prior to their circulation to the schools. These maps were compared to the City's elementary school SRTS maps, Washington State Department of Transportation's (WSDOT) *School Walk and Bike Routes: A Guide for Planning and Improving Walk and Bike to School Options for Students*¹, and existing conditions as displayed in Google Earth. An updated *School Walk and Bike Routes* guide is expected to be released soon and should be used as a best practice guide.

Reviewing the maps allowed PBS to become familiar with the transportation networks surrounding each City elementary school within a 1-mile radius. Upon review, PBS provided suggestions for crossing enhancements on certain BFCOG SRTS maps as discussed during a December 13, 2023, meeting with PBS, BFCOG, and the City. See Attachment 1 for existing City SRTS maps and Attachment 2 for suggestions to BFCOG SRTS maps.

PBS recommends final SRTS maps should include more details on the walk routes to better match best practices. The SRTS maps should include any comments from principals, parents, or other stakeholders.

Crash Data

PBS collected and mapped pedestrian and bicycle crash data near each elementary school from 2018 to 2022. PBS recommends this data be used in the SRTS analysis (see Attachment 3). Crash data was review from the following sources:

- Richland Traffic Crash Location System (TLCS)

¹ Washington State Department of Transportation, Washington Traffic Safety Commission, Washington State Department of Health, and the Office of Superintendent of Public Instruction. (2015). *School Walk and Bike Routes: A Guide for Planning and Improving Walk and Bike to School Options for Students*. https://wtsc.wa.gov/wp-content/uploads/dlm_uploads/2014/09/SchoolWalkBikeGuide_TechnicalUpdate.pdf

- The TLCS provides a detailed overview of crash locations that specify description, injuries, and trends about crashes that occurred in Richland. Pedestrian and bicycle data were found incomplete.
- Richland DASH Map
 - Richland DASH Map provides information similar to the TLCS, but with more analytical features for trends for corridors and detailed descriptions for each crash. Pedestrian and bicycle data were found incomplete.
- Washington State DASH Map
 - The data from the Richland DASH Map was compared to Washington State DASH Map. After comparison, the WSDOT DASH Map was found to have a more complete set of pedestrian and bicycle crash data.
- City ArcGIS Data
 - The City provided PBS with ArcGIS data containing roadway characteristics and traffic count data. The data was used to generate maps displaying information pertinent to SRTS and local pedestrian crossing facilities. Two example maps for Marcus Whitman Elementary School are attached (see attachment 8).

After reviewing the provided resources and thoroughly studying the data in both DASH maps and Richland TLCS, PBS concluded that the Washington State DASH Map contains the most up-to-date and accurate information compared to current WSDOT crash data. Notably, the Richland DASH Map had incomplete data. The data illustrates crashes within a 1-mile radius zone for each school, generating pedestrian and bicycle crash data from 2018 to 2022. Each map is supported with detailed information on each incident.

PBS recommends using the Washington State DASH Maps for optimal crash data analysis.

Transportation Data

PBS collected traffic and transportation information on busy streets near each elementary school and illustrated the data on SRTS maps for each school. The maps can be found in Attachment 4, with the following information added:

- Traffic volumes on arterials near schools
- Posted speed limits via City records
- Number of travel lanes
- Roadway functional classification

Citations for information can be found on Attachment 4.

Data Analysis

PBS recommends the data be used for the following:

- Identifying high-risk roadways, intersections, or other areas
- Identifying public improvements that will facilitate school children walking to and from school
- Prioritizing improvements for future public improvement projects
- Supporting grant applications with the data requested to complete the submittal

Next Steps

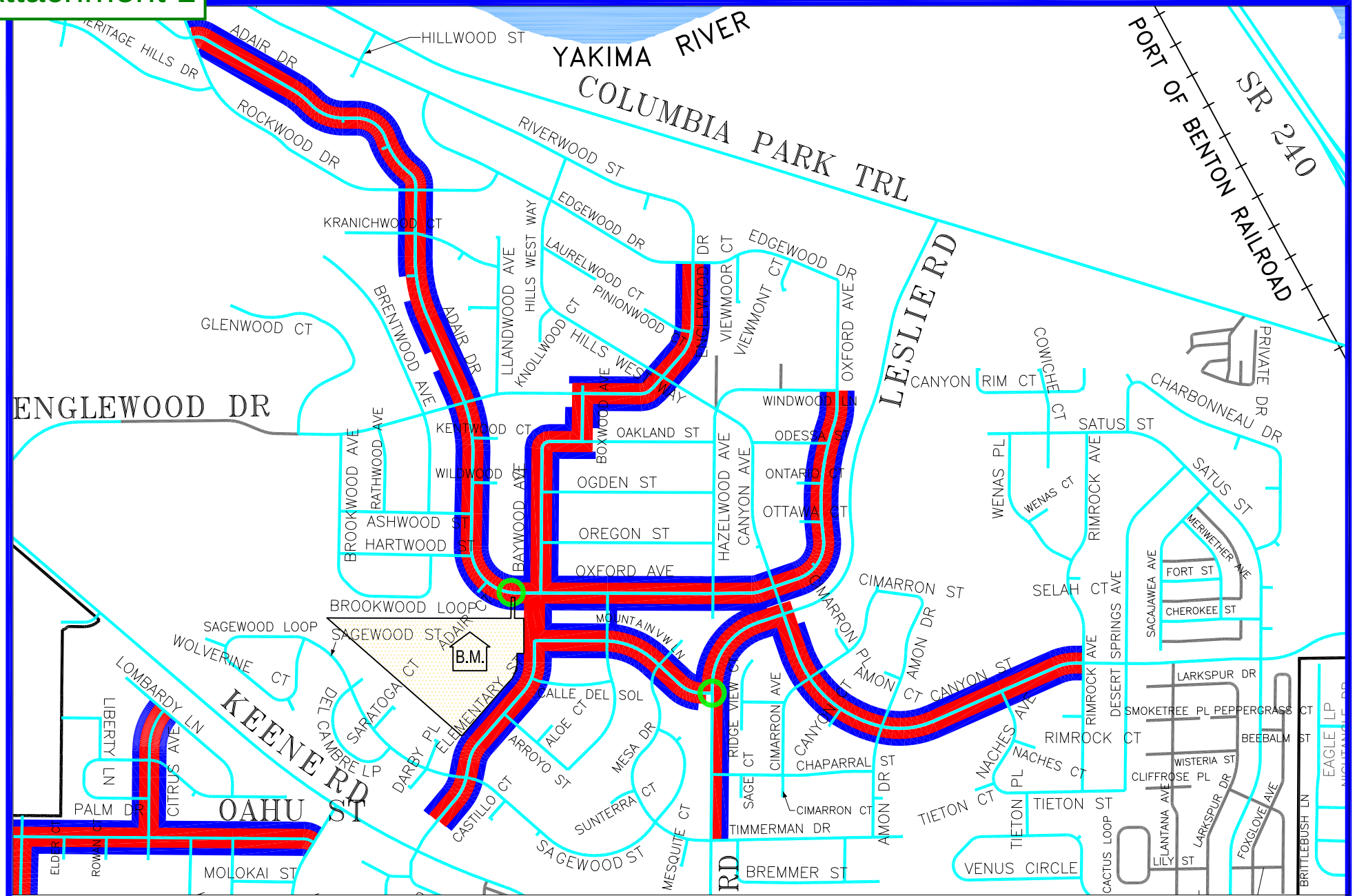
The data will be forwarded to KTUA for analysis. KTUA will also add to the data set pedestrian activity information based on output from Replica. Replica can show both the number and location of pedestrians.

Attachments:

1. Past Richland SRTS Maps
2. Existing Richland SRTS Maps
3. Proposed BFCOG SRTS Maps
4. Proposed BFCOG SRTS Maps with Comments
5. Major Roadways Characteristics near Each Elementary School
6. DASH Pedestrians/Bikes 1-mile Radius Crash Maps
7. DASH Pedestrians/Bikes 1-mile Radius Crash Data
8. Example ArcGIS Maps for Marcus Whitman Elementary School

cc: Tom Bertulis (KTUA), Moe Taha (PBS), PJ McKelvey (PBS)

JAM:MET:tl

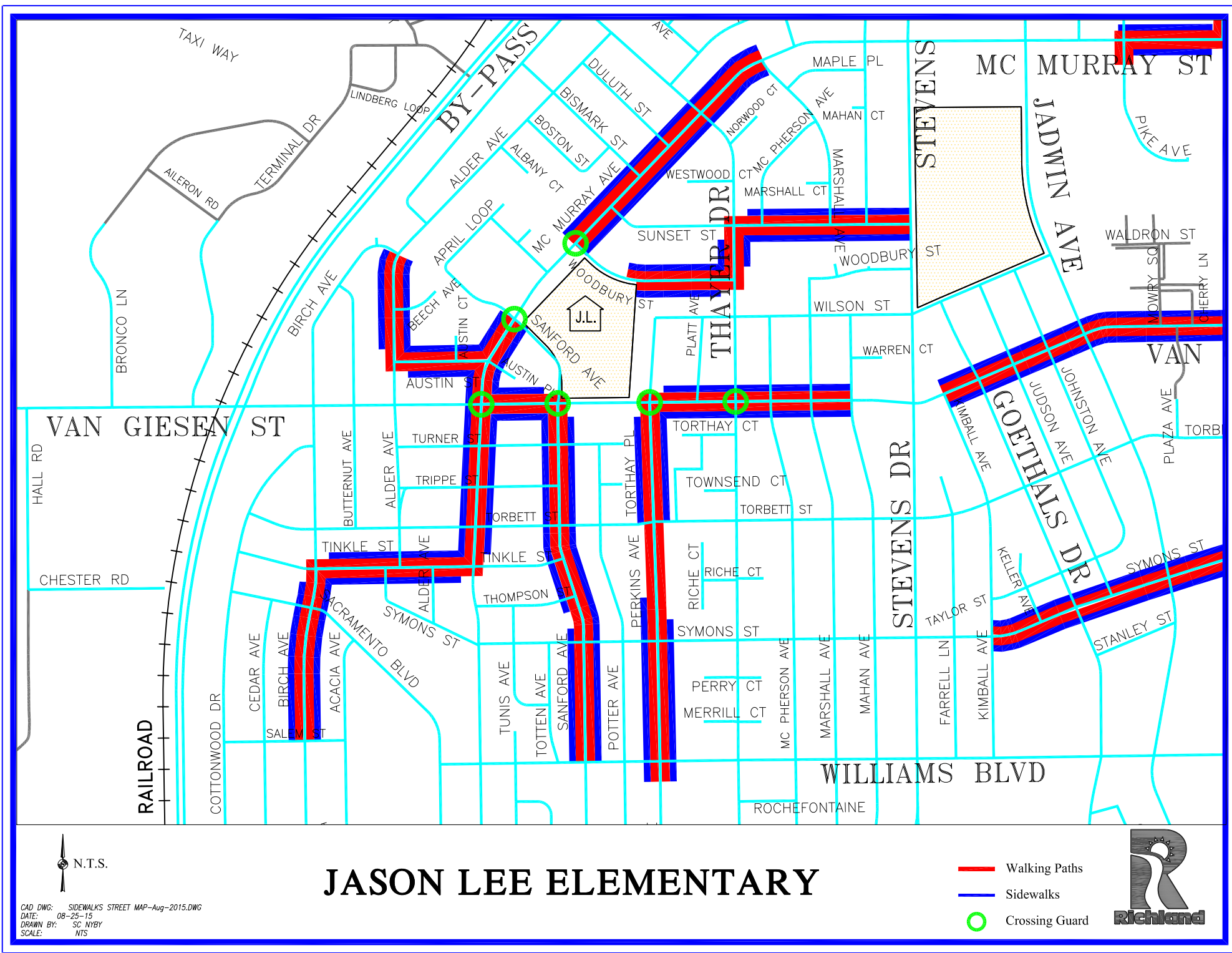


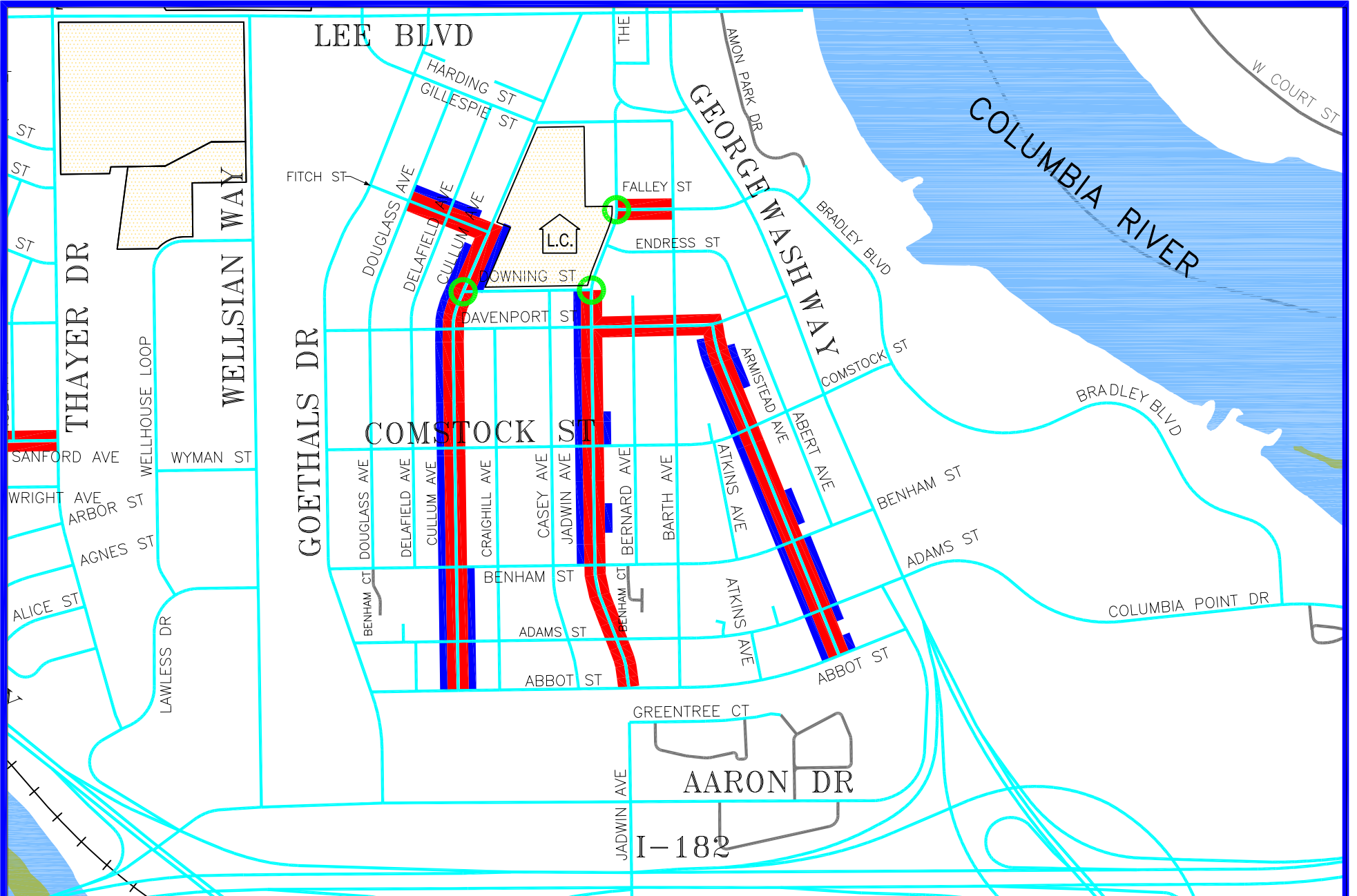
BADGER MOUNTAIN ELEMENTARY

- Walking Paths
- Sidewalks
- Crossing Guard



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DATE: 08-25-15
DRAWN BY: SC NYBY
SCALE: NTS



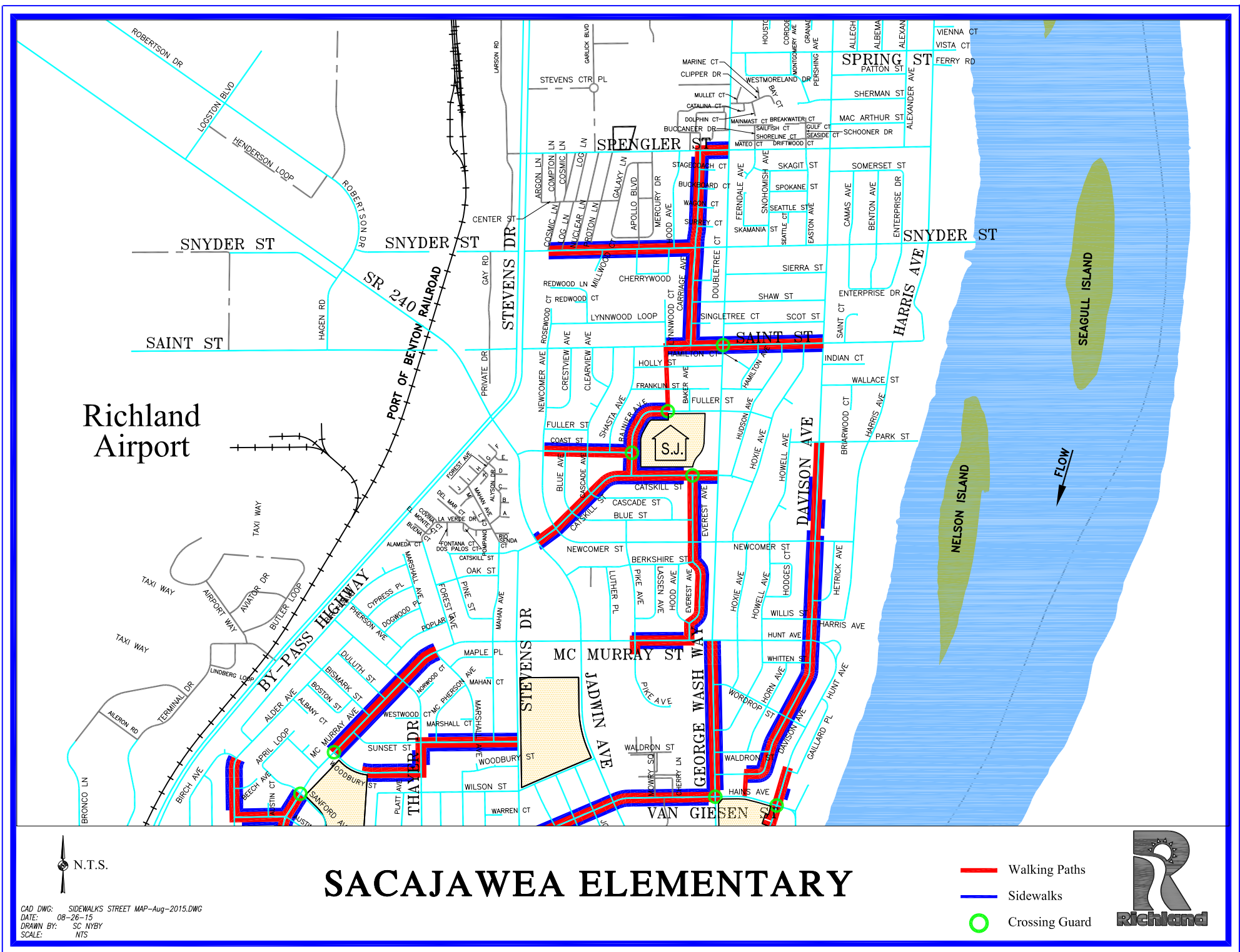


LEWIS AND CLARK ELEMENTARY

- Walking Paths
- Sidewalks
- Crossing Guard



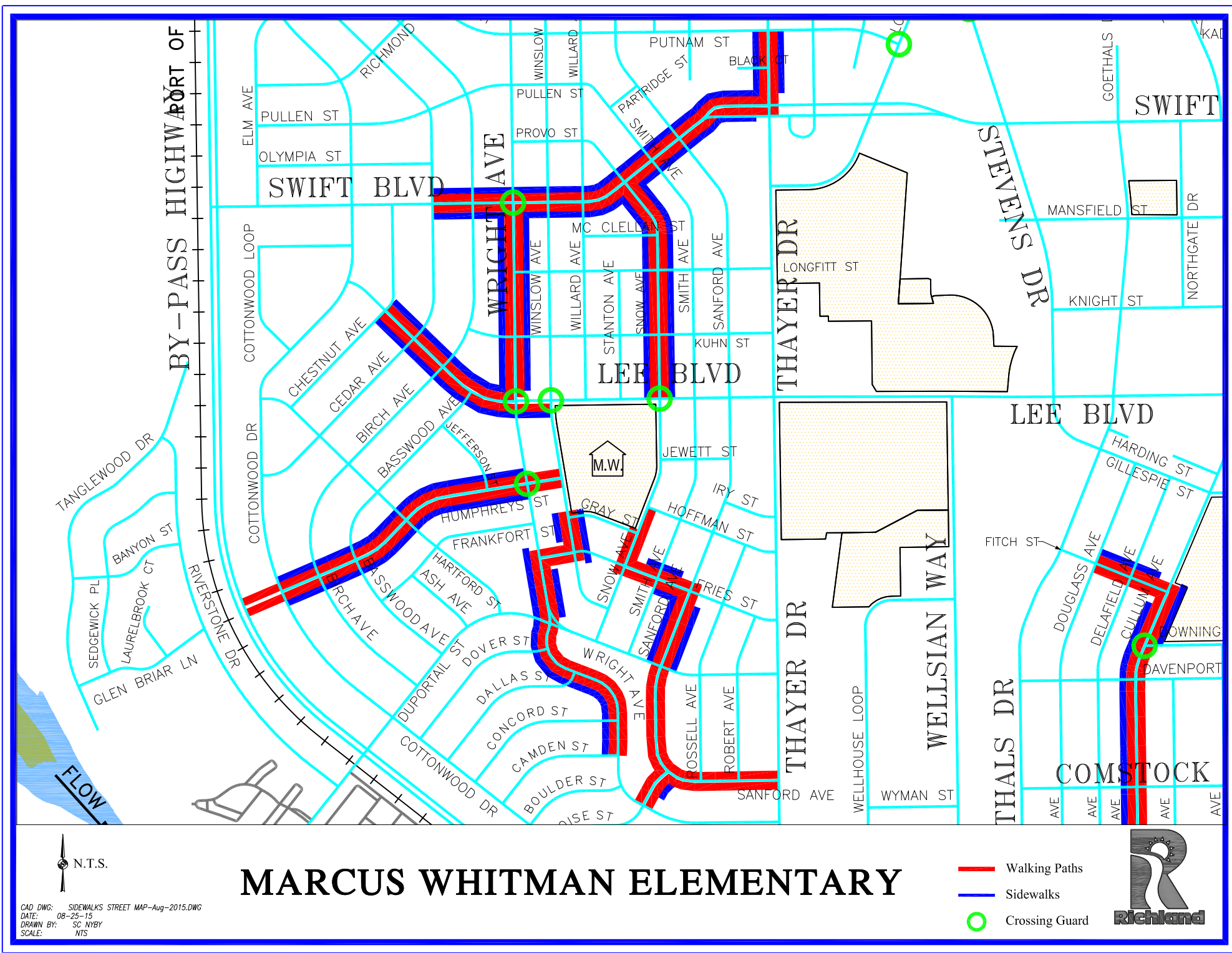
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 DRAWN BY: SC NYBY
 SCALE: NTS



CAD DWG: SIDEWALKS STREET MAP-Aug-2015.DWG
DATE: 08-26-15
DRAWN BY: SC NYBY
SCALE: NTS

SACAJAWEA ELEMENTARY





BY-PASS HIGHWAY

SWIFT BLVD

WRIGHT AVE

LEE BLVD

THAYER DR

STEVENS DR

LEE BLVD

SWIFT

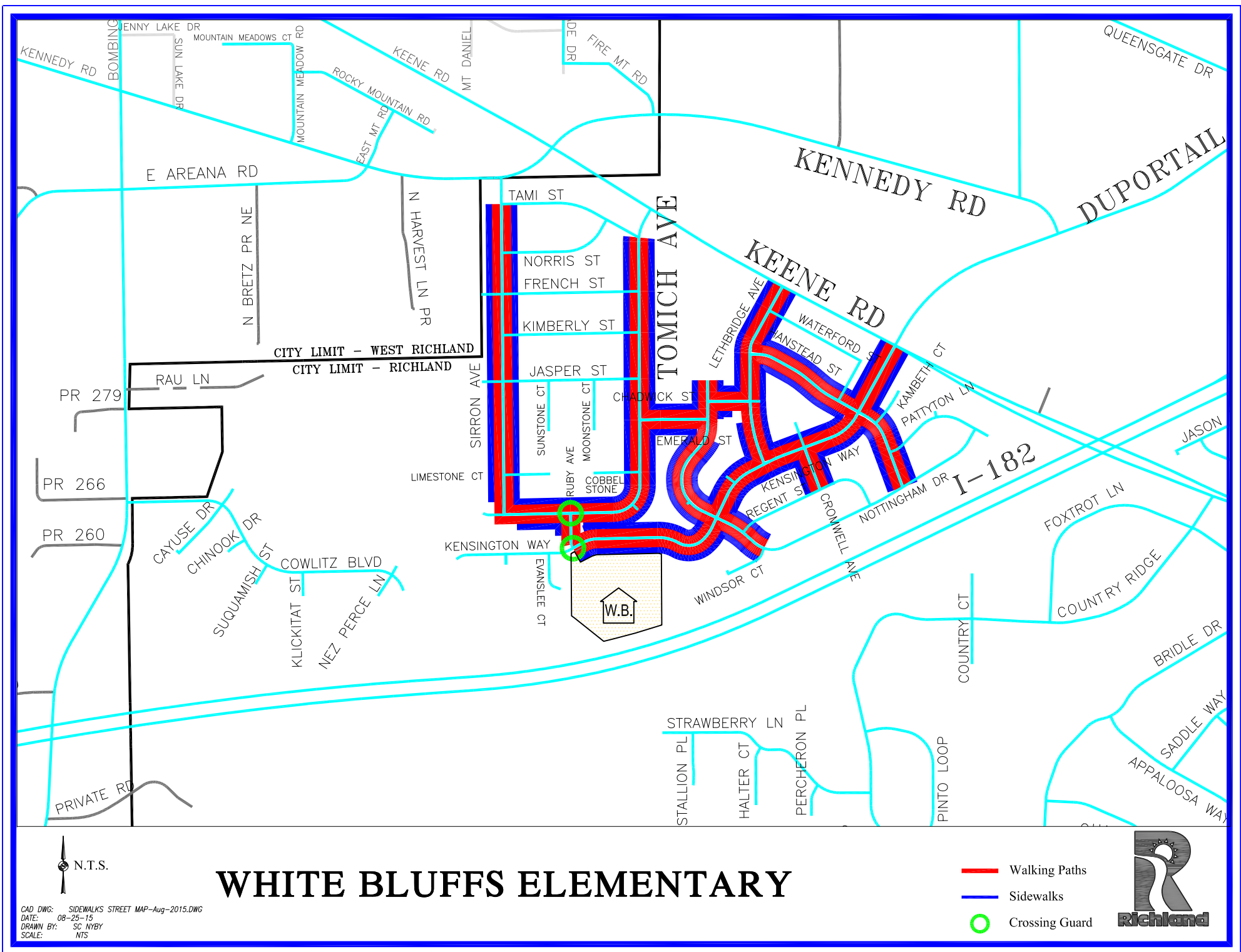
COMSTOCK

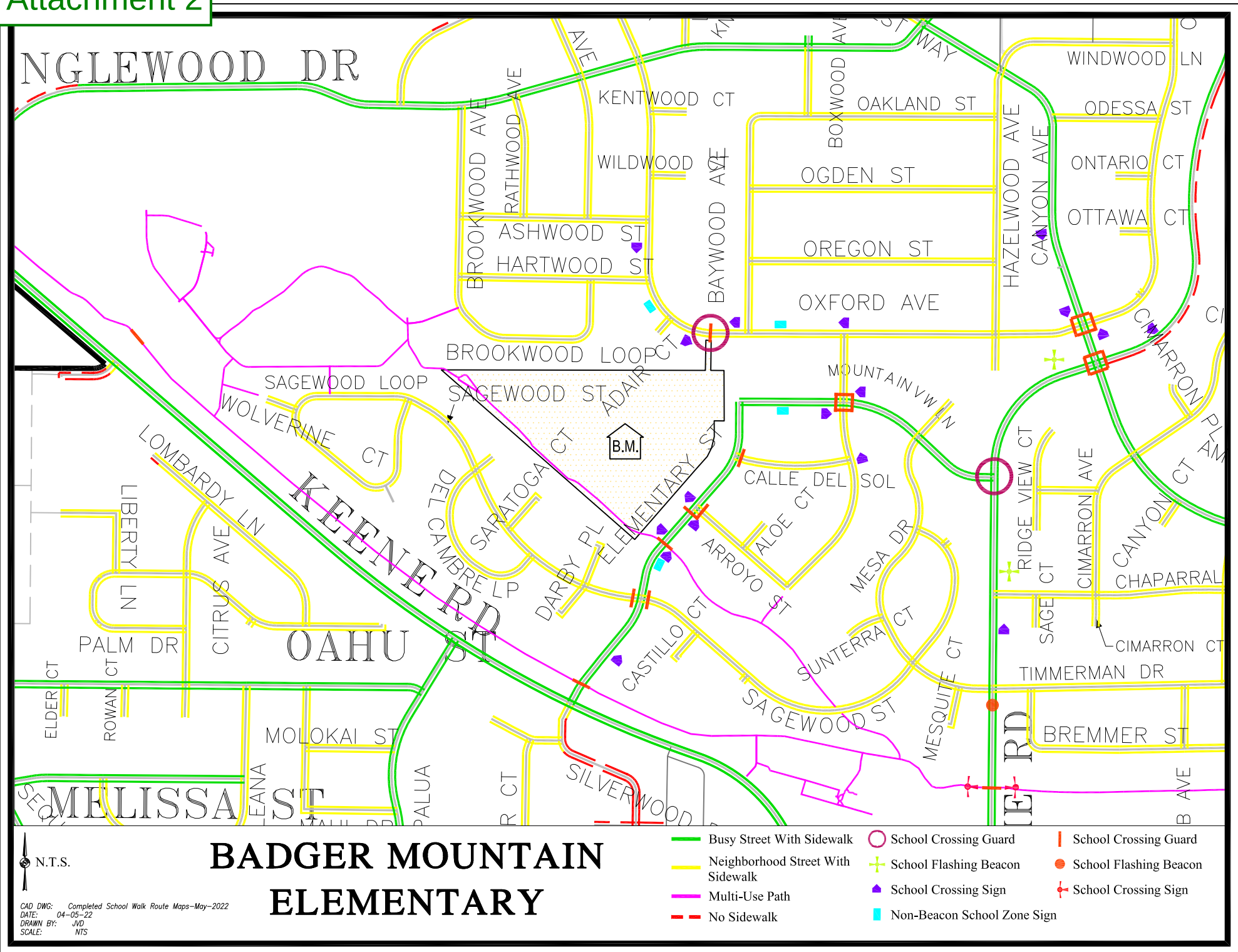
MARCUS WHITMAN ELEMENTARY

- Walking Paths
- Sidewalks
- Crossing Guard

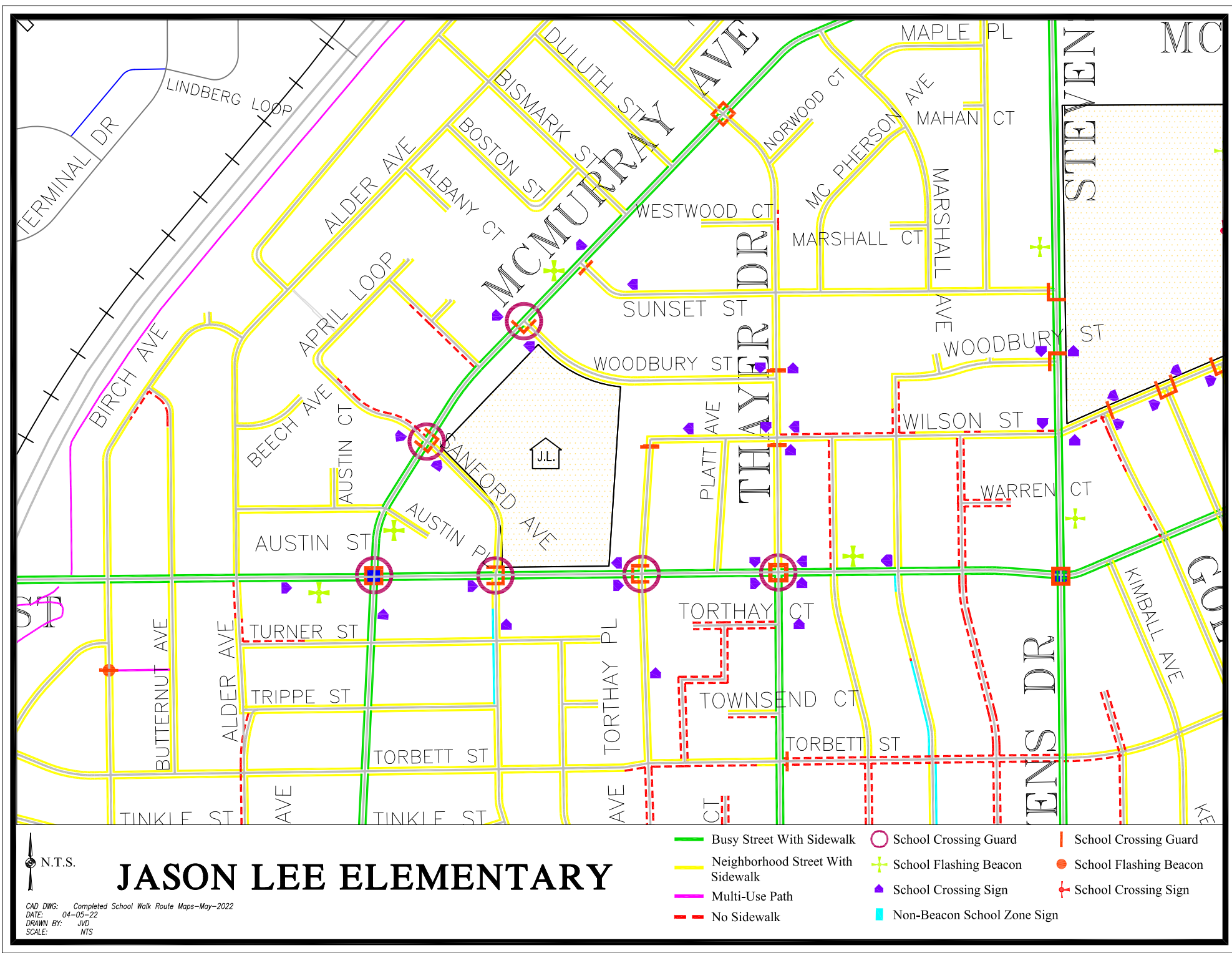


CAD DWG: SIDEWALKS STREET MAP-Aug-2015.DWG
DATE: 08-25-15
DRAWN BY: SC NYBY
SCALE: NTS





CAD DWG: Completed School Walk Route Maps-May-2022
 DATE: 04-05-22
 DRAWN BY: JVD
 SCALE: NTS

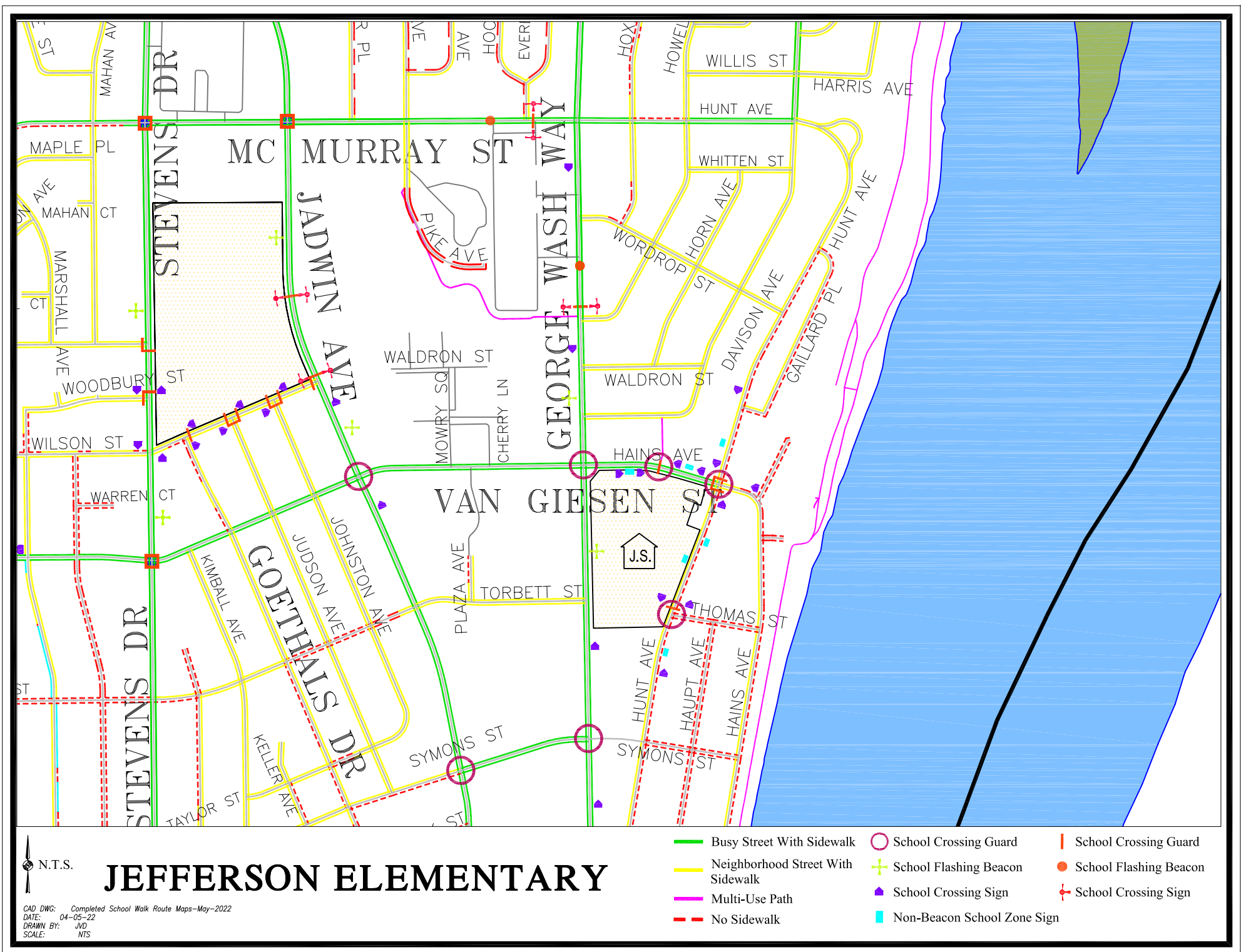


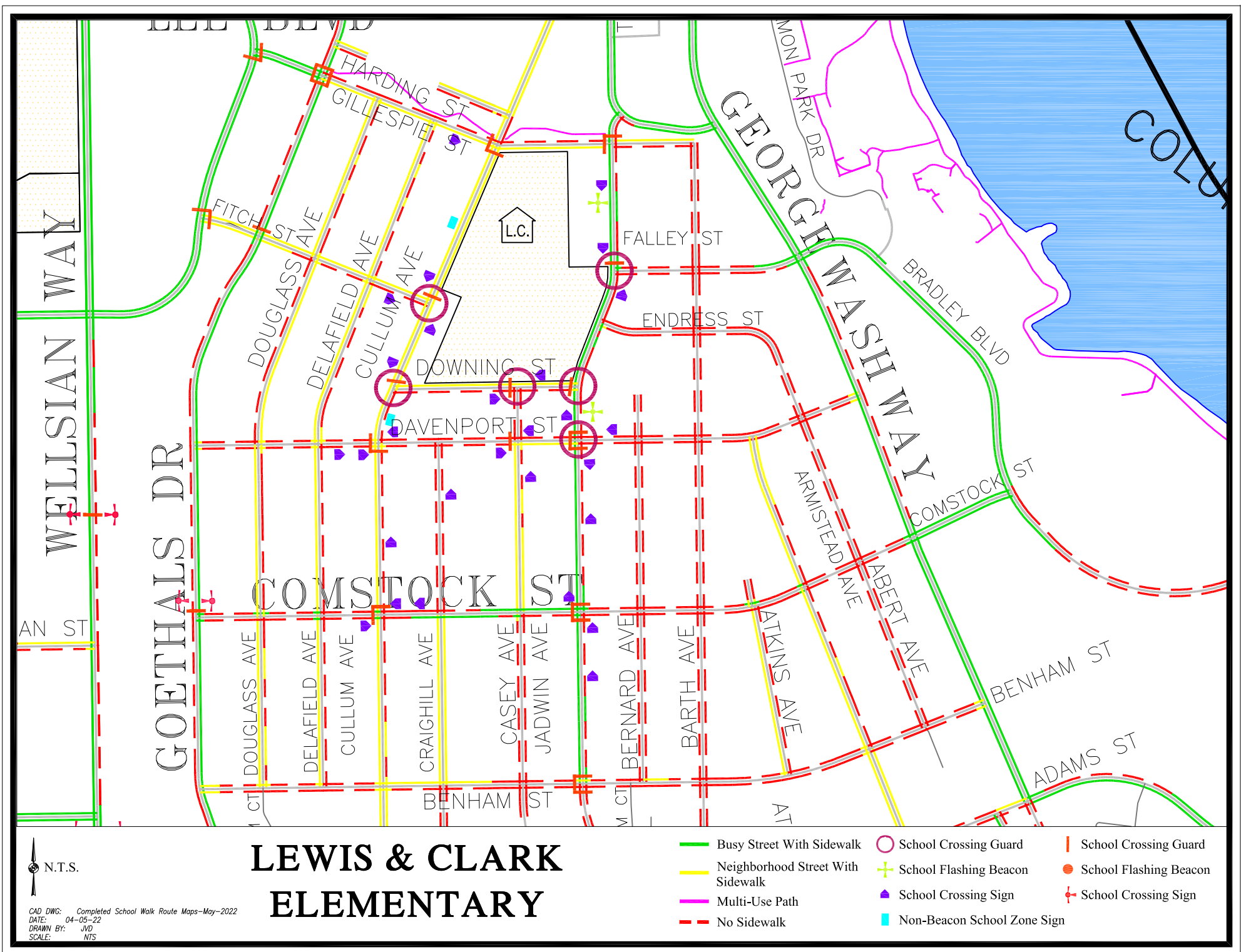
N.T.S.

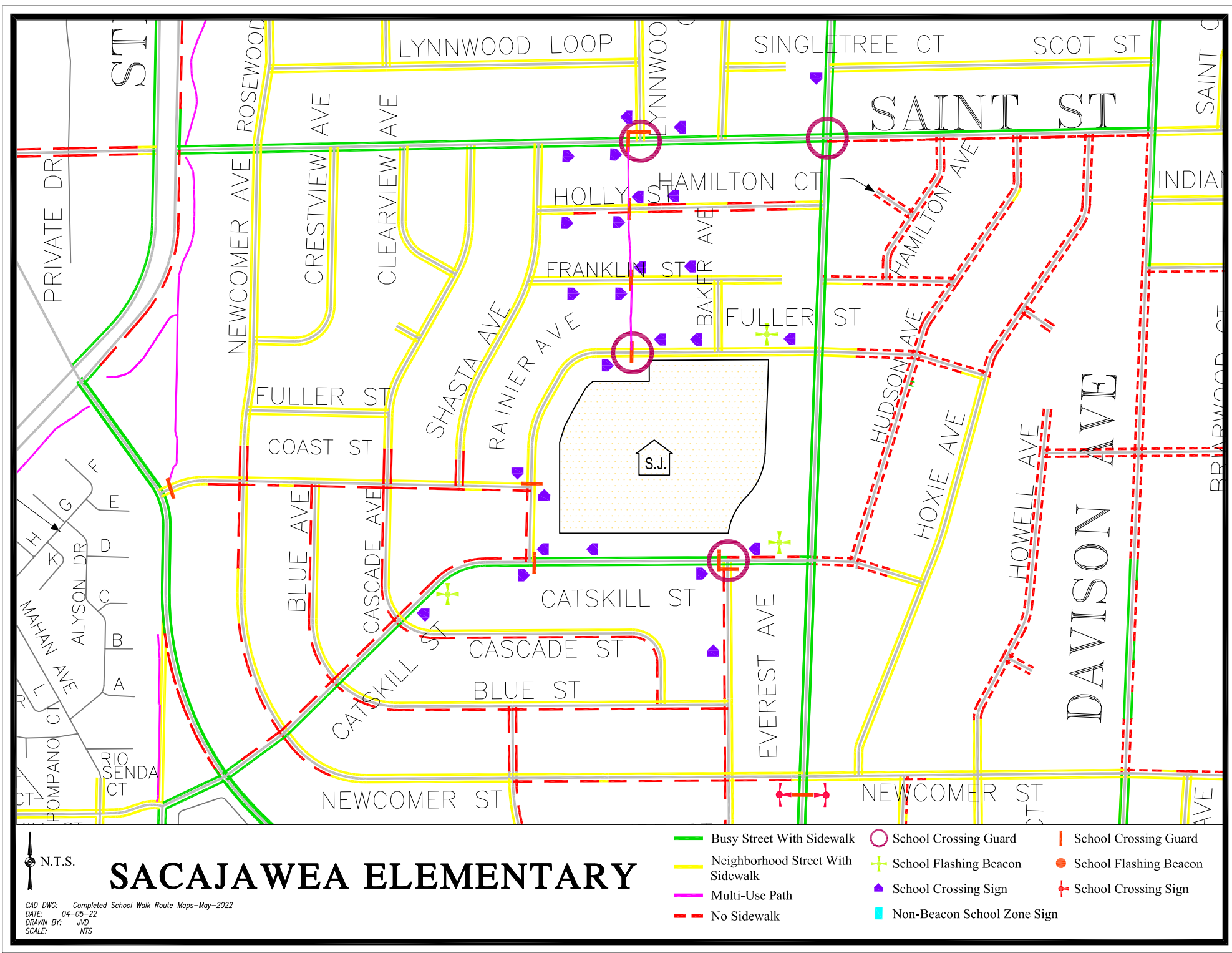
JASON LEE ELEMENTARY

CAD DWG: Completed School Walk Route Maps-May-2022
DATE: 04-05-22
DRAWN BY: JVD
SCALE: NTS

- | | | |
|-----------------------------------|-----------------------------|------------------------|
| Busy Street With Sidewalk | School Crossing Guard | School Crossing Guard |
| Neighborhood Street With Sidewalk | School Flashing Beacon | School Flashing Beacon |
| Multi-Use Path | School Crossing Sign | School Crossing Sign |
| No Sidewalk | Non-Beacon School Zone Sign | |







SACAJAWEA ELEMENTARY

N.T.S.

CAD DWG: Completed School Walk Route Maps-May-2022
DATE: 04-05-22
DRAWN BY: JVD
SCALE: NTS

- | | | |
|-------------------------------------|-------------------------------|--------------------------|
| — Busy Street With Sidewalk | ○ School Crossing Guard | — School Crossing Guard |
| — Neighborhood Street With Sidewalk | + School Flashing Beacon | ● School Flashing Beacon |
| — Multi-Use Path | ▲ School Crossing Sign | ✚ School Crossing Sign |
| - - - No Sidewalk | ■ Non-Beacon School Zone Sign | |



BADGER MOUNTAIN ELEMENTARY SCHOOL

SUGGESTED WALKING & BIKING ROUTES TO SCHOOL



LEGEND

- Suggested Walking Route
- Missing or Partial Sidewalk
- Suggested Biking Route
- Crossing Guard
- Traffic Signal
- Pedestrian Crossing Signal
- Marked Crosswalk
- Bicycle Parking
- Trails
- 4-Way Stop
- Estimated Walking Time (Biking Time)

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LEGEND

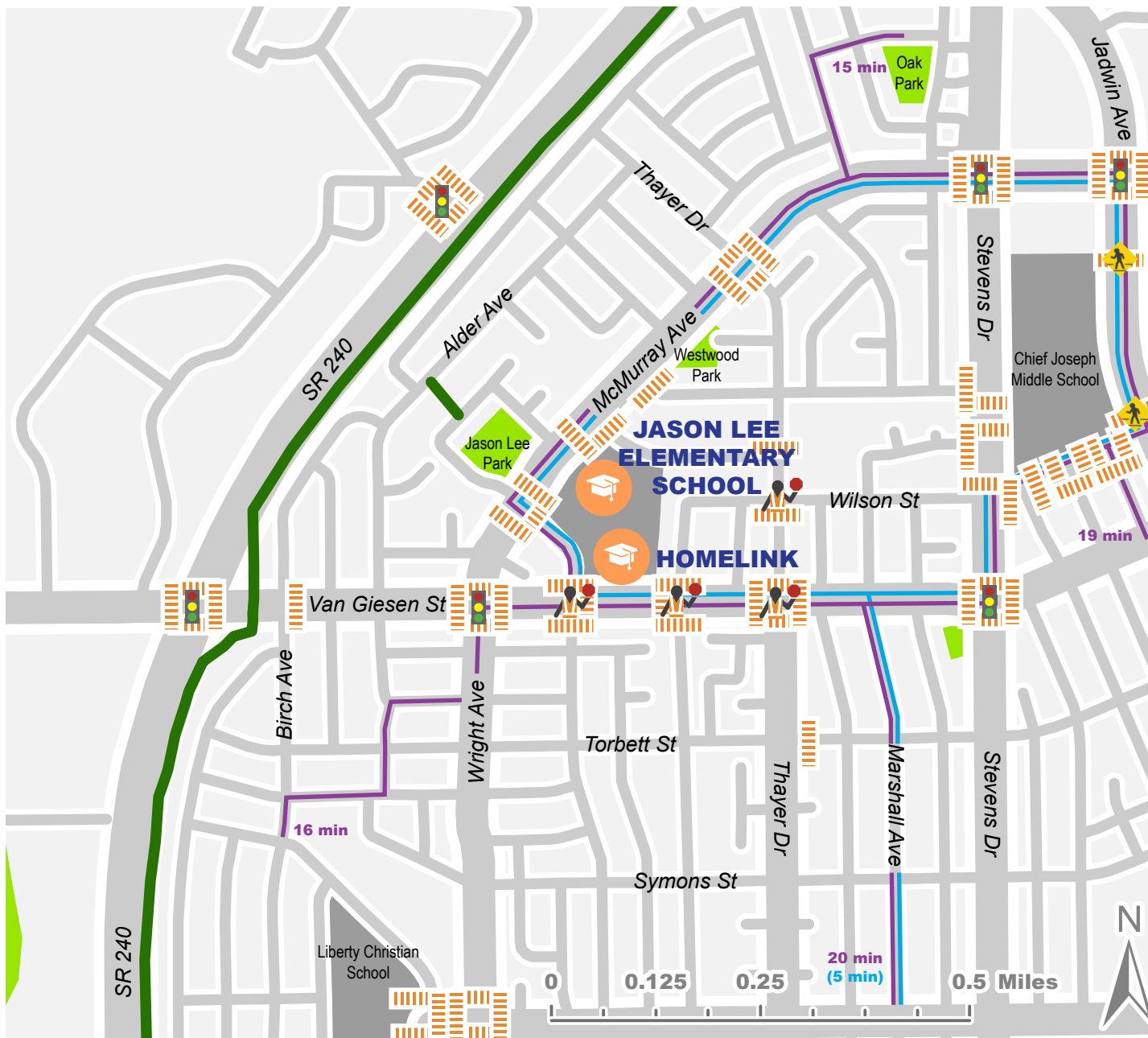
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JASON LEE ELEMENTARY & HOMELINK SCHOOL

SUGGESTED WALKING & BIKING ROUTES TO SCHOOL





LEGEND

- Suggested Walking Route
- - - Missing or Partial Sidewalk
- Suggested Biking Route
- Crossing Guard
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JEFFERSON ELEMENTARY SCHOOL

SUGGESTED WALKING & BIKING ROUTES TO SCHOOL





LEGEND

-  Suggested Walking Route
-  Missing or Partial Sidewalk
-  Suggested Biking Route
-  Crossing Guard
-  Traffic Signal
-  Pedestrian Crossing Signal
-  Marked Crosswalk
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-  Trails
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LEWIS & CLARK ELEMENTARY SCHOOL

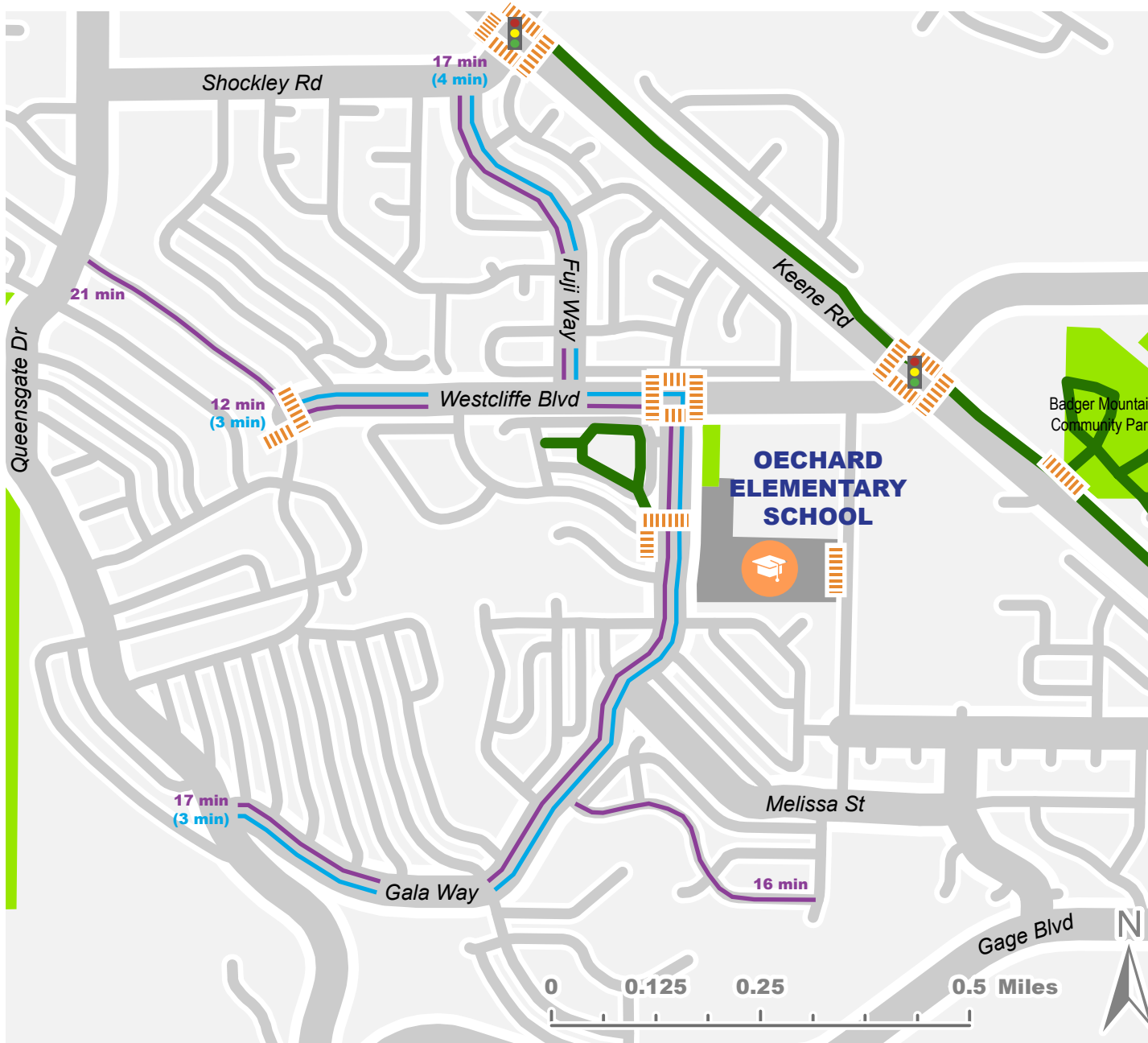
SUGGESTED WALKING & BIKING ROUTES TO SCHOOL



LEGEND

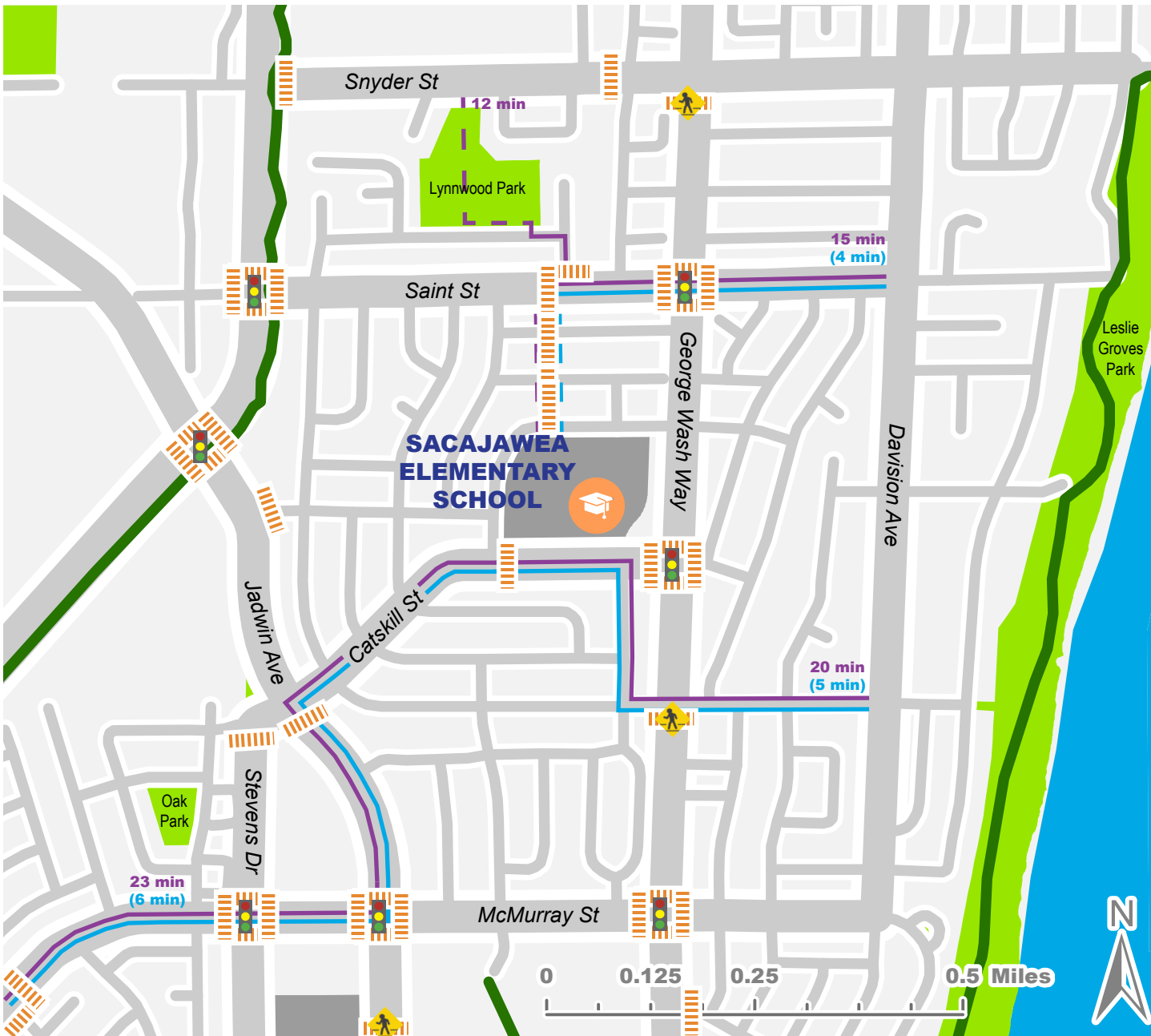
- Suggested Walking Route
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ORCHARD ELEMENTARY SCHOOL

SUGGESTED WALKING & BIKING ROUTES TO SCHOOL



LEGEND

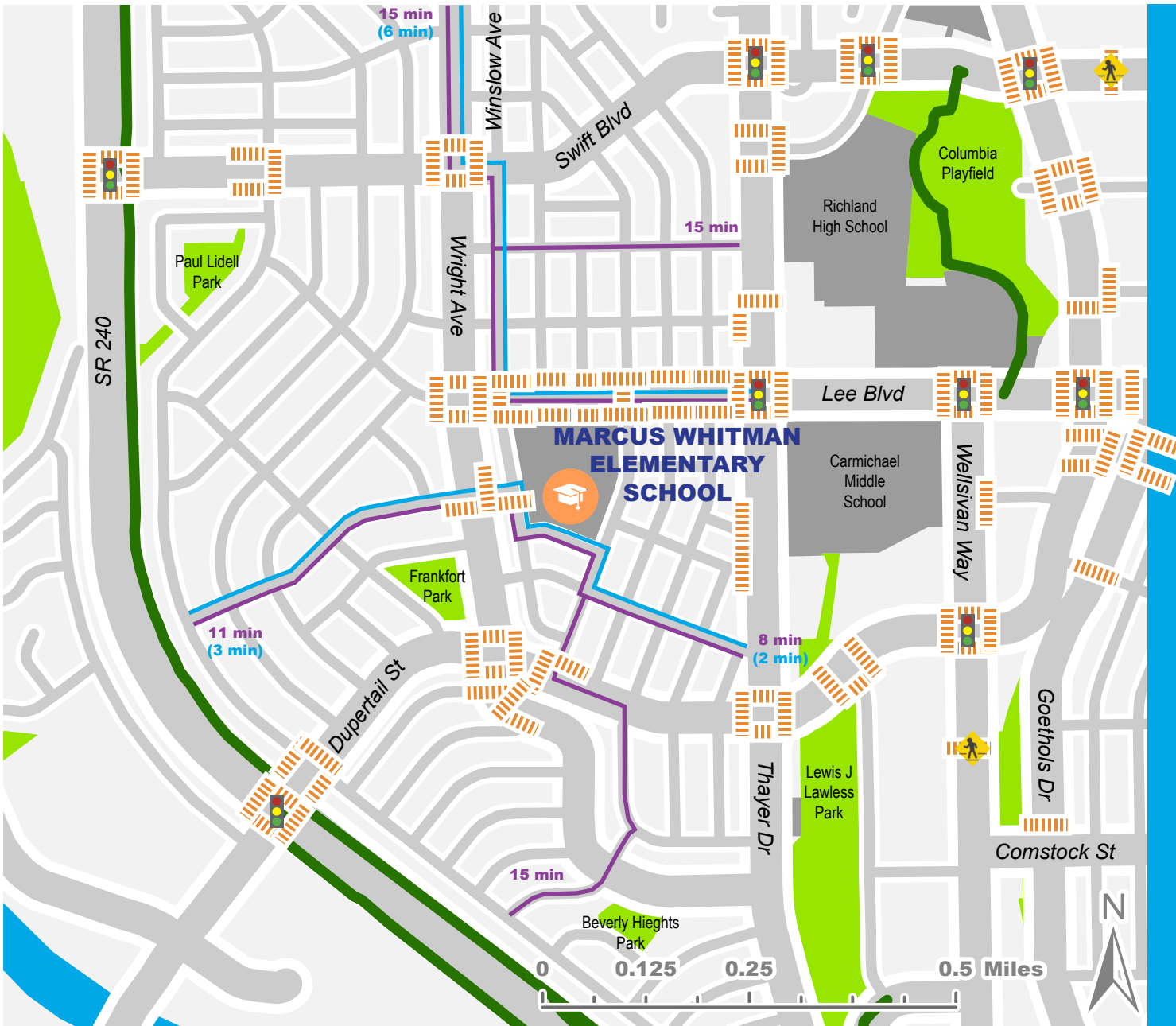
- Suggested Walking Route
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(X min) Estimated Walking Time
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SACAJAWEA ELEMENTARY SCHOOL

SUGGESTED WALKING & BIKING ROUTES TO SCHOOL





LEGEND

-  Suggested Walking Route
-  Missing or Partial Sidewalk
-  Suggested Biking Route
-  Crossing Guard
-  Traffic Signal
-  Pedestrian Crossing Signal
-  Marked Crosswalk
-  Bicycle Parking
-  Trails
-  4-Way Stop
- X min
(X min) Estimated Walking Time
(Biking Time)

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MARCUS WHITMAN ELEMENTARY SCHOOL

SUGGESTED WALKING & BIKING ROUTES TO SCHOOL





WHITE BLUFFS ELEMENTARY SCHOOL

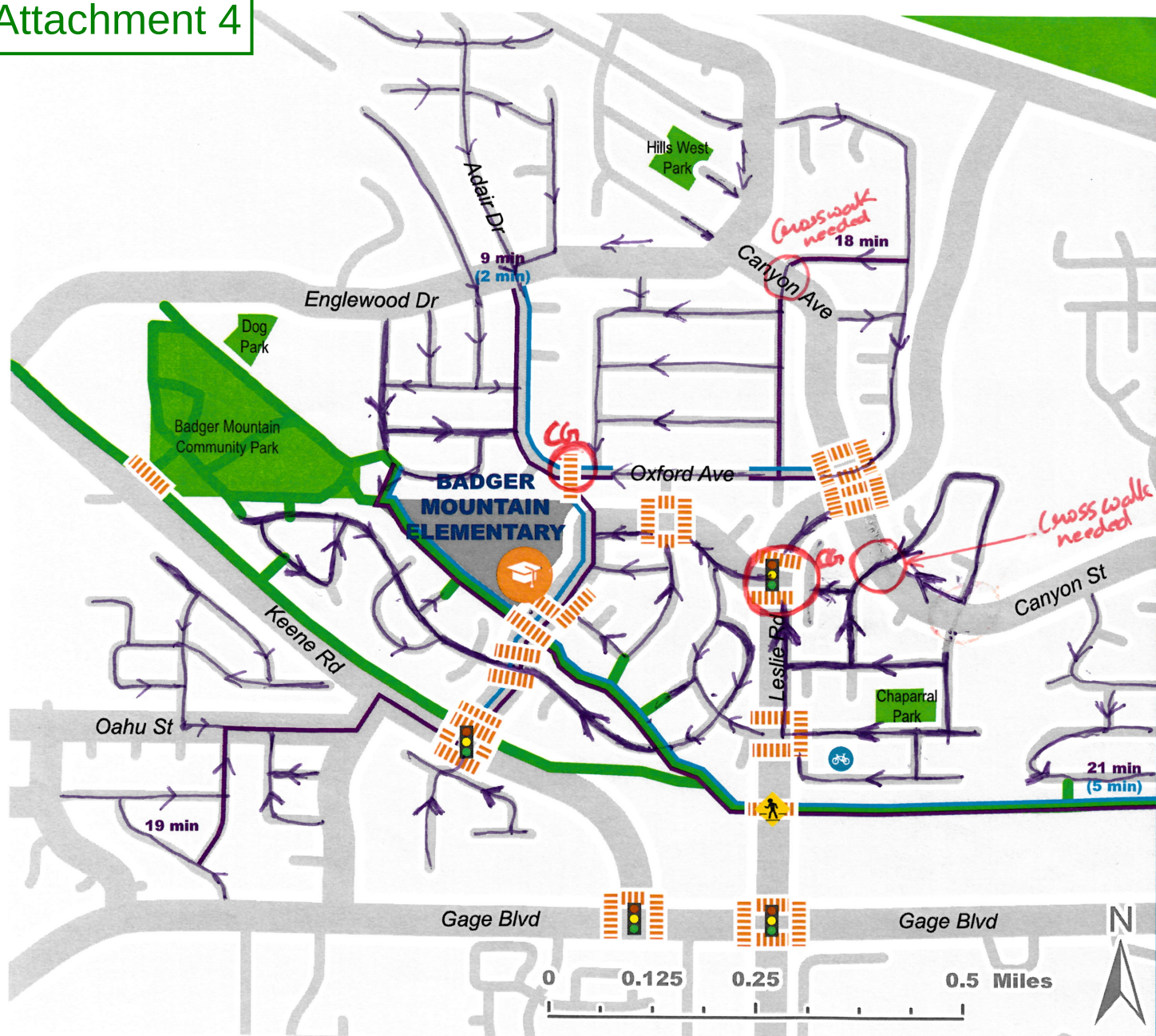
SUGGESTED WALKING & BIKING ROUTES TO SCHOOL

LEGEND

- Suggested Walking Route
- Missing or Partial Sidewalk
- Suggested Biking Route
- Crossing Guard
- Traffic Signal
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BADGER MOUNTAIN ELEMENTARY SCHOOL

SUGGESTED WALKING & BIKING ROUTES TO SCHOOL



LEGEND

- Suggested Walking Route
- Missing or Partial Sidewalk
- Suggested Biking Route
- Crossing Guard
- Traffic Signal
- Pedestrian Crossing Signal
- Marked Crosswalk
- Bicycle Parking
- Trails
- 4-Way Stop
- X min**
(X min) Estimated Walking Time
(Biking Time)

OGG: Crossing Guard

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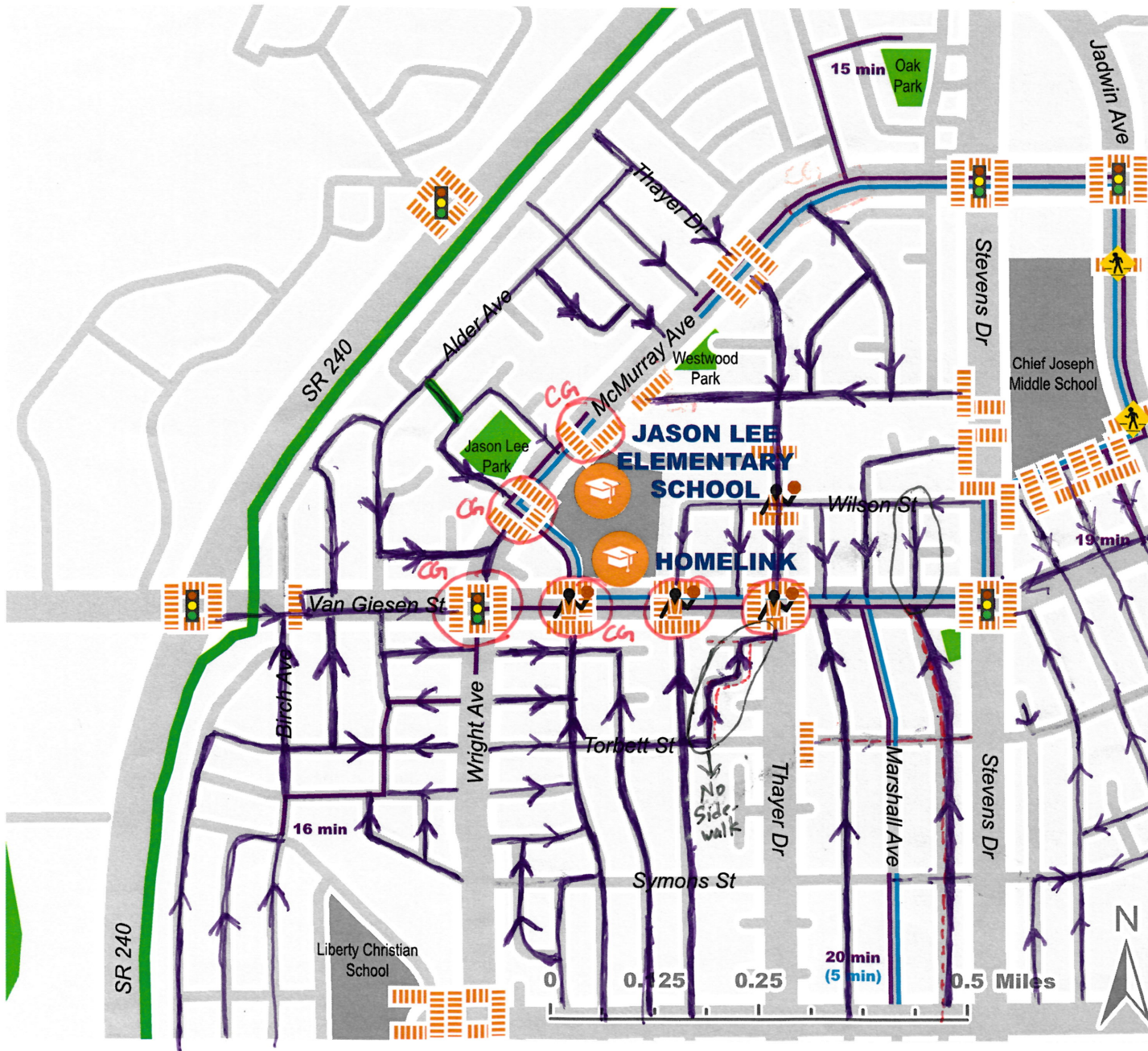


LEGEND

- Suggested Walking Route
- Missing or Partial Sidewalk
- Suggested Biking Route
- Crossing Guard
- Traffic Signal
- Pedestrian Crossing Signal
- Marked Crosswalk
- Bicycle Parking
- Trails
- 4-Way Stop
- X min** Estimated Walking Time
(X min) (Biking Time)

CG: school Crossing Guard

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JASON LEE ELEMENTARY & HOMELINK SCHOOL

SUGGESTED WALKING & BIKING ROUTES TO SCHOOL



LEGEND

- Suggested Walking Route
- - - Missing or Partial Sidewalk
- Suggested Biking Route
- Crossing Guard
- Traffic Signal
- Pedestrian Crossing Signal
- Marked Crosswalk
- Bicycle Parking
- Trails
- 4-Way Stop
- X min (X min) Estimated Walking Time (Biking Time)

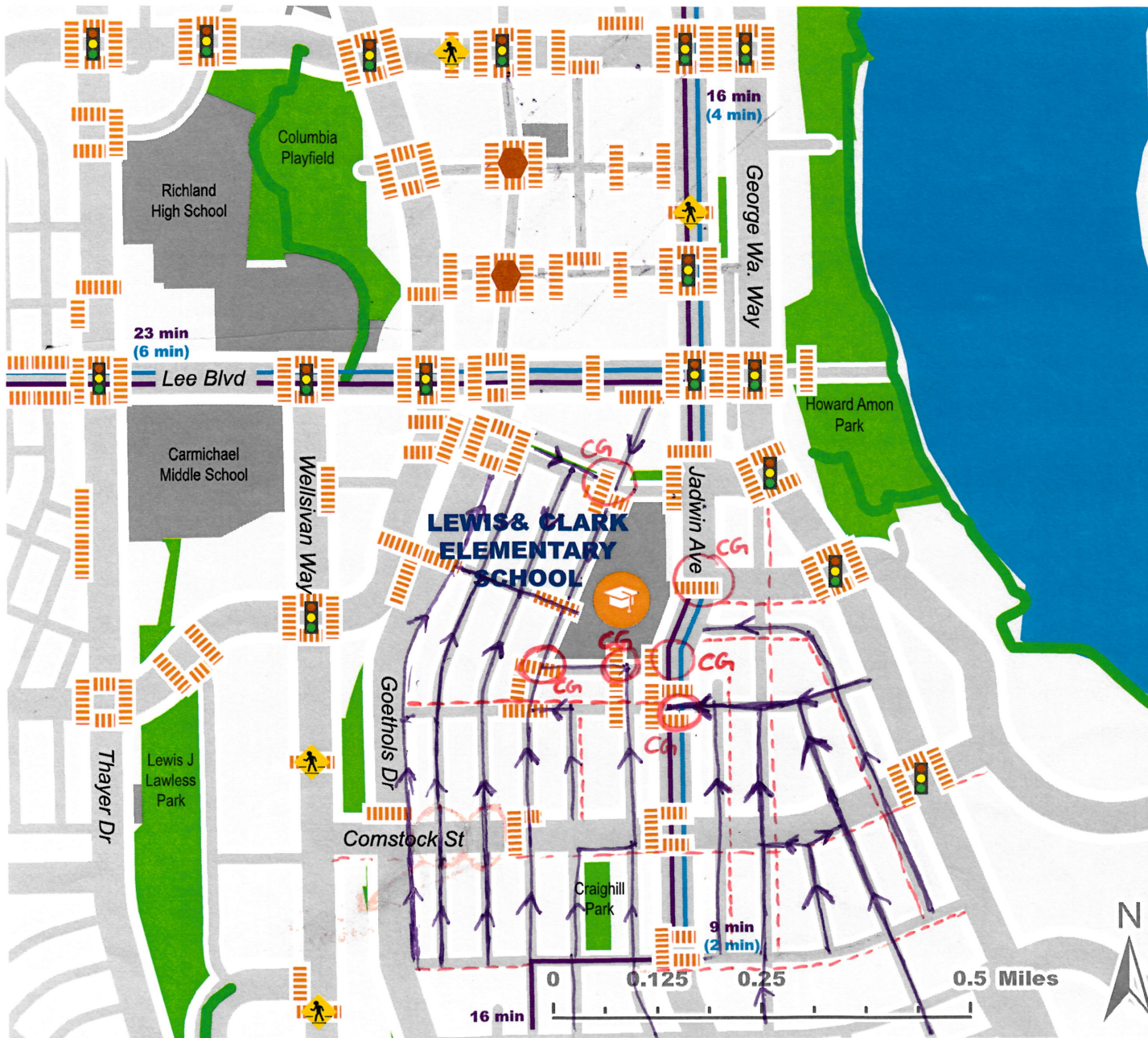
○ CG: Crossing Guard

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JEFFERSON ELEMENTARY SCHOOL

SUGGESTED WALKING & BIKING ROUTES TO SCHOOL





LEGEND

- Suggested Walking Route
- Missing or Partial Sidewalk
- Suggested Biking Route
- Crossing Guard
- Traffic Signal
- Pedestrian Crossing Signal
- Marked Crosswalk
- Bicycle Parking
- Trails
- 4-Way Stop
- X min** Estimated Walking Time
(X min) (Biking Time)

CG: Crossing Guard

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LEWIS & CLARK ELEMENTARY SCHOOL

SUGGESTED WALKING & BIKING ROUTES TO SCHOOL





LEGEND

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- Suggested Biking Route
- Crossing Guard
- Traffic Signal
- Pedestrian Crossing Signal
- Marked Crosswalk
- Bicycle Parking
- Trails
- 4-Way Stop
- X min** Estimated Walking Time
- (X min)** (Biking Time)

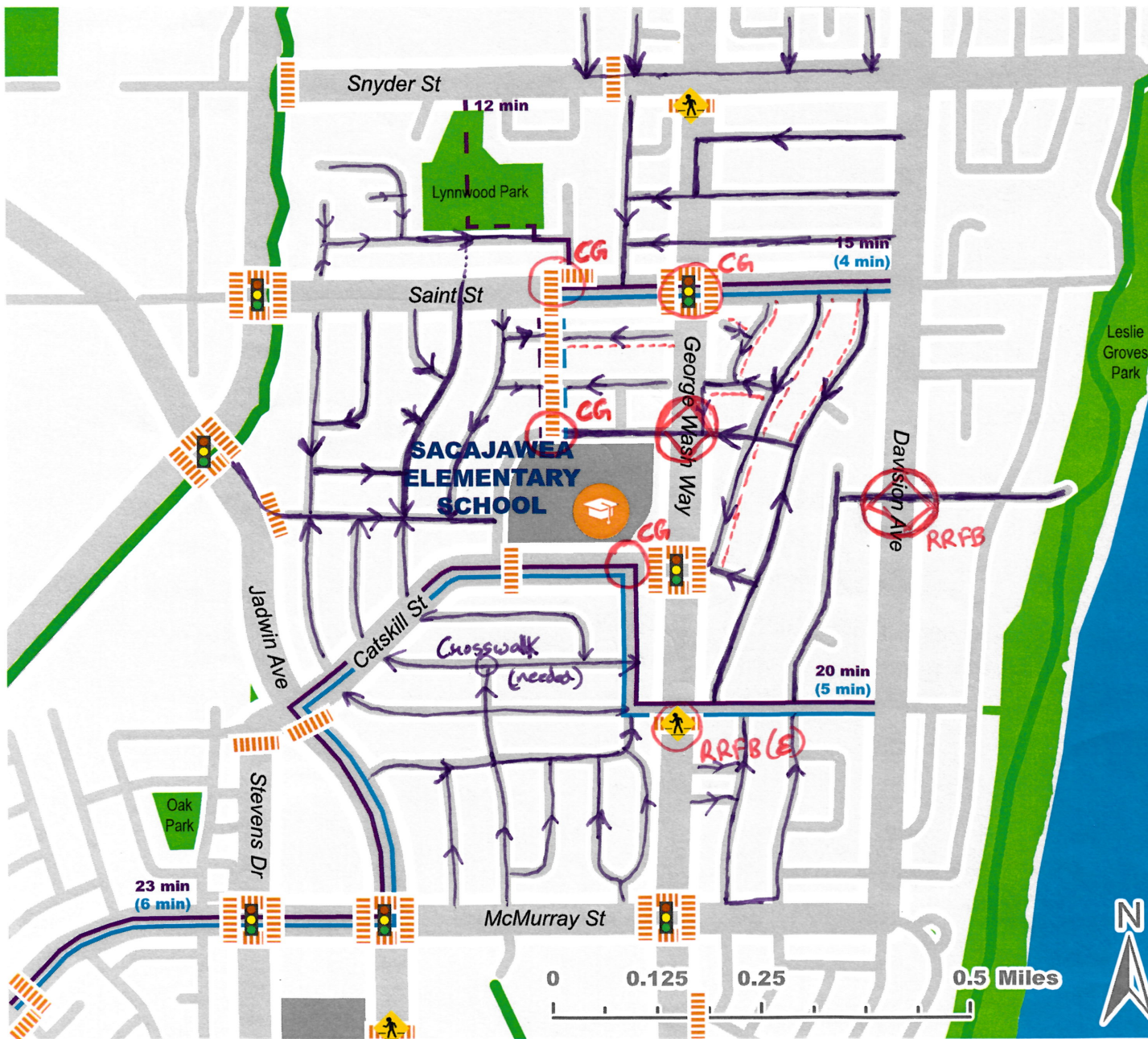
CG: Crossing Guard

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ORCHARD ELEMENTARY SCHOOL

SUGGESTED WALKING & BIKING ROUTES TO SCHOOL





LEGEND

- Suggested Walking Route
- - - Missing or Partial Sidewalk
- Suggested Biking Route
- Crossing Guard
- Traffic Signal RRFB
- Pedestrian Crossing Signal
- Marked Crosswalk
- Bicycle Parking
- Trails CG: Crossing Guard
- 4-Way Stop
- X min Estimated Walking Time
- (X min) (Biking Time)
- (E) → Existing

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SACAJAWEA ELEMENTARY SCHOOL

SUGGESTED WALKING & BIKING ROUTES TO SCHOOL





MARCUS WHITMAN ELEMENTARY SCHOOL

SUGGESTED WALKING & BIKING ROUTES TO SCHOOL

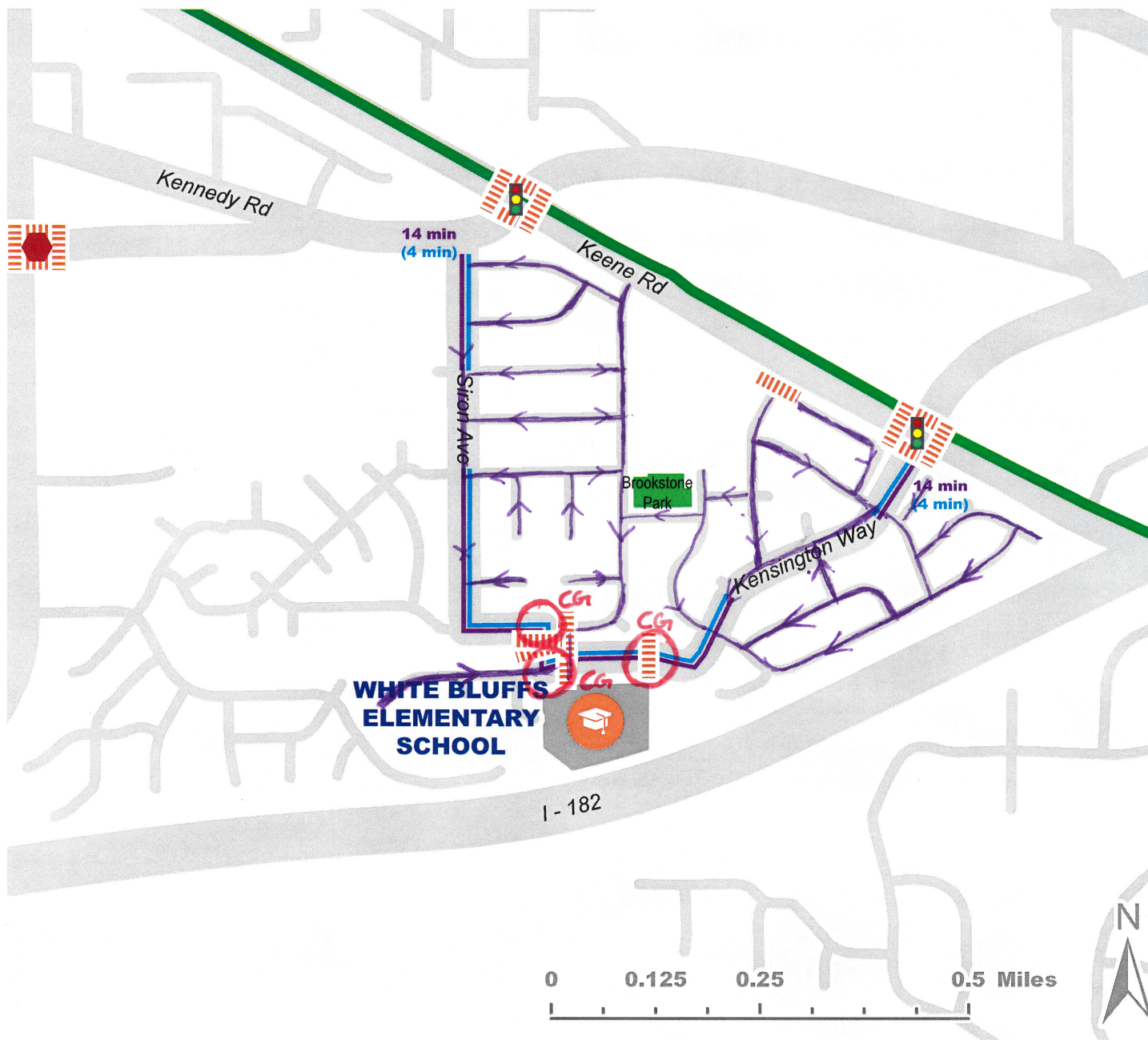


LEGEND

- Suggested Walking Route
- - - Missing or Partial Sidewalk
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- Crossing Guard
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WHITE BLUFFS ELEMENTARY SCHOOL

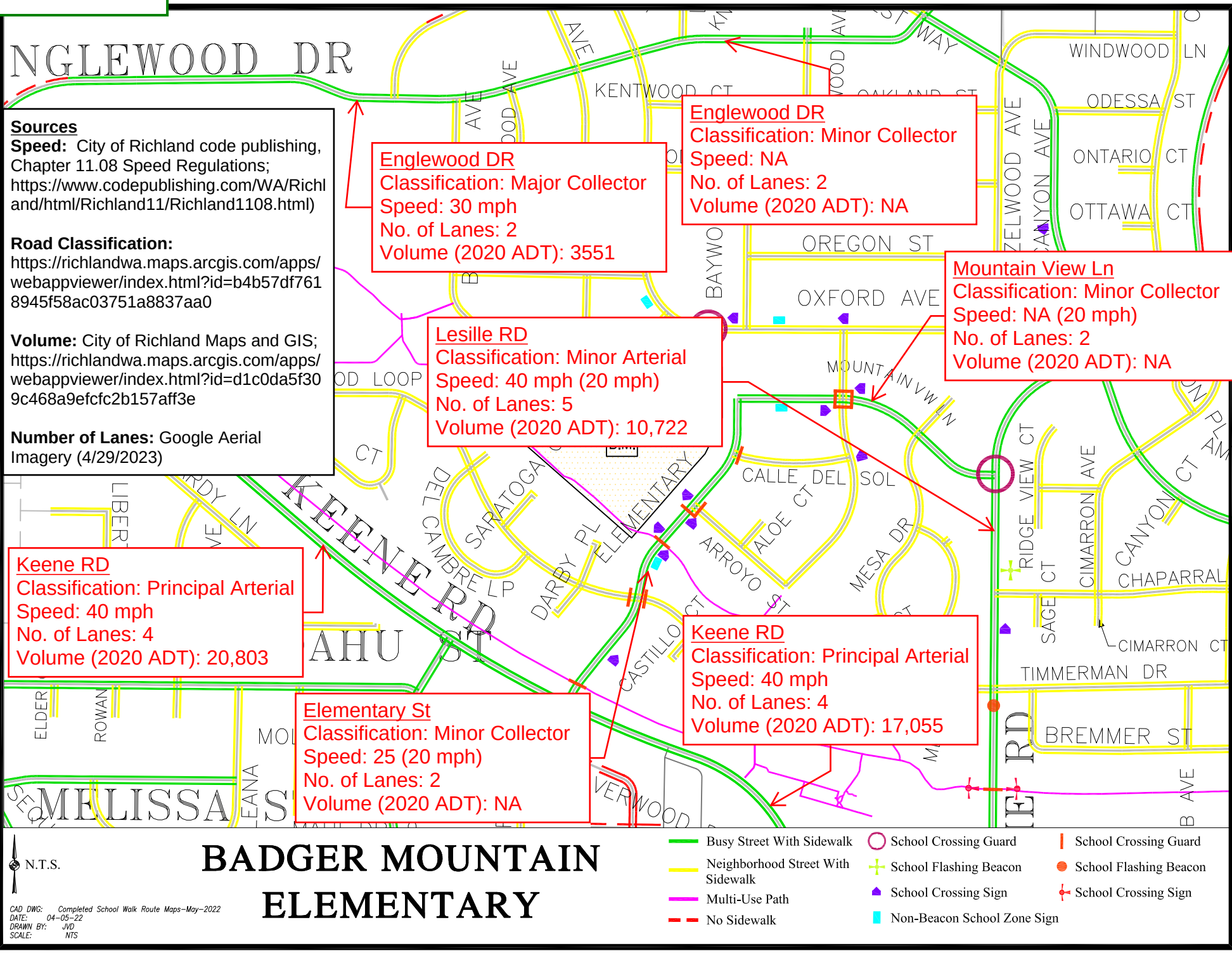
SUGGESTED WALKING & BIKING ROUTES TO SCHOOL

LEGEND

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Sources
Speed: City of Richland code publishing, Chapter 11.08 Speed Regulations; <https://www.codepublishing.com/WA/Richland/html/Richland11/Richland1108.html>)
Road Classification: <https://richlandwa.maps.arcgis.com/apps/webappviewer/index.html?id=b4b57df7618945f58ac03751a8837aa0>
Volume: City of Richland Maps and GIS; <https://richlandwa.maps.arcgis.com/apps/webappviewer/index.html?id=d1c0da5f309c468a9efcfc2b157aff3e>
Number of Lanes: Google Aerial Imagery (4/29/2023)

Keene RD
Classification: Principal Arterial
Speed: 40 mph
No. of Lanes: 4
Volume (2020 ADT): 20,803

Elementary St
Classification: Minor Collector
Speed: 25 (20 mph)
No. of Lanes: 2
Volume (2020 ADT): NA

Englewood DR
Classification: Major Collector
Speed: 30 mph
No. of Lanes: 2
Volume (2020 ADT): 3551

Leslie RD
Classification: Minor Arterial
Speed: 40 mph (20 mph)
No. of Lanes: 5
Volume (2020 ADT): 10,722

Englewood DR
Classification: Minor Collector
Speed: NA
No. of Lanes: 2
Volume (2020 ADT): NA

Mountain View Ln
Classification: Minor Collector
Speed: NA (20 mph)
No. of Lanes: 2
Volume (2020 ADT): NA

Keene RD
Classification: Principal Arterial
Speed: 40 mph
No. of Lanes: 4
Volume (2020 ADT): 17,055

Sources

Speed: City of Richland code publishing, Chapter 11.08 Speed Regulations; <https://www.codepublishing.com/WA/Richland/html/Richland11/Richland1108.html>

Road Classification:

<https://richlandwa.maps.arcgis.com/apps/webappviewer/index.html?id=b4b57df7618945f58ac03751a8837aa0>

Volume: City of Richland Maps and GIS; <https://richlandwa.maps.arcgis.com/apps/webappviewer/index.html?id=d1c0da5f309c468a9efcfc2b157aff3e>

Number of Lanes: Google Aerial Imagery (4/29/2023)

McMurray Street
Classification: Major Collector
Speed: 30 mph
No. of Lanes: 2
Volume (2020 ADT): 4,313

Van Giesen Street
Classification: Minor Arterial
Speed: 30 mph
No. of Lanes: 2
Volume (2020 ADT): 11,419

Wright Avenue
Classification: Major Collector
Speed: 30 mph
No. of Lanes: 2
Volume (2020 ADT): 3,081

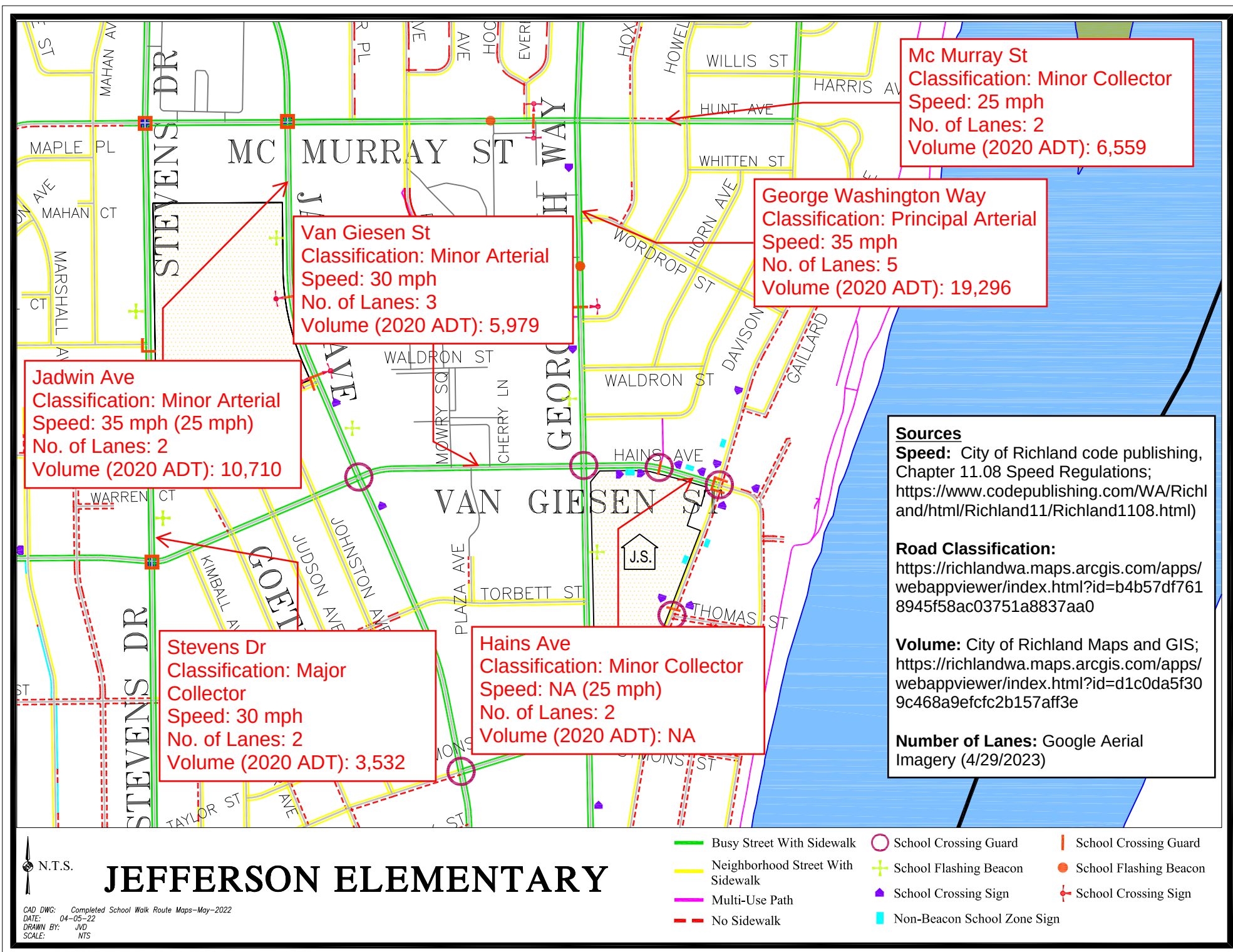
Van Giesen Street
Classification: Minor Arterial
Speed: 30 mph
No. of Lanes: 2
Volume (2020 ADT): 5,483



JASON LEE ELEMENTARY

CAD DWG: Completed School Walk Route Maps-May-2022
DATE: 04-05-22
DRAWN BY: JVD
SCALE: NTS

- | | | |
|-----------------------------------|-----------------------------|------------------------|
| Busy Street With Sidewalk | School Crossing Guard | School Crossing Guard |
| Neighborhood Street With Sidewalk | School Flashing Beacon | School Flashing Beacon |
| Multi-Use Path | School Crossing Sign | School Crossing Sign |
| No Sidewalk | Non-Beacon School Zone Sign | |



Cullum Avenue
 Classification: Local St
 Speed: NA (20 mph)
 No. of Lanes: 2
 Volume (2020 ADT): NA

George Washington Way
 Classification: Principal Arterial
 Speed: 35 mph
 No. of Lanes: 5
 Volume (2020 ADT): 38,977

Jadwin Avenue
 Classification: Minor Collector
 Speed: NA (20 mph)
 No. of Lanes: 2
 Volume (2020 ADT): 2,519

Sources

Speed: City of Richland code publishing, Chapter 11.08 Speed Regulations;
<https://www.codepublishing.com/WA/Richland/html/Richland11/Richland1108.html>

Road Classification:
<https://richlandwa.maps.arcgis.com/apps/webappviewer/index.html?id=b4b57df7618945f58ac03751a8837aa0>

Volume: City of Richland Maps and GIS;
<https://richlandwa.maps.arcgis.com/apps/webappviewer/index.html?id=d1c0da5f309c468a9efcfc2b157aff3e>

Number of Lanes: Google Aerial Imagery (4/29/2023)



LEWIS & CLARK ELEMENTARY

CAD DWG: Completed School Walk Route Maps-May-2022
 DATE: 04-05-22
 DRAWN BY: JVD
 SCALE: NTS

- | | | |
|-----------------------------------|-----------------------------|------------------------|
| Busy Street With Sidewalk | School Crossing Guard | School Crossing Guard |
| Neighborhood Street With Sidewalk | School Flashing Beacon | School Flashing Beacon |
| Multi-Use Path | School Crossing Sign | School Crossing Sign |
| No Sidewalk | Non-Beacon School Zone Sign | |

Sources

Speed: City of Richland code publishing, Chapter 11.08 Speed Regulations; <https://www.codepublishing.com/WA/Richland/html/Richland11/Richland1108.html>

Road Classification:

<https://richlandwa.maps.arcgis.com/apps/webappviewer/index.html?id=b4b57df7618945f58ac03751a8837aa0>

Volume: City of Richland Maps and GIS; <https://richlandwa.maps.arcgis.com/apps/webappviewer/index.html?id=d1c0da5f309c468a9efcfc2b157aff3e>

Number of Lanes: Google Aerial Imagery (4/29/2023)

Shockley Rd

Classification: Major Collector
Speed: NA
No. of Lanes: 2
Volume (2020 ADT): 6319

Keene Rd

Classification: Principal Arterial
Speed: 45 mph
No. of Lanes: 4
Volume (2020 ADT): 20,066

Englewood DR

Englewood DR

Classification: Major Collector
Speed: 30 mph
No. of Lanes: 2
Volume (2020 ADT): 3551

Westcliffe Blvd

Classification: Major Collector
Speed: 30 mph (20 mph)
No. of Lanes: 2
Volume (2020 ADT): 6116

Keene Rd

Classification: Principal Arterial
Speed: 40 mph
No. of Lanes: 4
Volume (2020 ADT): 20,803

Gala Way

Classification: Major Collector
Speed: 25 mph
No. of Lanes: 1
Volume (2020 ADT): 2611



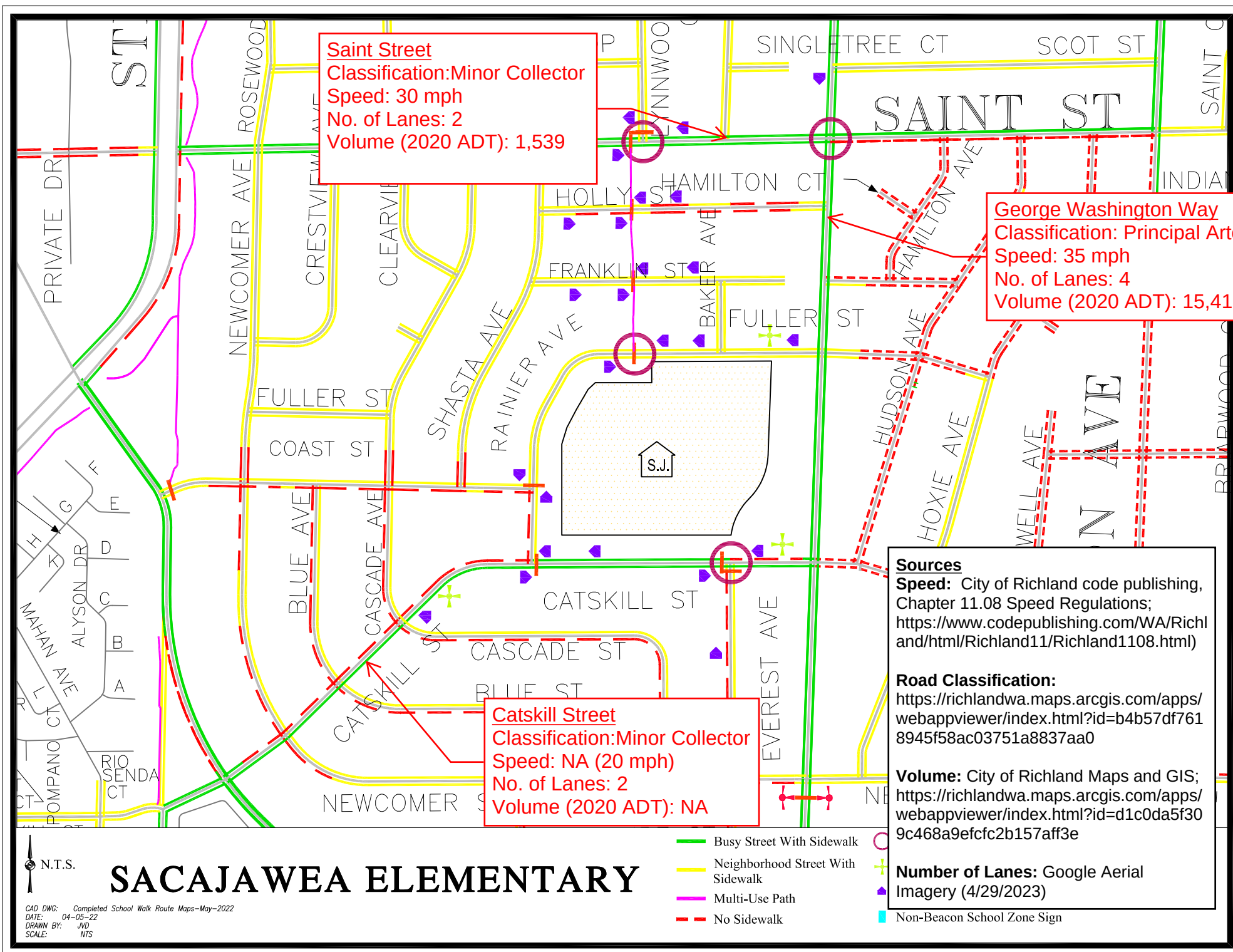
ORCHARD ELEMENTARY

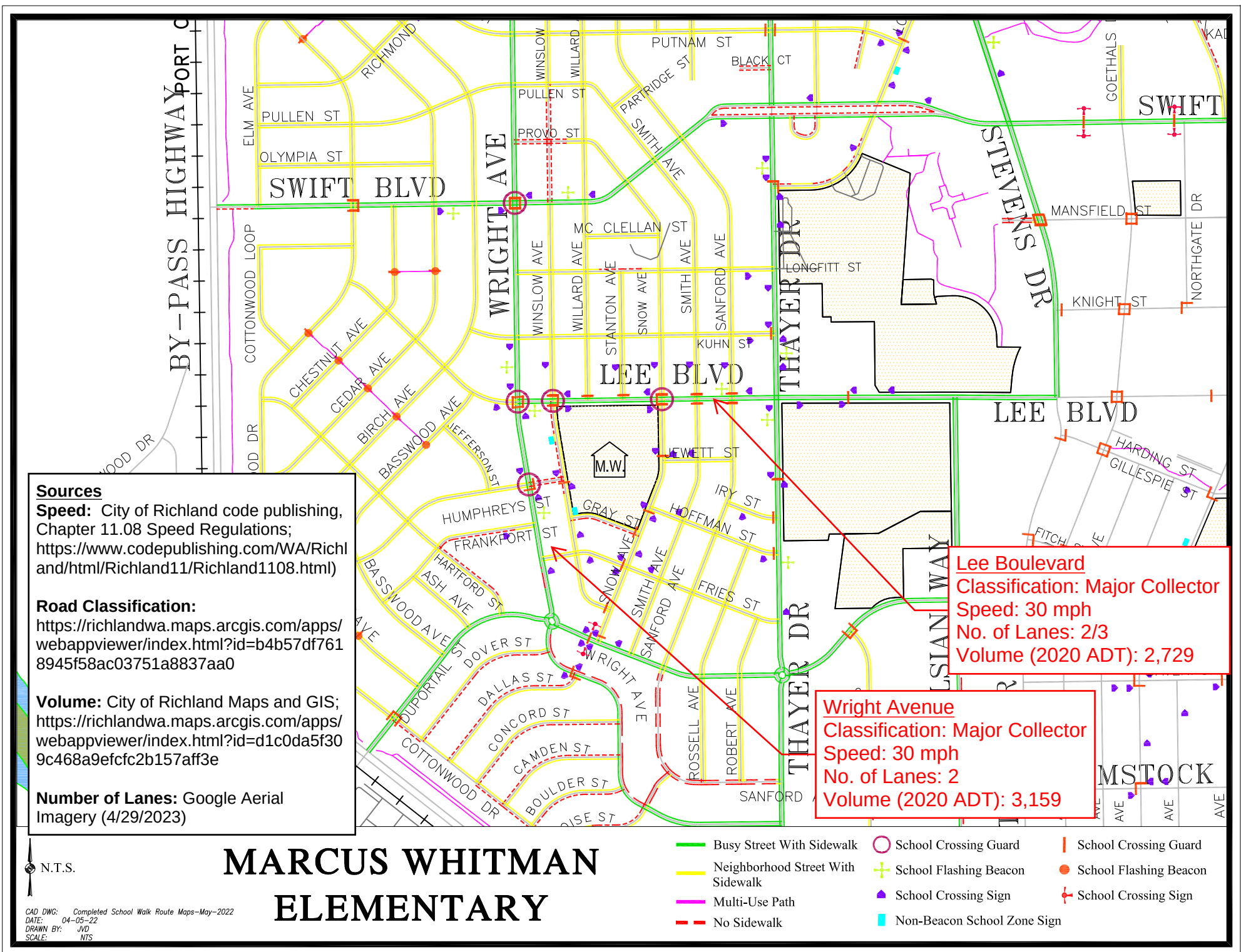
CAD DWG: Completed School Walk Route Maps-May-2022
DATE: 04-05-22
DRAWN BY: JVD
SCALE: NTS

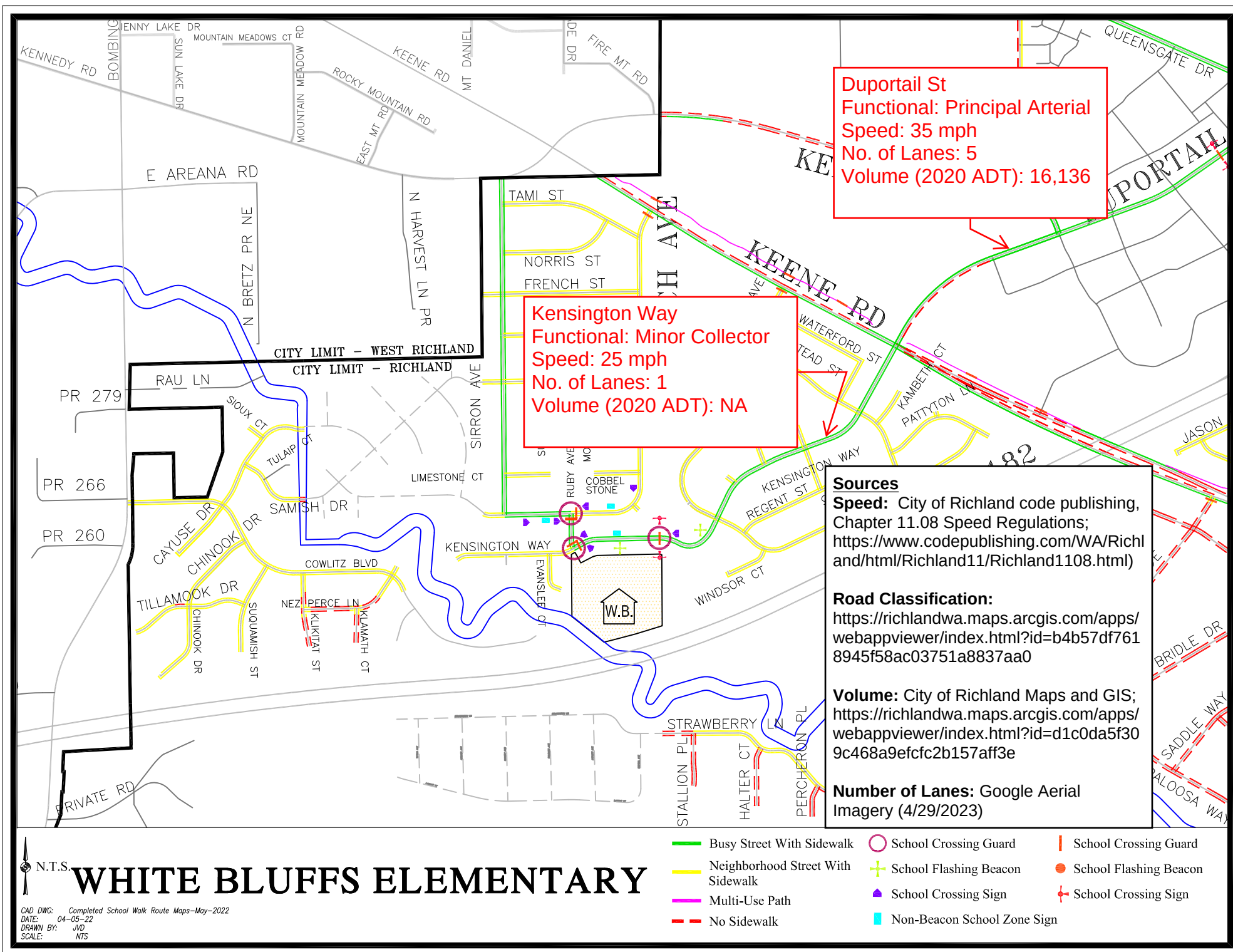
- Busy Street With Sidewalk
- Neighborhood Street With Sidewalk
- Multi-Use Path
- No Sidewalk

- School Crossing Guard
- School Flashing Beacon
- School Crossing Sign
- Non-Beacon School Zone Sign

- School Crossing Guard
- School Flashing Beacon
- School Crossing Sign



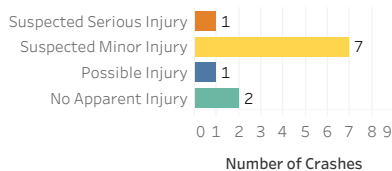




1-Mile Radius Pedestrian/Cyclist Crash Map Between 2018 and 2022

Washington DASH (2017 - 2022)

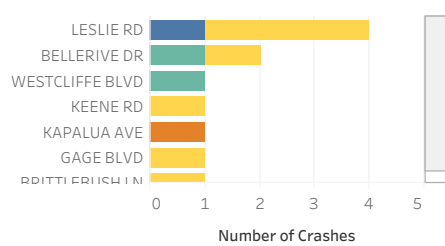
Severity



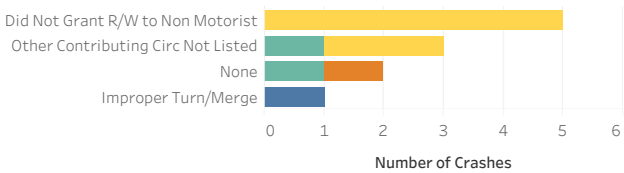
All Crashes



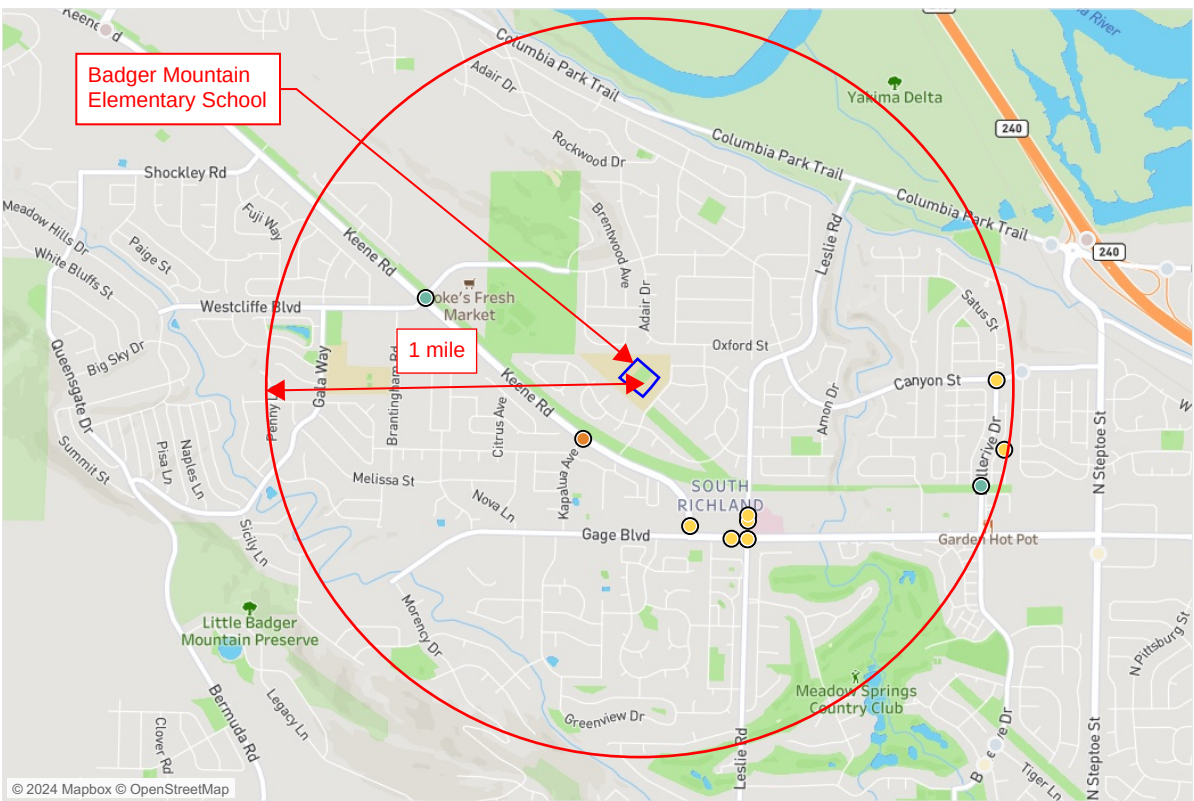
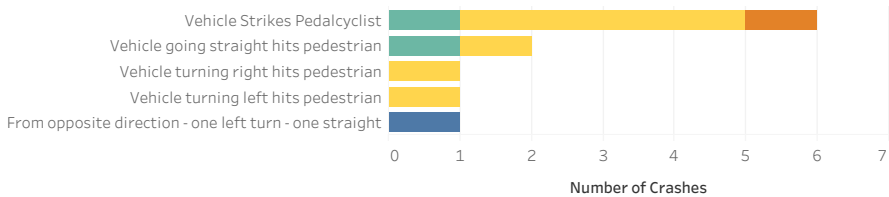
Street Name



Contributing Circumstance



Collision Type



- Severity
- ☒ Fatal
 - ☒ No Apparent Injury
 - ☒ Possible Injury
 - ☒ Suspected Minor Injury
 - ☒ Suspected Serious Injury
 - ☒ Unknown

- Year
- ☐ 2017
 - ☒ 2018
 - ☒ 2019
 - ☒ 2020
 - ☒ 2021
 - ☒ 2022

County
Benton

City
Richland

Jurisdiction
All

Junction Relationship
All

Intersection Related
All

Collision Type (First)
All

Contributing Circumstance (V..
All

Ped or Bike Involved
Multiple values

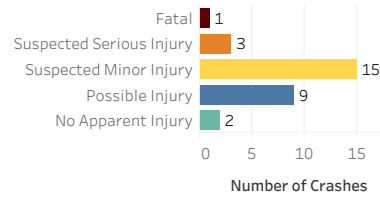
Roadway Characteristic
All



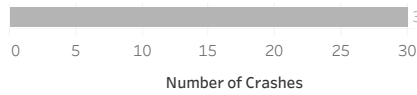
1-Mile Radius Pedestrian/Cyclist Crash Map Between 2018 and 2022

Washington DASH (2017 - 2022)

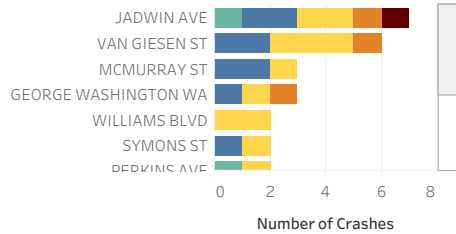
Severity



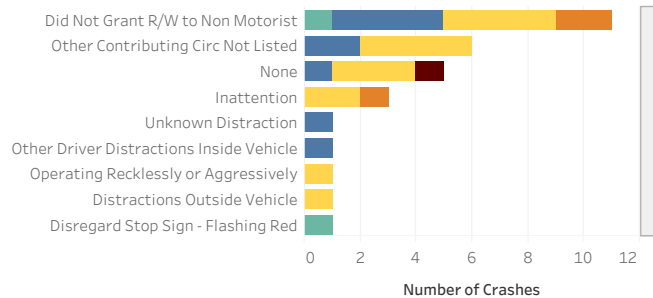
All Crashes



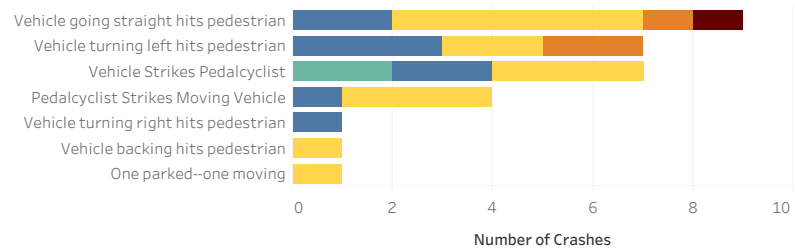
Street Name



Contributing Circumstance



Collision Type



- Severity
- ☒ Fatal
 - ☒ No Apparent Injury
 - ☒ Possible Injury
 - ☒ Suspected Minor Injury
 - ☒ Suspected Serious Injury
 - ☒ Unknown

- Year
- ☐ 2017
 - ☒ 2018
 - ☒ 2019
 - ☒ 2020
 - ☒ 2021
 - ☒ 2022

County
Benton

City
Richland

Jurisdiction
All

Junction Relationship
All

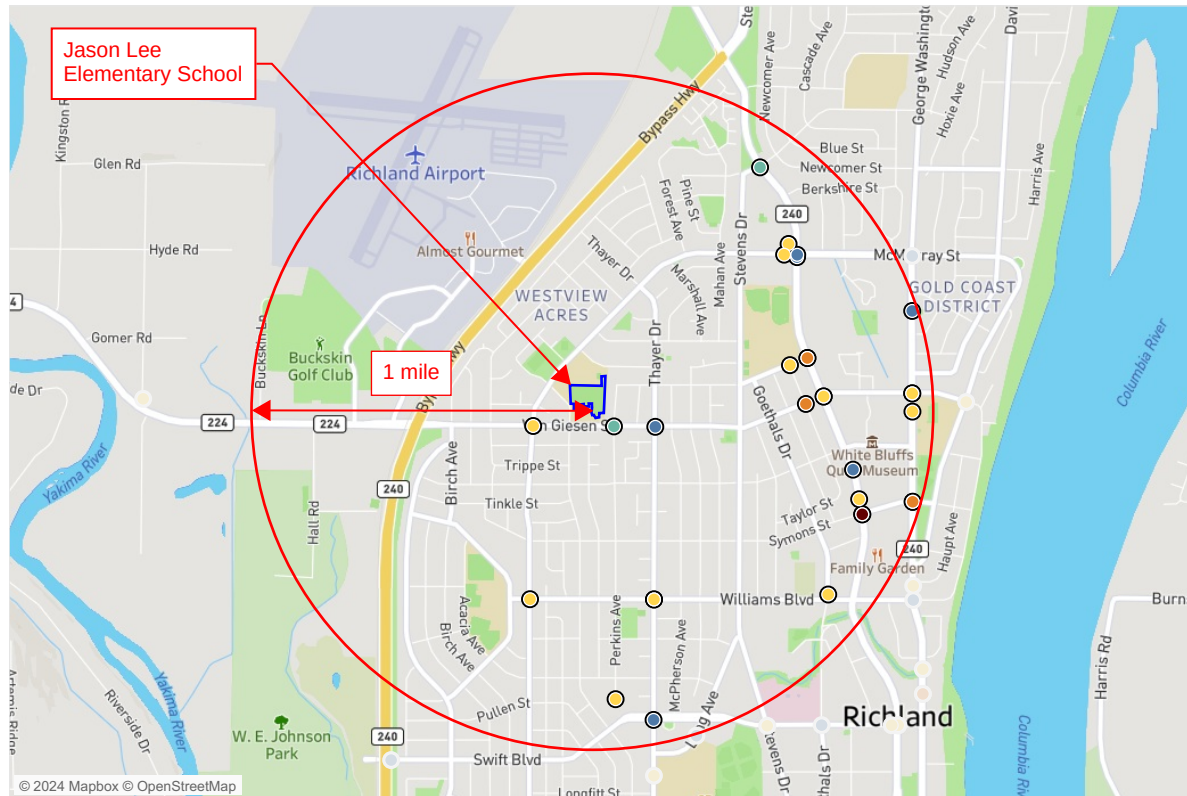
Intersection Related
All

Collision Type (First)
All

Contributing Circumstance (V..
All

Ped or Bike Involved
Multiple values

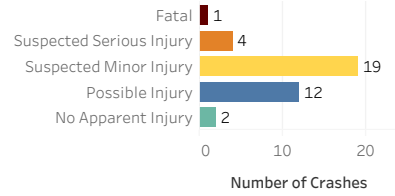
Roadway Characteristic
All



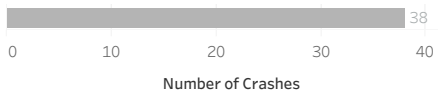
1-Mile Radius Pedestrian/Cyclist Crash Map Between 2018 and 2022

Washington DASH (2017 - 2022)

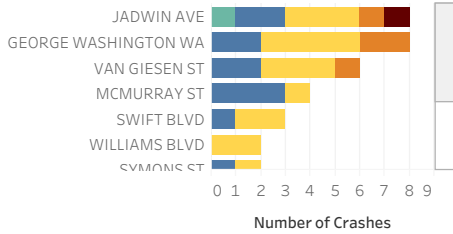
Severity



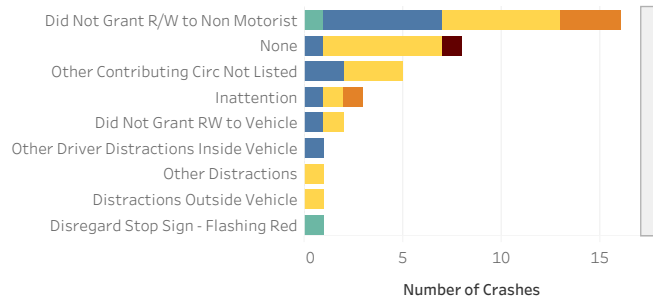
All Crashes



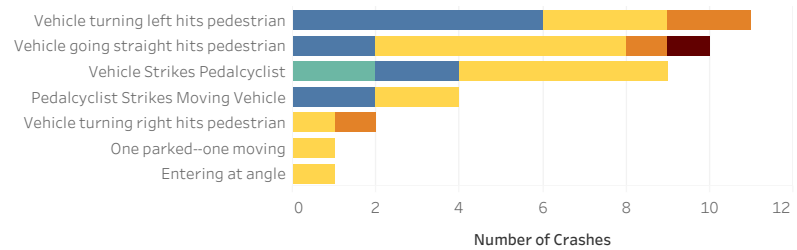
Street Name



Contributing Circumstance



Collision Type



- Severity
- ☒ Fatal
 - ☒ No Apparent Injury
 - ☒ Possible Injury
 - ☒ Suspected Minor Injury
 - ☒ Suspected Serious Injury
 - ☒ Unknown

- Year
- ☐ 2017
 - ☒ 2018
 - ☒ 2019
 - ☒ 2020
 - ☒ 2021
 - ☒ 2022

County
Benton

City
Richland

Jurisdiction
All

Junction Relationship
All

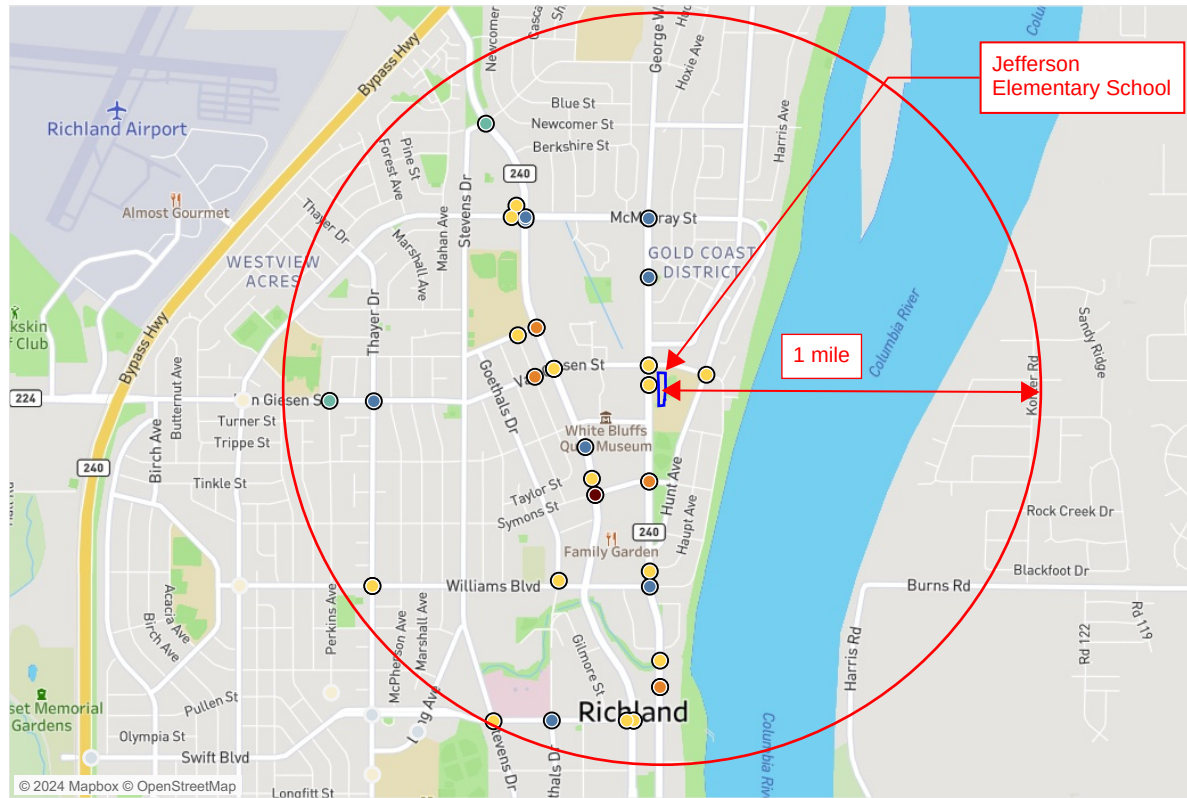
Intersection Related
All

Collision Type (First)
All

Contributing Circumstance (V..
All

Ped or Bike Involved
Multiple values

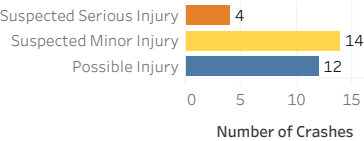
Roadway Characteristic
All



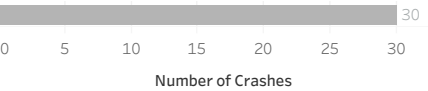
1-Mile Radius Pedestrian/Cyclist Crash Map Between 2018 and 2022

Washington DASH (2017 - 2022)

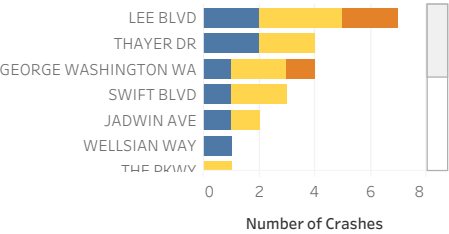
Severity



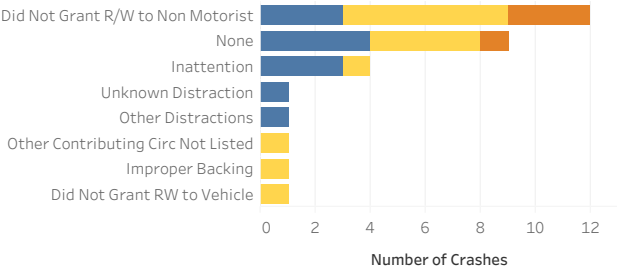
All Crashes



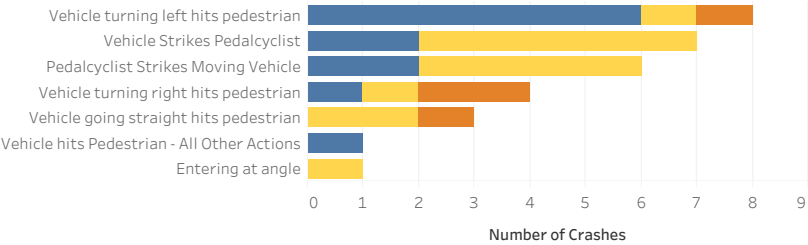
Street Name



Contributing Circumstance



Collision Type



- Severity
- ☒ Fatal
 - ☒ No Apparent Injury
 - ☒ Possible Injury
 - ☒ Suspected Minor Injury
 - ☒ Suspected Serious Injury
 - ☒ Unknown

- Year
- ☐ 2017
 - ☒ 2018
 - ☒ 2019
 - ☒ 2020
 - ☒ 2021
 - ☒ 2022

County
Benton

City
Richland

Jurisdiction
All

Junction Relationship
All

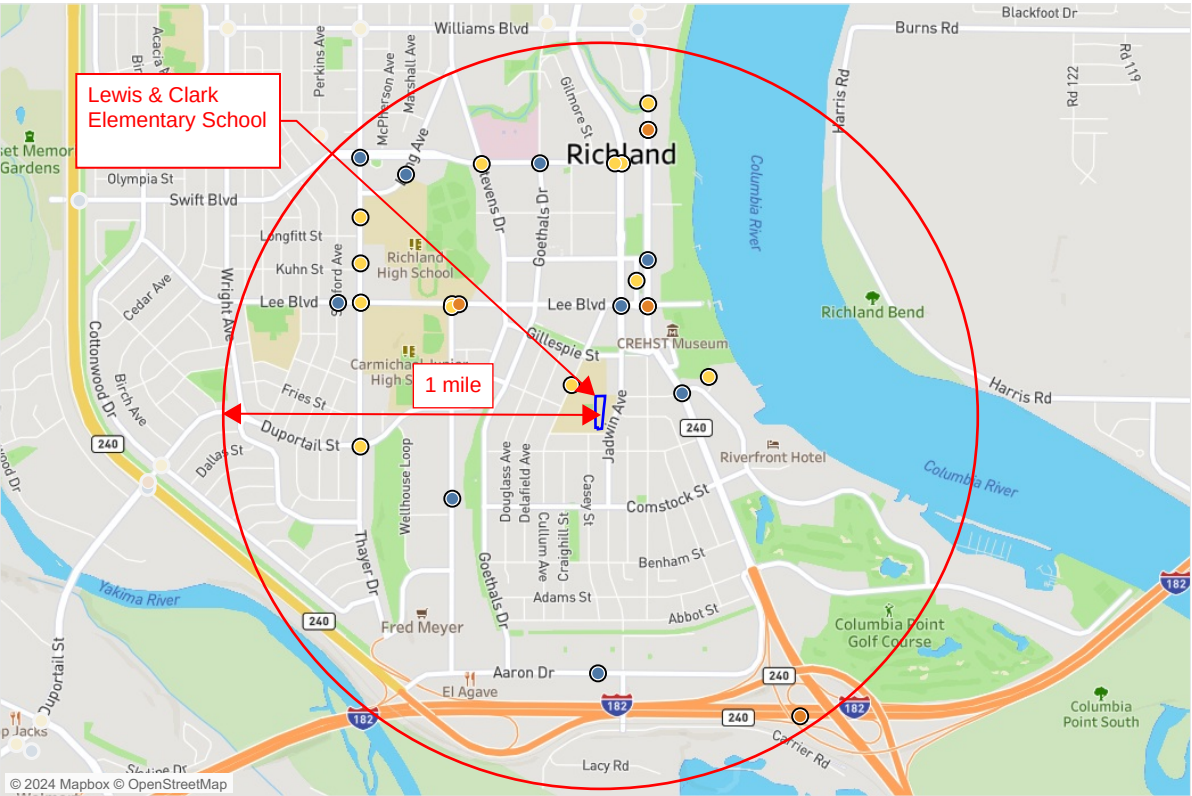
Intersection Related
All

Collision Type (First)
All

Contributing Circumstance (V...
All

Ped or Bike Involved
Multiple values

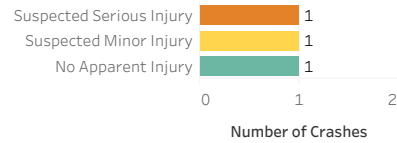
Roadway Characteristic
All



1-Mile Radius Pedestrian/Cyclist Crash Map Between 2018 and 2022

Washington DASH (2017 - 2022)

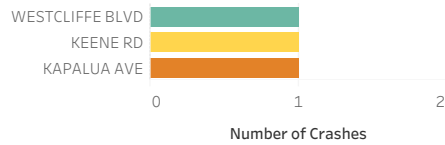
Severity



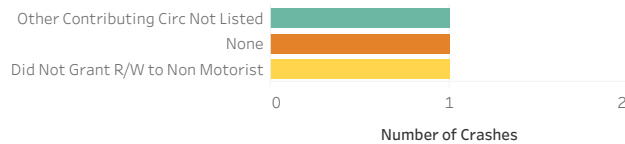
All Crashes



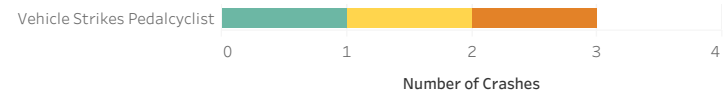
Street Name



Contributing Circumstance



Collision Type



- Severity
- ☒ Fatal
 - ☒ No Apparent Injury
 - ☒ Possible Injury
 - ☒ Suspected Minor Injury
 - ☒ Suspected Serious Injury
 - ☒ Unknown

- Year
- ☐ 2017
 - ☒ 2018
 - ☒ 2019
 - ☒ 2020
 - ☒ 2021
 - ☒ 2022

County
Benton

City
Richland

Jurisdiction
All

Junction Relationship
All

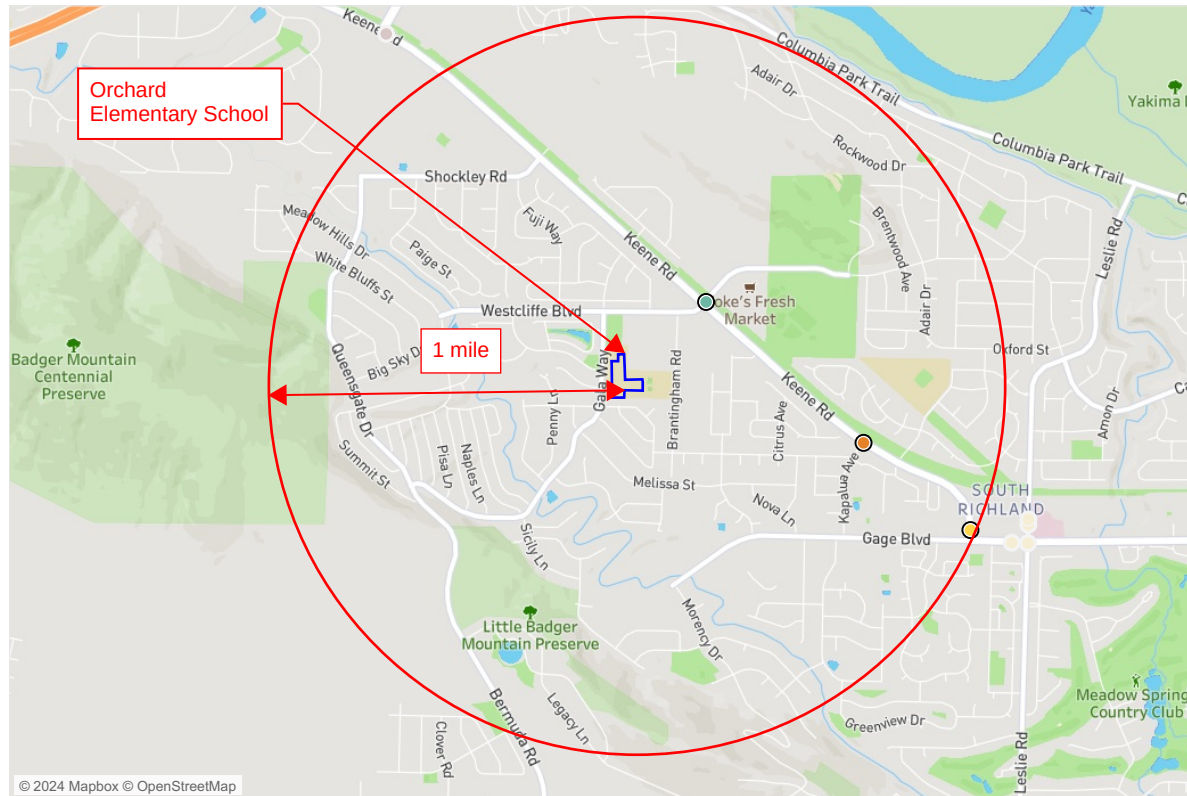
Intersection Related
All

Collision Type (First)
All

Contributing Circumstance (V...
All

Ped or Bike Involved
Multiple values

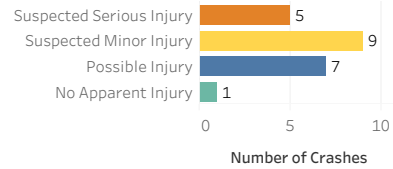
Roadway Characteristic
All



1-Mile Radius Pedestrian/Cyclist Crash Map Between 2018 and 2022

Washington DASH (2017 - 2022)

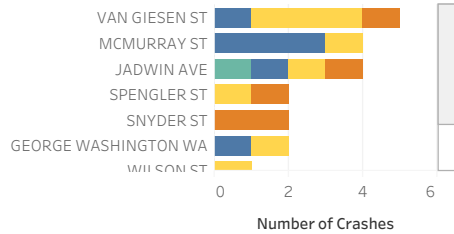
Severity



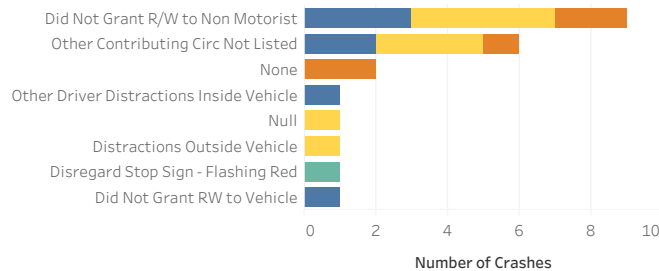
All Crashes



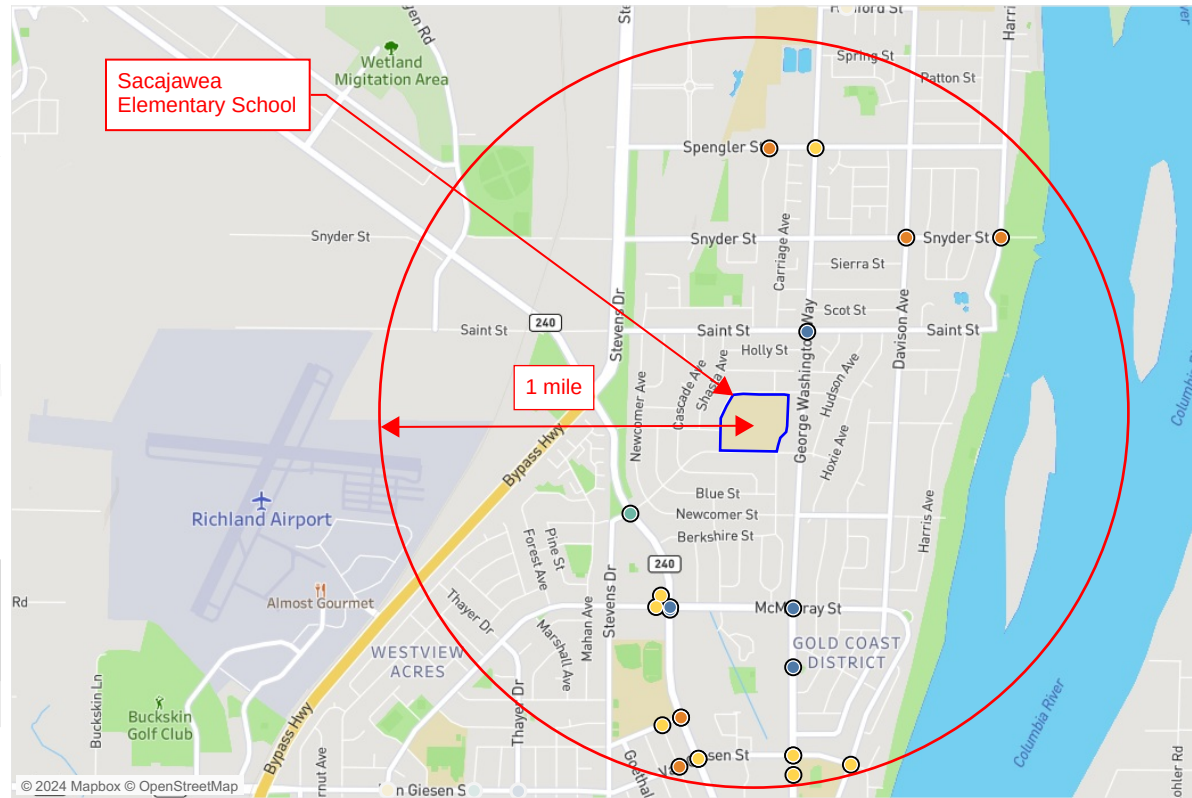
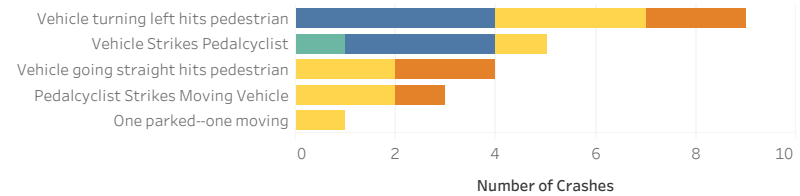
Street Name



Contributing Circumstance



Collision Type



- Severity
- ☒ Fatal
 - ☒ No Apparent Injury
 - ☒ Possible Injury
 - ☒ Suspected Minor Injury
 - ☒ Suspected Serious Injury
 - ☒ Unknown

- Year
- ☐ 2017
 - ☒ 2018
 - ☒ 2019
 - ☒ 2020
 - ☒ 2021
 - ☒ 2022

County
Benton

City
Richland

Jurisdiction
All

Junction Relationship
All

Intersection Related
All

Collision Type (First)
All

Contributing Circumstance (V...
All

Ped or Bike Involved
Multiple values

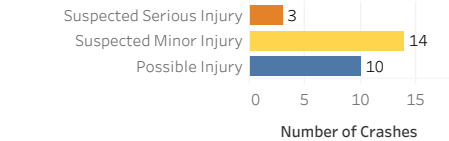
Roadway Characteristic
All



1-Mile Radius Pedestrian/Cyclist Crash Map Between 2018 and 2022

Washington DASH (2017 - 2022)

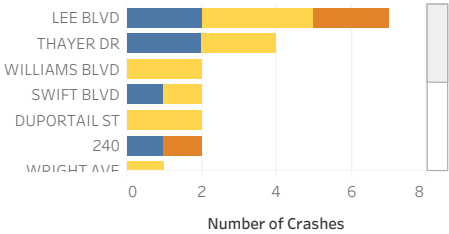
Severity



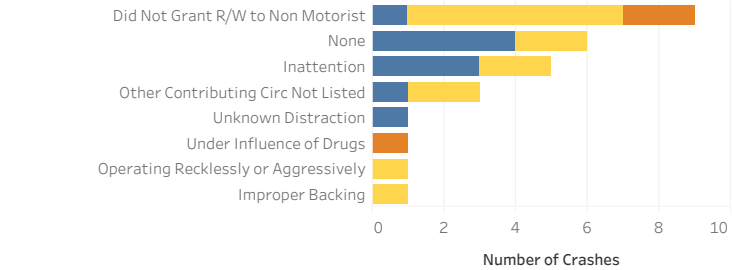
All Crashes



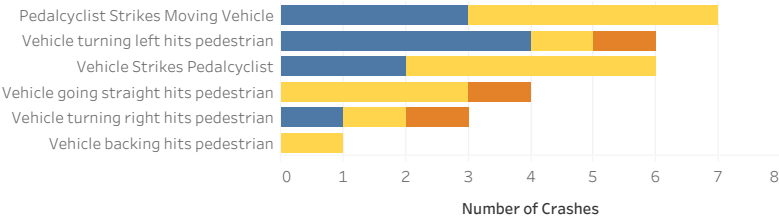
Street Name



Contributing Circumstance



Collision Type



Severity

- ☒ Fatal
- ☒ No Apparent Injury
- ☒ Possible Injury
- ☒ Suspected Minor Injury
- ☒ Suspected Serious Injury
- ☒ Unknown

Year

- ☐ 2017
- ☒ 2018
- ☒ 2019
- ☒ 2020
- ☒ 2021
- ☒ 2022

County

Benton

City

Richland

Jurisdiction

All

Junction Relationship

All

Intersection Related

All

Collision Type (First)

All

Contributing Circumstance (V..

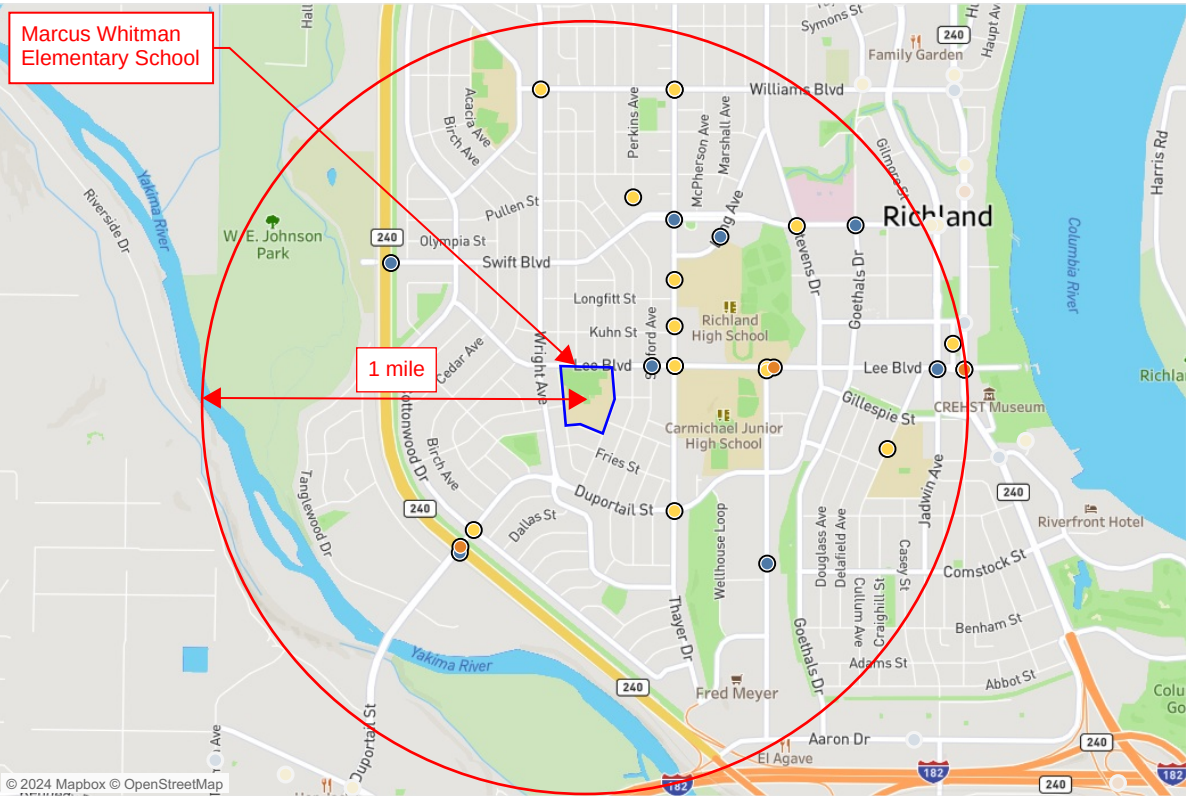
All

Ped or Bike Involved

Multiple values

Roadway Characteristic

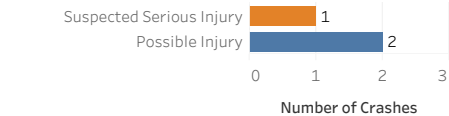
All



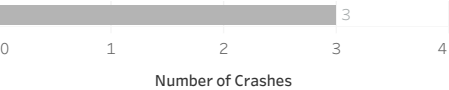
1-Mile Radius Pedestrian/Cyclist Crash Map Between 2018 and 2022

Washington DASH (2017 - 2022)

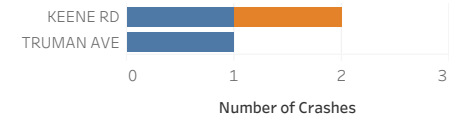
Severity



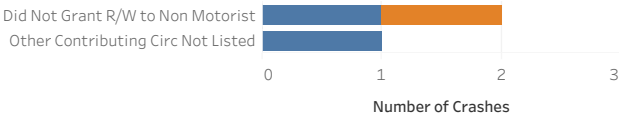
All Crashes



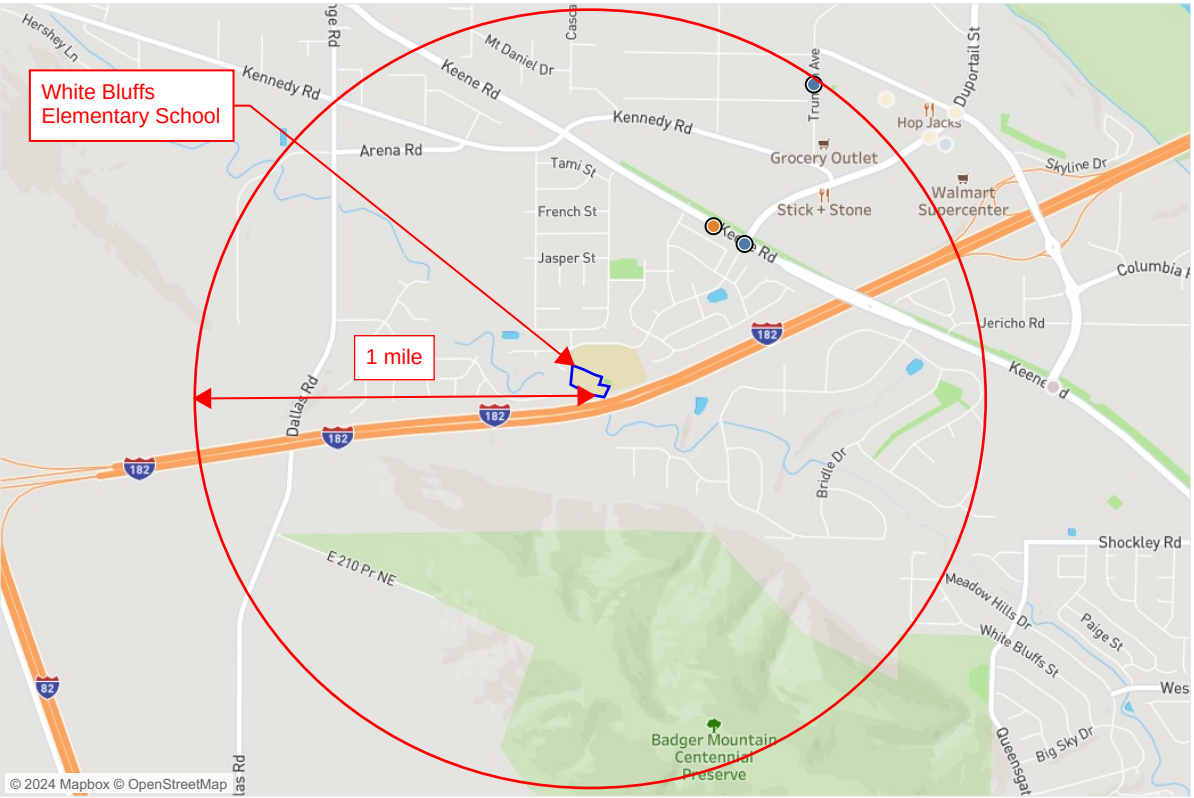
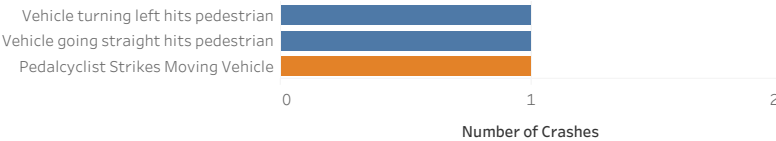
Street Name



Contributing Circumstance



Collision Type



- Severity
- ☒ Fatal
 - ☒ No Apparent Injury
 - ☒ Possible Injury
 - ☒ Suspected Minor Injury
 - ☒ Suspected Serious Injury
 - ☒ Unknown

- Year
- ☐ 2017
 - ☒ 2018
 - ☒ 2019
 - ☒ 2020
 - ☒ 2021
 - ☒ 2022

- County
- Benton
- City
- Richland
- Jurisdiction
- All
- Junction Relationship
- All
- Intersection Related
- All
- Collision Type (First)
- All

Contributing Circumstance (V..)

All

Ped or Bike Involved

Multiple values

Roadway Characteristic

All

DKS

Badger Mountain Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)

Badger Mountain Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)

Report Num	Primary Trafficway	Intersecting Trafficway	Reference Point Name	Comp Dir From Ref Point	Dist From Ref Point	HT or PT	Collision Type (First)	Contributing Circumstance (Veh 1)	Day of Date	Junction Relationship	Jurisdiction	Lighting Conditions	Ped or Bike Involved	Road Surface Conditions	Roadway Characteristic	Severity	City	County	Intersection Related	Lane Departure Indicator	Speeding Driver Indicator	Year	LAT	Long
EC30201	KAPALLUA AVE	KEENE RD					Vehicle Strikes Pedalcyclist	None	8-Oct-22	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Serious Injury	Richland	Benton	Yes	No	No	2022	46.231	-119.275
EB59535	WESTCLIFFE BLVD	KEENE RD					Vehicle Strikes Pedalcyclist	Other Contributing Circ Not Listed	18-Aug-21	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	No Apparent Injury	Richland	Benton	Yes	No	No	2021	46.237	-119.284
DS00709	LESLIE RD	SAGE BLVD	N	356	F		Vehicle Strikes Pedalcyclist	Did Not Grant RWY to Non-Motorist	11-May-18	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2018	46.238	-119.265
EB35653	GAGE BLVD	LESLIE RD	W	243	F		Vehicle turning right hits pedestrian	Did Not Grant RWY to Non-Motorist	08-Oct-19	At Driveway	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2018	46.227	-119.266
IC114554	LESLIE RD	GAGE BLVD					From opposite direction - one left turn - one straight	Improper Turn/Merge	23-Jan-22	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2022	46.227	-119.265
CA27885	LESLIE RD	SAGE BLVD	N	277	F		Vehicle Strikes Pedalcyclist	Did Not Grant RWY to Non-Motorist	4-Apr-20	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2020	46.238	-119.265
EA48917	LESLIE RD	GAGE BLVD					Vehicle turning left hits pedestrian	Did Not Grant RWY to Non-Motorist	02-Jul-20	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2020	46.227	-119.265
BB40034	KEENE RD	GAGE BLVD	N	175	F		Vehicle Strikes Pedalcyclist	Did Not Grant RWY to Non-Motorist	18-Jun-21	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2021	46.228	-119.268

Attachment 7

Jason Lee Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)

Jason Lee Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)

Report Number	Primary Trafficway	Intersecting Trafficway	Reference Point Name	Comp Dir From Ref Point	Dist From Ref Point	Hit or FT	Collision Type (First)	Contributing Circumstance (Web 1)	Day of Date	Junction Relationship	Jurisdiction	Lighting Conditions	Ped or Bike Surface Conditions	Road Surface Conditions	Severity	City	County	Intersection Related	Lane Departure Indicator	Speeding Indicator	Year	LAT	Long	
0308662	GEORGE WASHINGTON WAY		WORDROP ST	S	247	F	Vehicle Strikes Pedalcyclist	Other Contributing Circ Not Listed	27-Nov-18	At Driveway	City Street	Dark Street Lights On	Only Bike	Wet	Straight & Level	Possible Injury	Richland	Benton	No	No	No	2018	46.29795	-119.274
0917056	VAN GIESEN ST	THAYER DR					Vehicle going straight hits pedestrian	Did Not Grant R/W to Non Motorist	4-Sep-19	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2019	46.29266	-119.26
0917070	JADWIN AVE		TORBETT ST	S	351	F	Vehicle going straight hits pedestrian	Did Not Grant R/W to Non Motorist	10-Oct-19	At Driveway	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	No	No	No	2019	46.29125	-119.275
0919681	GEORGE WASHINGTON WAY	SYMONS ST					Vehicle turning left hits pedestrian	Unknown	15-Jun-19	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Benton	Yes	No	No	2019	46.2899	-119.274
0920762	WRIGHT AVE	WILLIAMS BLVD					Pedalcyclist Strikes Moving Vehicle	Other Contributing Circ Not Listed	15-May-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2019	46.29178	-119.264
0945545	MCMURRAY ST	JADWIN AVE					Vehicle turning left hits pedestrian	Other Driver Obstructions Inside Vehicle	1-Oct-18	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.30032	-119.281
0919192	MCMURRAY ST	JADWIN AVE					Vehicle turning left hits pedestrian	Did Not Grant R/W to Non Motorist	10-Dec-19	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Wet	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2019	46.30022	-119.281
0917733	WILLIAMS BLVD	THAYER DR					Vehicle going straight hits pedestrian	None	5-Feb-20	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2020	46.28977	-119.26
0911173	PERKINS AVE		PUTNAM ST	S	321	F	Vehicle backing hits pedestrian	Operating Recklessly or Aggressively	1-Jul-22	Not at Intersection and Not Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2022	46.28156	-119.282
0790803	SYMONS ST	GEORGE WASHINGTON WAY					Vehicle Strikes Pedalcyclist	Unknown	19-Apr-18	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2018	46.2899	-119.274
0943732	VAN GIESEN ST	WILSON AVE					Vehicle Strikes Pedalcyclist	Unknown	17-Sep-18	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2018	46.2933	-119.267
0790820	MCMURRAY ST		JADWIN AVE	W	203	F	Vehicle Strikes Pedalcyclist	Did Not Grant R/W to Non Motorist	16-Apr-18	At Driveway	City Street	Dark	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2018	46.30033	-119.282
0904148	JADWIN AVE		SYMONS ST	N	236	F	Pedalcyclist Strikes Moving Vehicle	Did Not Grant R/W to Non Motorist	2-Jun-18	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2018	46.29	-119.278
0919895	JADWIN AVE						Vehicle going straight hits pedestrian	Did Not Grant R/W to Non Motorist	14-Jun-18	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2018	46.29266	-119.261
0781475	GOETHALS DR		WILLIAMS BLVD	N	84	F	Vehicle going straight hits pedestrian	None	11-Apr-18	Not at Intersection and Not Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2018	46.28868	-119.278
0919809	SYMONS ST	JADWIN AVE					Pedalcyclist Strikes Moving Vehicle	None	4-Aug-19	At Intersection and Related	City Street	Dark	Only Bike	Dry	Straight & Grade	Possible Injury	Richland	Benton	Yes	No	No	2019	46.28937	-119.277
0945524	VAN GIESEN ST	GEORGE WASHINGTON WAY					Vehicle Strikes Pedalcyclist	Did Not Grant R/W to Non Motorist	26-Jul-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2019	46.29447	-119.274
0915063	JADWIN AVE	SYMONS ST					Vehicle going straight hits pedestrian	None	5-Jul-18	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Fatal	Richland	Benton	Yes	No	No	2018	46.28937	-119.277
0919695	JADWIN AVE	WILSON ST					Vehicle going straight hits pedestrian	Did Not Grant R/W to Non Motorist	6-Nov-18	At Intersection and Related	City Street	Other	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Benton	Yes	No	No	2018	46.29066	-119.281
0919090	JADWIN AVE	CATHELL ST					Vehicle Strikes Pedalcyclist	Overweight Stop Sign - Flashing Red	13-Dec-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	No Apparent Injury	Richland	Benton	Yes	No	No	2019	46.30411	-119.264
0917900	PERKINS AVE	VAN GIESEN ST					Vehicle Strikes Pedalcyclist	Did Not Grant R/W to Non Motorist	27-Dec-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	No Apparent Injury	Richland	Benton	Yes	No	No	2019	46.29008	-119.283
0914880	JADWIN AVE	VAN GIESEN ST					Vehicle turning left hits pedestrian	Other Contributing Circ Not Listed	22-Jul-22	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2022	46.29434	-119.26
0904310	WILSON ST	JOHNSTON AVE					Vehicle going straight hits pedestrian	Other Contributing Circ Not Listed	4-Feb-19	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2019	46.29566	-119.252
0920509	GEORGE WASHINGTON WAY		VAN GIESEN ST	S	280	F	Pedalcyclist Strikes Moving Vehicle	Obstructions Outside Vehicle	28-Apr-21	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2021	46.29317	-119.274
0418170	THAYER DR	SWIFT BLVD					Vehicle turning right hits pedestrian	Unknown Distraction	24-Feb-20	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2020	46.28969	-119.29
0418932	JADWIN AVE	CHEVRON PKG LOT					One parked - one moving	Other Contributing Circ Not Listed	20-Jul-20	Not at Intersection and Not Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	Yes	No	2020	46.30078	-119.252
0917486	WILLIAMS BLVD	THAYER DR					Vehicle going straight hits pedestrian	None	27-Sep-21	At Intersection and Related	City Street	Daylight	Only Ped	Wet	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2021	46.28977	-119.26
0408822	VAN GIESEN ST	GEORGE WASHINGTON WAY					Vehicle turning left hits pedestrian	Other Contributing Circ Not Listed	3-Oct-20	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2020	46.29447	-119.274
0417810	VAN GIESEN ST	JADWIN AVE					Vehicle turning left hits pedestrian	Did Not Grant R/W to Non Motorist	14-Oct-20	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2020	46.29434	-119.26
0914829	VAN GIESEN ST	JOHNSTON AVE					Vehicle turning left hits pedestrian	Did Not Grant R/W to Non Motorist	25-Jan-22	At Intersection and Related	City Street	Dark Street Lights Off	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Benton	Yes	No	No	2022	46.29403	-119.283

Jefferson Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)

Jefferson Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)

Report Num	Primary Trafficway	Intersecting Trafficway	Reference Point Name	Comp Dir From Ref Point	Dist From Ref Point	MT or PT	Collision Type (First)	Contributing Circumstance (Web 2)	Day of Data	Function Relationship	Location	Lighting Conditions	Ped or Bike Involved	Road Surface Conditions	Roadway Characteristics	Severity	City	County	Intersection Related	Lane Departure Indicator	Speeding Driver Indicator	Year	Lat	Long	
054545	MCKINLEY ST	ADAM AVE					Vehicle turning left into pedestrian	Other Driver Distractions Inside Vehicle	2-Oct-20	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Barren	Yes	No	No	2020	46.28	-119.26	
054605	SPYNNING ST	ADAM AVE					Pedestrian Struck Moving Vehicle	None	4-Aug-19	At Intersection and Related	City Street	Dark	Only Bike	Dry	Straight & Level	Possible Injury	Richland	Barren	Yes	No	No	2019	46.288	-119.277	
054624	VAN GIESEN ST	GEORGE WASHINGTON WAY					Vehicle Struck Pedestrian	Did Not Grant ROW to Non Motorist	28-Jul-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Possible Injury	Richland	Barren	Yes	No	No	2019	46.294	-119.274	
070679	CORTLAND DR	SWIFT BLVD					Vehicle turning left into pedestrian	Intersection	17-May-18	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Barren	Yes	No	No	2018	46.28	-119.28	
050768	VAN GIESEN ST	THAYER DR					Vehicle going straight into pedestrian	Did Not Grant ROW to Non Motorist	4-Sep-19	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Barren	Yes	No	No	2019	46.293	-119.282	
054400	VAN GIESEN ST	SPYNNING AVE					Vehicle turning left into pedestrian	Did Not Grant ROW to Non Motorist	26-Jun-21	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Barren	Yes	No	No	2021	46.294	-119.282	
051779	WILLIAMS BLVD	THAYER DR					Vehicle going straight into pedestrian	None	8-Feb-22	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2022	46.288	-119.29	
053899	ADAM AVE	SWIFT BLVD					Entering at angle	None	23-Sep-22	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2022	46.29	-119.276	
053448	VAN GIESEN ST	WILSON AVE					Vehicle turning left into pedestrian	Did Not Grant ROW to Non Motorist	21-Sep-22	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2022	46.294	-119.271	
053783	GEORGE WASHINGTON WAY	HIGHT AVE	S	53		F	Vehicle turning right into pedestrian	Other Distractions	8-Jul-22	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2022	46.288	-119.274	
070683	SPYNNING ST	ADAM AVE					Vehicle Struck Pedestrian	Intersection	08-Apr-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2019	46.29	-119.274	
070690	MCKINLEY ST	ADAM AVE	W	203		F	Vehicle Struck Pedestrian	Did Not Grant ROW to Non Motorist	08-Apr-18	At Driveway	City Street	Dark	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2018	46.1	-119.283	
053643	ADAM AVE	SPYNNING ST	N	236		F	Pedestrian Struck Moving Vehicle	Did Not Grant ROW to Non Motorist	2-Jun-18	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2018	46.29	-119.276	
053882	GEORGE WASHINGTON WAY	SWIFT BLVD	N	485		F	Vehicle Struck Pedestrian	Did Not Grant ROW to Vehicle	15-Sep-18	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2018	46.282	-119.274	
053682	MCKINLEY ST	ADAM AVE					Vehicle turning left into pedestrian	Did Not Grant ROW to Non Motorist	08-Dec-19	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Wet	Straight & Level	Possible Injury	Richland	Barren	Yes	No	No	2019	46.1	-119.283	
053685	ADAM AVE	WILSON ST					Vehicle going straight into pedestrian	Did Not Grant ROW to Non Motorist	14-Jun-18	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2018	46.296	-119.28	
070747	CORTLAND DR		WILLIAMS BLVD	N	84		F	Vehicle going straight into pedestrian	None	11-Apr-18	Not at Intersection and Not Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	No	No	No	2018	46.288	-119.279
053682	GEORGE WASHINGTON WAY		WILLIAMS BLVD				Pedestrian Struck Moving Vehicle	Did Not Grant ROW to Vehicle	20-Oct-18	At Intersection and Related	City Street	Dark Street Lights On	Only Bike	Dry	Straight & Level	Possible Injury	Richland	Barren	Yes	No	No	2018	46.288	-119.274	
053882	GEORGE WASHINGTON WAY		WILSON ST	S	247		F	Vehicle Struck Pedestrian	Other Contributing Circ Not Listed	27-May-18	At Driveway	City Street	Dark Street Lights On	Only Bike	Wet	Straight & Level	Possible Injury	Richland	Barren	Yes	No	No	2018	46.288	-119.274
051585	ADAM AVE	SPYNNING ST					Vehicle going straight into pedestrian	None	1-Jun-18	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Fatal	Richland	Barren	Yes	No	No	2018	46.288	-119.277	
053685	ADAM AVE	WILSON ST					Vehicle going straight into pedestrian	Did Not Grant ROW to Non Motorist	8-Dec-18	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Barren	Yes	No	No	2018	46.296	-119.28	
053689	ADAM AVE	CATTAILL ST					Vehicle Struck Pedestrian	Overturned Stop Sign - Flaming Red	11-Dec-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	No Apparent Injury	Richland	Barren	Yes	No	No	2019	46.304	-119.284	
053761	PERMAN AVE	VAN GIESEN ST					Vehicle Struck Pedestrian	Did Not Grant ROW to Non Motorist	27-Dec-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	No Apparent Injury	Richland	Barren	Yes	No	No	2019	46.293	-119.283	
053706	ADAM AVE	SPYNNING ST					Vehicle going straight into pedestrian	Did Not Grant ROW to Non Motorist	30-Oct-19	At Driveway	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Barren	Yes	No	No	2019	46.293	-119.279	
053681	GEORGE WASHINGTON WAY	SPYNNING ST					Vehicle turning left into pedestrian	Intersection	08-Jun-19	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Barren	Yes	No	No	2019	46.29	-119.274	
053630	VAN GIESEN ST	SPYNNING AVE					Vehicle going straight into pedestrian	Other Contributing Circ Not Listed	4-Feb-19	At Intersection and Related	City Street	Daylight	Only Ped	Wet	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2019	46.294	-119.282	
051400	SWIFT BLVD	STEVENS DR					Vehicle Struck Pedestrian	Did Not Grant ROW to Non Motorist	04-Apr-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2019	46.29	-119.283	
053647	GEORGE WASHINGTON WAY		SWIFT BLVD	N	485.05		F	Vehicle turning right into pedestrian	Did Not Grant ROW to Non Motorist	27-Aug-20	Not at Intersection and Not Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Barren	Yes	No	No	2020	46.282	-119.274
054092	ADAM AVE	CHEWNING PKY US					Car parked - one moving	Other Contributing Circ Not Listed	26-Jun-20	Not at Intersection and Not Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2020	46.303	-119.282	
053748	WILLIAMS BLVD	THAYER DR					Vehicle going straight into pedestrian	None	27-Sep-21	At Intersection and Related	City Street	Daylight	Only Ped	Wet	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2021	46.288	-119.28	
054882	VAN GIESEN ST	GEORGE WASHINGTON WAY					Vehicle turning left into pedestrian	Other Contributing Circ Not Listed	9-Oct-19	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2019	46.294	-119.274	
054780	VAN GIESEN ST	ADAM AVE					Vehicle turning left into pedestrian	Did Not Grant ROW to Non Motorist	01-Oct-20	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2020	46.294	-119.28	
053242	SWIFT BLVD		ADAM AVE	W	59		F	Vehicle going straight into pedestrian	None	28-Aug-21	Not at Intersection and Not Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2021	46.29	-119.276
053650	GEORGE WASHINGTON WAY	VAN GIESEN ST	S	120		F	Pedestrian Struck Moving Vehicle	Distractions Outside Vehicle	26-Apr-21	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2021	46.294	-119.274	
053684	GEORGE WASHINGTON WAY		SPYNNING AVE	S	158		F	Vehicle Struck Pedestrian	None	08-Jun-21	Not at Intersection and Not Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Barren	Yes	No	No	2021	46.283	-119.274
054910	SWIFT BLVD		ADAM AVE				Vehicle turning left into pedestrian	Did Not Grant ROW to Non Motorist	21-Jun-20	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Wet	Straight & Level	Possible Injury	Richland	Barren	Yes	No	No	2020	46.29	-119.276	
053740	MCKINLEY ST	GEORGE WASHINGTON WAY					Vehicle turning left into pedestrian	Did Not Grant ROW to Non Motorist	02-Sep-21	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Barren	Yes	No	No	2021	46.1	-119.274	
053889	ADAM AVE	VAN GIESEN ST					Vehicle turning left into pedestrian	Other Contributing Circ Not Listed	10-Jun-22	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Barren	Yes	No	No	2022	46.294	-119.28	

Lewis and Clark Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)

Lewis and Clark Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)

Report Num	Primary Trafficway	Intersecting Trafficway	Reference Point Name	Comp Dir From Ref Point	Dist From Ref Point	MD or FT	Collision Type (First)	Contributing Circumstance (Veh 1)	Day of Date	Function Relationship	Jurisdiction	Lighting Conditions	Ped or Bike Involved	Road Surface Conditions	Roadway Characteristics	Severity	City	County	Intersection Related	Lane Departure Indicator	Speeding Indicator	Year	LAT	Long
4754748	GEORGE WASHINGTON WAY	FALLEY ST					Vehicle hits Pedestrian - All Other Actions	None	3-Jan-18	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.272	-119.272
082323	JADWIN AVE	LEE BLVD					Vehicle turning left hits pedestrian	Did Not Grant R/W to Non Motorist	16-Oct-18	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.272	-119.272
084976	LEE BLVD	GEORGE WASHINGTON WAY					Vehicle turning left hits pedestrian	Interruption	15-Oct-18	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.272	-119.274
0212189	KNIGHT ST	GEORGE WASHINGTON WAY					Vehicle turning left hits pedestrian	Did Not Grant R/W to Non Motorist	3-Dec-22	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Wet	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2022	46.272	-119.274
081802	SANON DR		JADWIN AVE	W	374	F	Vehicle Strikes Pedalcyclist	Other Distractions	8-Jun-21	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Possible Injury	Richland	Benton	No	No	No	2021	46.26	-119.277
080901	LONGI AVE		SWIFT BLVD	S	261	F	Pedalcyclist Strikes Moving Vehicle	None	10-Sep-21	At Driveway	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	No	No	No	2021	46.26	-119.268
0209070	LEE BLVD	GEORGE WASHINGTON WAY					Vehicle turning left hits pedestrian	Did Not Grant R/W to Non Motorist	19-Oct-22	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2022	46.272	-119.274
0203181	LEE BLVD	THAYER DR					Vehicle turning left hits pedestrian	None	7-Oct-22	Not at Intersection and Not Related	Road Route	Dark Street Lights On	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Benton	No	No	No	2022	46.268	-119.266
0236618	LEE BLVD	THAYER DR					Vehicle turning right hits pedestrian	Did Not Grant R/W to Non Motorist	12-Apr-22	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Grade	Suspected Minor Injury	Richland	Benton	Yes	No	No	2022	46.272	-119.29
0838089	JADWIN AVE	SWIFT BLVD					Vehicle going straight hits pedestrian	None	23-Sep-22	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2022	46.28	-119.271
0236026	CALLUM AVE		ITCHEN ST	NE	348	F	Pedalcyclist Strikes Moving Vehicle	Impaired Backing	8-Apr-22	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2022	46.272	-119.270
0835288	THAYER DR		LONGFITT ST	N	276	F	Pedalcyclist Strikes Moving Vehicle	Did Not Grant R/W to Non Motorist	8-Sep-22	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2022	46.278	-119.29
0875521	THAYER DR	LEE BLVD					Vehicle turning left hits pedestrian	None	19-Dec-18	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.272	-119.29
0708979	COETHALS DR	SWIFT BLVD					Vehicle turning left hits pedestrian	Interruption	17-May-18	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Possible Injury	Richland	Benton	Yes	No	No	2018	46.26	-119.26	
080908	LEE BLVD	SANFORD AVE					Vehicle Strikes Pedalcyclist	None	14-Jun-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.272	-119.261
0813733	THE FRWY	KNIGHT ST		S	301	F	Vehicle going straight hits pedestrian	Did Not Grant R/W to Non Motorist	26-Jun-18	Not at Intersection and Not Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	Yes	No	2018	46.270	-119.274
0774586	JACKSON PARK DR		BRADLEY BLVD	N	263	F	Pedalcyclist Strikes Moving Vehicle	None	26-Feb-18	At Driveway	City Street	Dark Street Lights On	Only Bike	Dry	Straight & Grade	Suspected Minor Injury	Richland	Benton	No	No	No	2018	46.272	-119.27
0838682	GEORGE WASHINGTON WAY		SWIFT BLVD	N	485	F	Vehicle Strikes Pedalcyclist	Did Not Grant R/W to Vehicle	10-Sep-18	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2018	46.262	-119.274
0805824	WELLSIAN WAY		WYMAN ST	N	244	F	Pedalcyclist Strikes Moving Vehicle	Interruption	23-Jan-19	At Driveway	City Street	Dark Street Lights On	Only Bike	Dry	Possible Injury	Richland	Benton	No	No	No	2019	46.267	-119.265	
0905055	LEE BLVD	WELLSIAN WAY		E	102	F	Vehicle turning right hits pedestrian	Did Not Grant R/W to Non Motorist	16-Oct-18	At Driveway	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Benton	No	No	No	2019	46.272	-119.264
0825336	LEE BLVD	WELLSIAN WAY					Vehicle turning left hits pedestrian	Did Not Grant R/W to Non Motorist	28-May-19	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2019	46.272	-119.268
0214305	SWIFT BLVD	TEVENS DR					Vehicle Strikes Pedalcyclist	Did Not Grant R/W to Non Motorist	24-Apr-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2019	46.26	-119.265
0906448	DUPORTAL ST	THAYER DR					Vehicle Strikes Pedalcyclist	Other Contributing Circ Not Listed	27-Jul-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2019	46.266	-119.29
0906026	THAYER DR		KLUHN ST	N	89	F	Pedalcyclist Strikes Moving Vehicle	Interruption	3-Sep-19	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2019	46.277	-119.29
0409047	GEORGE WASHINGTON WAY		SWIFT BLVD	N	463.04	F	Vehicle turning right hits pedestrian	Did Not Grant R/W to Non Motorist	27-Aug-20	At Driveway	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Benton	No	No	No	2020	46.262	-119.274
0862342	SWIFT BLVD		JADWIN AVE	W	99	F	Vehicle going straight hits pedestrian	None	28-Aug-21	Not at Intersection and Not Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2021	46.26	-119.270
0824264	GEORGE WASHINGTON WAY		OLIVER AVE	S	158	F	Vehicle Strikes Pedalcyclist	None	10-Jun-21	At Intersection and Not Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2021	46.263	-119.274
0408123	SWIFT BLVD		JADWIN AVE				Vehicle turning left hits pedestrian	Did Not Grant R/W to Non Motorist	21-Jan-20	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Wet	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2020	46.26	-119.272
0418756	THAYER DR		SWIFT BLVD				Vehicle turning right hits pedestrian	Unknown Distraction	24-Feb-20	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2020	46.261	-119.29

Orchard Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)

Richland Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)																									
Report Num	Primary Trafficway	Intersecting Trafficway	Reference Point Name	Comp Dist From Ref Point	Dist From Ref Point	Mi or FT	Collision Type (First)	Contributing Circumstance (Veh 1)	Day of Date	Time of Date	Location and Related	Jurisdiction	Lighting Conditions	Ped or Bike Involved	Road Surface Conditions	Roadway Characteristics	Severity	City	County	Intersection Related	Lane Departure/Contr.	Speeding Driver Indicator	Year	Lat	Long
EC05803	MISTYCLIFF BLVD	KEENE RD					Vehicle Strikes Pedalcyclist	Other Contributing Circ Not Listed	15-Aug-21	3:40 AM	At Intersection and Related	City Street	Overlight	Only Bike Driv	Dry		No Apparent Injury	Richland	Benton	Yes	No	No	###	46.230	-119.284
EC02501	KAPALUA AVE	KEENE RD					Vehicle Strikes Pedalcyclist	None	6-Oct-22	8:00 AM	At Intersection and Related	City Street	Overlight	Only Bike Driv	Dry		Suspected Serious Injury	Richland	Benton	Yes	No	No	###	46.232	-119.275
EC04034	KEENE RD		GAGE BLVD N		175'		Vehicle Strikes Pedalcyclist	Did Not Grant ROW to Non Motorist	18-Jun-21	4:44 AM	At Driveway	City Street	Overlight	Only Bike Driv	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	###	46.277	-119.078	

Sacajawea Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)

Report Num	Primary Trafficway	Intersecting Trafficway	Reference Point Name	Comp Dir From Ref Point	Dist From Ref Point	ME or FT	Collision Type (First)	Contributing Circumstance (Web 1)	Day of Date	Junction Relationship	Jurisdiction	Lighting Conditions	Ped or Bike Involved	Road Surface Conditions	Roadway Characteristics	Severity	City	County	Intersection Related	Lane Departure Indicator	Speeding Driver Indicator	Year	LAT	Long
EC14829	VAN GIESEN ST	JOHNSTON AVE					Vehicle turning left hits pedestrian	Did Not Grant R/W to Non Motorist	26-Jan-22	At Intersection and Related	City Street	Dark Street Lights Off	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Benton	Yes	No	No	2022	46.294	-119.281
EC03426	SPYDER ST	HARRIS AVE					Vehicle turning left hits pedestrian	Other Contributing Circ Not Listed	12-Nov-22	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Grade	Suspected Serious Injury	Richland	Benton	Yes	No	No	2022	46.315	-119.262
EC08406	SPENGLER ST	GEORGE WASHINGTON WAY					Pedalcyclist Strikes Moving Vehicle		31-Aug-22	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2022	46.316	-119.272
EC08408	VAN GIESEN ST	HUNT AVE					Vehicle turning left hits pedestrian	Did Not Grant R/W to Non Motorist	23-Sep-22	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2022	46.294	-119.271
EC44544	MCMURRAY ST	ADWIN AVE					Vehicle turning left hits pedestrian	Other Driver Distractions Inside Vehicle	5-Oct-18	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.3	-119.281
EC44480	ADWIN AVE	VAN GIESEN ST					Vehicle turning left hits pedestrian	Other Contributing Circ Not Listed	12-Jul-22	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2022	46.294	-119.28
EC44234	VAN GIESEN ST	GEORGE WASHINGTON WAY					Vehicle Strikes Pedalcyclist	Did Not Grant R/W to Non Motorist	29-Jul-18	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.294	-119.274
EC78932	MCMURRAY ST	ADWIN AVE	W	203	F		Vehicle Strikes Pedalcyclist	Did Not Grant R/W to Non Motorist	18-Apr-18	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2018	46.3	-119.282
EC08885	ADWIN AVE	WILSON ST					Vehicle going to right hits pedestrian	Did Not Grant R/W to Non Motorist	14-Jun-18	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2018	46.298	-119.281
EC49609	SAINT ST	GEORGE WASHINGTON WAY					Vehicle Strikes Pedalcyclist	Did Not Grant R/W to Vehicle	11-Oct-18	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.311	-119.274
EC06862	GEORGE WASHINGTON WAY						Vehicle Strikes Pedalcyclist	Other Contributing Circ Not Listed	27-Nov-18	At Driveway	City Street	Dark Street Lights On	Only Bike	Wet	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.298	-119.274
EC01982	MCMURRAY ST	ADWIN AVE					Vehicle turning left hits pedestrian	Did Not Grant R/W to Non Motorist	10-Dec-18	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Wet	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.3	-119.281
EC08886	ADWIN AVE	WILSON ST					Vehicle going to right hits pedestrian	Did Not Grant R/W to Non Motorist	6-Nov-18	At Intersection and Related	City Street	Other	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Benton	Yes	No	No	2018	46.298	-119.281
EC08886	ADWIN AVE	WILSON ST					Vehicle Strikes Pedalcyclist	Overweight Step Stairs - Flaming Red	13-Dec-18	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	No Apparent Injury	Richland	Benton	Yes	No	No	2018	46.294	-119.284
EC06438	WILSON ST	CHARLTON AVE					Vehicle going to right hits pedestrian	Other Contributing Circ Not Listed	4-Feb-18	At Intersection and Related	City Street	Daylight	Only Ped	Ice	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2018	46.298	-119.282
EA49932	ADWIN AVE CHEVRON PIG LOT						One parked-one moving	Other Contributing Circ Not Listed	20-Jul-20	Not at Intersection and Not Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	Yes	No	2020	46.301	-119.282
EA48822	VAN GIESEN ST	GEORGE WASHINGTON WAY					Vehicle turning left hits pedestrian	Other Contributing Circ Not Listed	5-Oct-20	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2020	46.294	-119.274
EA76818	VAN GIESEN ST	ADWIN AVE					Vehicle turning left hits pedestrian	Did Not Grant R/W to Non Motorist	31-Oct-20	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2020	46.294	-119.28
EB26700	GEORGE WASHINGTON WAY						Pedalcyclist Strikes Moving Vehicle	Distractions Outside Vehicle	28-Apr-21	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2021	46.294	-119.274
EB11277	SPENGLER ST	HOOD AVE					Vehicle going straight hits pedestrian	None	22-Oct-21	At Intersection and Not Related	City Street	Daylight	Only Ped	Wet	Straight & Grade	Suspected Serious Injury	Richland	Benton	Yes	No	No	2021	46.318	-119.275
EB38117	SPYDER ST	DAVIDSON AVE					Pedalcyclist Strikes Moving Vehicle	None	5-Jun-21	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Grade	Suspected Serious Injury	Richland	Benton	Yes	No	No	2021	46.315	-119.268
EB70447	MCMURRAY ST	GEORGE WASHINGTON WAY					Vehicle turning left hits pedestrian	Did Not Grant R/W to Non Motorist	16-Sep-21	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2021	46.3	-119.274

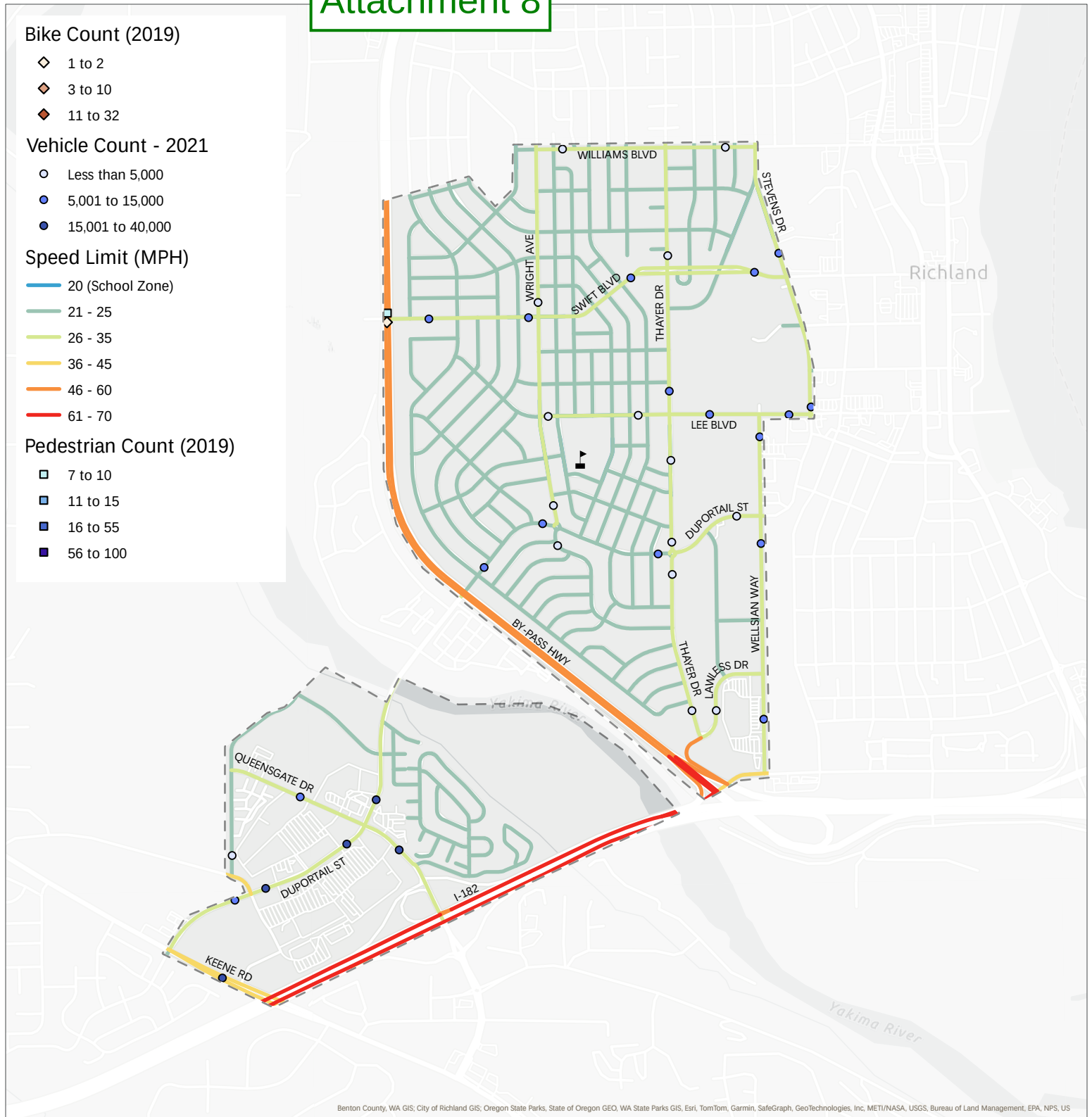
Marcus Whitman Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)

Marcus Whitman Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)

Report Num	Primary Trafficway	Intersecting Trafficway	Reference Point Name	Comp Dir From Ref Point	Dist From Ref Point	MI or FT	Collision Type (First)	Contributing Circumstance (Veh 1)	Day of Date	Junction Relationship	Jurisdiction	Lighting Conditions	Ped or Bike Involved	Road Surface Conditions	Roadway Characteristics	Severity	City	County	Intersection Related	Lane Departure Indicator	Speeding Driver Indicator	Year	LAT	Long
0885854	WELLSIAN WAY		WYMAN ST	N	244	F	Pedalcyclist Strikes Moving Vehicle	Justification	23-Jan-19	At Driveway	City Street	Dark Street Lights On	Only Bike	Dry		Possible Injury	Richland	Benton	No	No	No	2019	46.267	-119.280
0905555	LEE BLVD		WELLSIAN WAY	E	195	F	Vehicle turning right into pedestrian	Did Not Grant R/W to Non Motorist	28-Dec-19	At Driveway	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Benton	No	No	No	2019	46.273	-119.284
0E79523	THAYER DR	LEE BLVD					Vehicle turning left into pedestrian	None	19-Dec-18	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.275	-119.29
0798979	SCOTCHALS DR	SWIFT BLVD					Vehicle turning left into pedestrian	Justification	17-May-18	At Intersection and Related	City Street	Daylight	Only Ped	Dry		Possible Injury	Richland	Benton	Yes	No	No	2018	46.28	-119.29
0209090	LEE BLVD	SANDYD AVE					Vehicle Strikes Pedalcyclist	None	23-Jan-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2019	46.273	-119.281
0852133	DOWN AVE	LEE BLVD					Vehicle turning left into pedestrian	Did Not Grant R/W to Non Motorist	19-Oct-18	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.275	-119.273
0806115	LONG AVE	SWIFT BLVD		S	261	F	Pedalcyclist Strikes Moving Vehicle	None	06-Sep-21	At Driveway	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	No	No	No	2021	46.28	-119.288
0813733	THE PRYX	KNIGHT ST		S	303	F	Vehicle going straight into pedestrian	Did Not Grant R/W to Non Motorist	26-Jan-18	Not at Intersection and Not Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	Yes	No	2018	46.276	-119.274
0C17735	WILLIAMS BLVD	THAYER DR					Vehicle going straight into pedestrian	None	05-Feb-22	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2022	46.286	-119.29
0C38616	LEE BLVD	THAYER DR					Vehicle turning right into pedestrian	Did Not Grant R/W to Non Motorist	12-Apr-22	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Grade	Suspected Minor Injury	Richland	Benton	Yes	No	No	2022	46.278	-119.29
0C38026	DULLIP AVE	FITCH ST		NE	348	F	Pedalcyclist Strikes Moving Vehicle	Improper Banking	4-Jul-22	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2022	46.272	-119.276
0C61173	PERKINS AVE	PUTNAM ST		S	321	F	Vehicle backing into pedestrian	Operating Recklessly or Aggressively	6-Jul-22	Not at Intersection and Not Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2022	46.282	-119.282
0C83288	THAYER DR	LONGFITT ST		N	276	F	Pedalcyclist Strikes Moving Vehicle	Did Not Grant R/W to Non Motorist	6-Sep-22	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2022	46.278	-119.29
0E15465	LAR						Vehicle Strikes Pedalcyclist	Other Contributing Circ Not Listed	01-Oct-18	At Intersection and Related	State Route	Daylight	Only Bike	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2018	46.286	-119.304
0773248	SWIFT BLVD		SR-240	E	72	F	Pedalcyclist Strikes Moving Vehicle	None	23-Feb-18	Not at Intersection and Not Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Possible Injury	Richland	Benton	No	No	No	2018	46.276	-119.304
0252530	LEE BLVD	WELLSIAN WAY					Vehicle turning left into pedestrian	Did Not Grant R/W to Non Motorist	28-May-19	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2019	46.273	-119.283
0204170	LEE BLVD	WELLSIAN WAY					Vehicle Strikes Pedalcyclist	Did Not Grant R/W to Non Motorist	25-May-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2019	46.275	-119.285
0914305	SWIFT BLVD	STEVENS DR					Vehicle Strikes Pedalcyclist	Did Not Grant R/W to Non Motorist	04-Apr-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2019	46.28	-119.283
0919034	DUPORTAL ST	COTTONWOOD DR					Vehicle Strikes Pedalcyclist	Justification	20-May-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry		Suspected Minor Injury	Richland	Benton	Yes	No	No	2019	46.268	-119.301
0202767	NIGHT AVE	WILLIAMS BLVD					Pedalcyclist Strikes Moving Vehicle	Other Contributing Circ Not Listed	13-May-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2019	46.288	-119.298
0956848	DUPORTAL ST	THAYER DR					Vehicle Strikes Pedalcyclist	Other Contributing Circ Not Listed	27-Aug-19	At Intersection and Related	City Street	Daylight	Only Bike	Dry		Suspected Minor Injury	Richland	Benton	Yes	No	No	2019	46.268	-119.29
0956626	THAYER DR		ALLEN ST	N	89	F	Pedalcyclist Strikes Moving Vehicle	Justification	9-Sep-19	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Level	Suspected Minor Injury	Richland	Benton	No	No	No	2019	46.271	-119.29
0A49509	LAR						Vehicle going straight into pedestrian	Jointer Influence of Drugs	13-Jul-20	At Intersection and Related	State Route	Daylight	Only Ped	Dry	Straight & Level	Suspected Serious Injury	Richland	Benton	Yes	No	No	2020	46.288	-119.305
0E72486	WILLIAMS BLVD	THAYER DR					Vehicle going straight into pedestrian	None	27-Sep-21	At Intersection and Related	City Street	Daylight	Only Ped	Wet	Straight & Level	Suspected Minor Injury	Richland	Benton	Yes	No	No	2021	46.288	-119.29
0A18755	THAYER DR	SWIFT BLVD					Vehicle turning right into pedestrian	Unknown Distraction	04-Feb-20	At Intersection and Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2020	46.281	-119.29

White Bluffs Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)

White Bluffs Elementary School within 1-mile Radius Ped-Bike Crash Data (2018-2022)																									
Report Num	Primary Thoroughway	Intersecting Thoroughway	Reference Point Name	Comp Dir From Ref Point	Dist From Ref Point	MI or FT	Collision Type (First)	Contributing Circumstance (Verb 1)	Day of Date	Junction Relationship	Jurisdiction	Lighting Conditions	Ped or Bike Involved	Road Surface Condition	Roadway Characteristic	Severity	City	County	Intersection Related	Lane Departure Indicator	Speeding Driver Indicator	Year	SAT	Lat	Long
ED00858	KEENE RD	DUPONT AVE ST					Vehicle turning left hits pedestrian	Did Not Grant R/W to Non-Motorist	9-Nov-19	At Intersection and Related	City Street	Dark Street Lights On	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	Yes	No	No	2019	46.263	-119.32	
ED00238	TRUMAN AVE		QUEENSGATE DR	S	450	F	Vehicle going straight hits pedestrian	Other Contributing Circ Not Listed	7-Mar-19	Not at Intersection and Not Related	City Street	Daylight	Only Ped	Dry	Straight & Level	Possible Injury	Richland	Benton	No	No	No	2019	46.26	-119.316	
EC45310	KEENE RD		LETHBRIDGE AVE	SE	441	F	Postduplicated Struck Moving Vehicle	Did Not Grant R/W to Non-Motorist	15-Jul-22	At Driveway	City Street	Daylight	Only Bike	Dry	Straight & Grade	Suspected Serious Injury	Richland	Benton	No	No	No	2022	46.254	-119.322	



Marcus Whitman Elementary Safe Routes to School - Vehicle Count

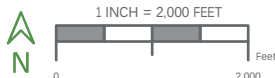
Richland, Washington

Date: January 2024 | Project: 78148.000

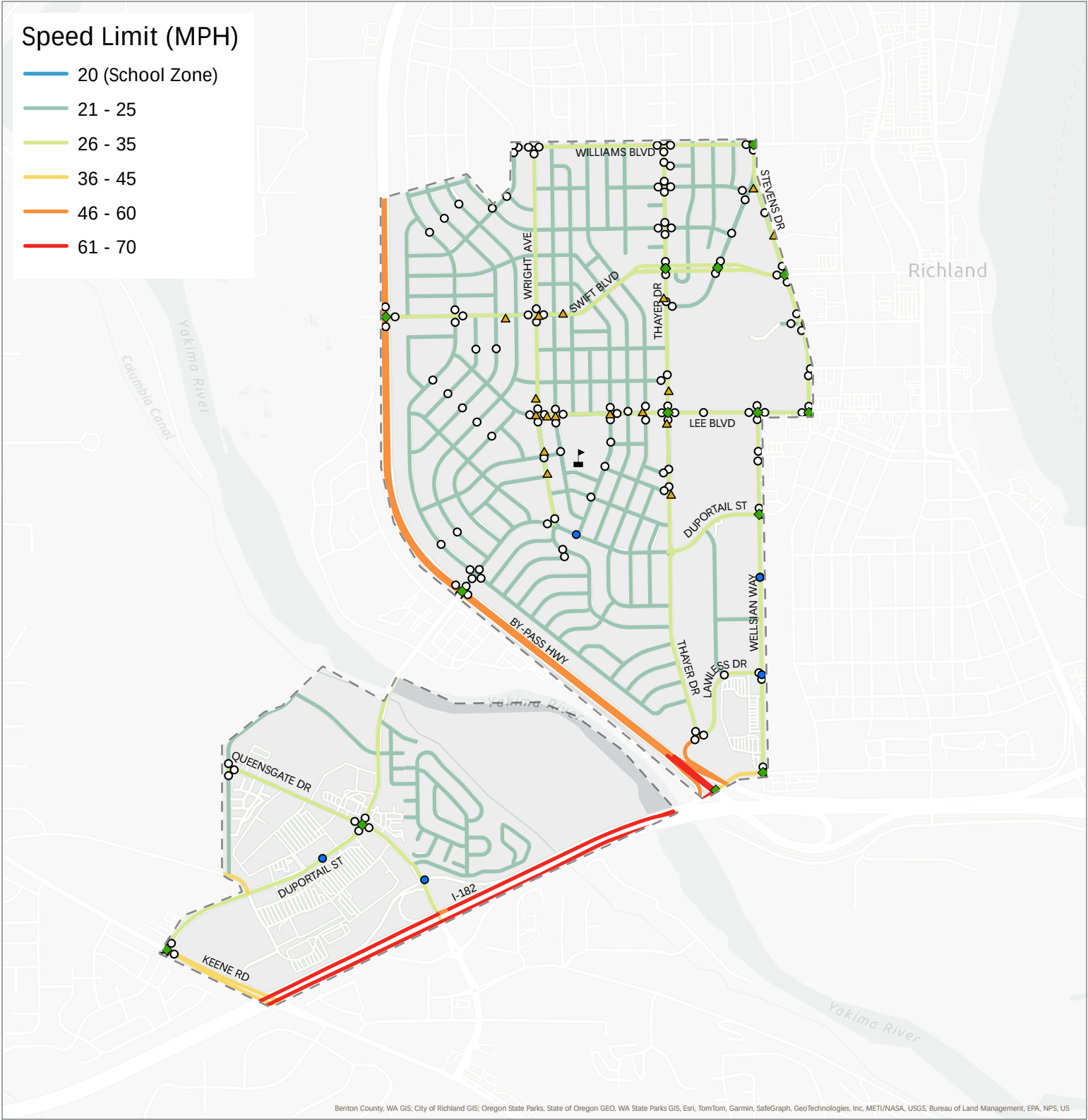
Figure: 3

Marcus Whitman Elementary

School Attendance Boundary



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



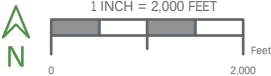
Marcus Whitman Elementary Safe Routes to School

Richland, Washington

Date: January 2024 | Project: 78148.000

Figure: 2

- Marcus Whitman Elementary
- Traffic Signal
- Crosswalk
- Rectangular Rapid Flashing Beacon
- School Speed Limit Zones Flasher and Crossing Beacon
- School Attendance Boundary



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Appendix B

Community 1 Outreach Materials

BFCOG Survey Summary

Safe Routes to School Survey

Summary

The Benton Franklin Council of Governments conducted region-wide outreach targeting parents, caregivers, teachers, and students' perspectives on walking and biking across the bi-county area. The Safe Routes to School (SRTS) Survey was open to respondents for a five-month period from August 2023 to December 2023. We utilized local news networks, school districts, and other community partners to maximize the reach, ultimately, we received 228 responses.

The survey sought to understand the following key questions:

- Are there barriers to walking and biking? If yes, what are they and who do they impact?
- Do people want to walk and bike more? What are their concerns? What would allow them to walk and bike more?
- What inequities are people facing regarding multi-modal/ active transportation access and mobility?
- Are people familiar with SRTS programs?

The majority of the responses were from Richland, along with responses from West Richland, Pasco, and Kennewick. The respondents were primarily female parents/caregivers¹, aged between 35-44. Additionally, 80% of the respondents identified as white and 14% as Hispanic. Of the 228 respondents, 13.3% identified as having a disability or condition affecting their mobility choices. The survey had 5 sections: 1) introductory questions on perceptions of walking and biking (accessible to all respondents); 2-4) questions on barriers, experiences, and concerns of walking and biking (available to parents/caregivers, teachers, and students); and 5) closing questions on regional improvements and demographic questions (accessible to all respondents). The survey included a range of questions about attitudes, barriers, and perceptions of walking and biking, targeting the perspective of parents/caregivers, students, and teachers. If a respondent did not identify as one of those three options, they answered the general questions about bike-pedestrian infrastructure, planning priorities, and safe routes to school programs and skipped questions relating directly to the parent/caregiver, student, or teacher experience. Although we did outreach to target all three populations, we

¹ Parents/caregivers are referred to as caregivers throughout this summary for conciseness.

primarily received parent/caregiver responses, with only eight teacher responses, and five student responses.

Introductory Questions (1-8)

Respondents generally walk and bike for fun and as a form of exercise, but throughout the month people mainly drive daily compared to other modes. People are very interested in walking and biking more for both personal and commuting trips. Most respondents never take public transit or rideshare. Although less frequent, some people walk every day, and some folks bike once or twice per week. The biggest physical barriers to walking and biking are distance and lack of path or route, and the biggest social barriers include convenience of driving, carrying capacity, and personal safety from road users. Respondents are interested in walking and biking more if there were more connected and safer crosswalks, more protected bike lanes and bike racks, and better street lighting. The greatest factors preventing people from walking and biking are convenience, personal safety, and inadequate bike/pedestrian infrastructure.

Caregiver, Teacher and Student Focused Questions (9-49)

There was representation in the responses across all grades from pre-school to seniors in high school, however, 1st, 3rd, Kindergarten, and 4th graders were the most represented grades. The most represented schools included: Desert Sky, Hanford, Chief Joseph, Three Rivers, Badger Mountain, and Jefferson. In a typical month, most children are never taking BFT, riding the school bus, carpooling, or rolling to school. Most children ride in the family vehicle every day. 23% of kids walk to school every day, and 18% walk to school a few times per week.

There is strong interest from caregivers, students, and teachers to create safer and more expansive route options for youth to walk and bike to school. These respondents highlight a lack of safe routes to prevent their children or themselves from walking or biking. Overall, safety is a key concern among all respondents; this includes safety from drivers, safe paths and crosswalks, and sidewalks. Parents are extremely or very interested in having their children bike, roll, or walk to school more, and are not at all interested in walking to the bus more. Parents and caregivers said the biggest physical factor preventing children from walking or biking is distance and the greatest social factor is personal safety from roadway users. Comparatively, students say the biggest physical factor is the weather and the greatest social factor is personal safety. Caregivers said safer and more connected sidewalks would make it more likely for children to walk/roll more. Whereas students said that crosswalks and better street lighting would increase their likelihood of walking and

rolling to school. The biggest barrier to walking and biking is infrastructural, namely inadequate street and sidewalk features, and the lack of bike lanes.

Most respondents' youngest children live either over 2 miles or 1 mile from school. The majority of caregivers and students said it takes 11-20 minutes to travel to and from school. The furthest parents and caregivers said their young children will walk to school are 1 mile, ½ mile, and ¼ mile. Students said the furthest they would walk is 2+ miles. The furthest caregivers would allow their children to bike is 1-2 miles. 80% of Students said the farthest they would bike to school was 2+ miles.

Caregivers and students had different perspectives on school support for walking or biking. 70% of parent and caregiver respondents said their student's schools neither encouraged nor discouraged walking and biking to school. Whereas, of the student respondents, 40% said their school discourages walking and biking and 40% strongly encourages it.

There was a range of responses regarding bike and pedestrian safety education; 44% of caregivers said their children either had little or no education on bike/pedestrian safety. 30% of respondents said that their children had a moderate amount of bike/ped safety education. 40% of students said they received a lot of bike/pedestrian education and 40% said they received none at all.

Lastly, respondents were asked about their attitudes toward walking and biking to school. All groups had different perspectives; 35% of Caregivers said that their children find walking and biking to school very fun and 30% said neutral. 40% of students said biking to school is fun and 75% of teachers said it is very fun or for their students.

All Respondents

The majority of respondents identified focusing on creating safer routes (80%) and to improve walk and bike connectivity and safety (71%) and the most important transportation improvements for the region. When asked about SRTS, 78% of respondents said they had never heard of SRTS prior to taking the survey.

Limitations of the SRTS Survey

This survey caught just 228 perspectives in our expansive Benton-Franklin County region. Due to this limited audience, the findings in this survey cannot be generalized to a mass audience, however, the data provides insight into the perspectives of our community members as the BFCOG works to develop a SRTS Action Plan. This survey received 3 Spanish-speaking responses, which highlights a large population in our region unaccounted for in these results. Future outreach should continue to target Spanish-

speaking communities to understand their barriers to and experiences with walking and biking to school. Additionally, a disproportionate number of respondents to this survey live in Richland. The findings skew towards the perspectives of those in Richland and future outreach should target gathering more data from the other small and large cities in our region. Lastly, our region is composed of both urban and rural schools, each with different needs for and expectations of bike and pedestrian infrastructure. The primary goal of this Action Plan and future active transportation efforts is to continue improving the safety and mobility of children walking and biking in Benton and Franklin County; when the youngest bicyclists and pedestrians are targeted in active transportation planning it allows every other person in our community to benefit from improved safety and mobility.

Appendix C

Community 2 Outreach Materials

Flier Project Summary

Richland Safe Routes to School Study

HELP US IMPROVE HOW YOU WALK, BIKE, OR ROLL TO BADGER MOUNTAIN ELEMENTARY!

Please tell us how you travel to and from school, then use the symbols to draw on the map on the back of this page. So we can add your information to our citywide study, return the completed map to your front office by Monday, April 8, 2024. Thank you for helping!

How do you get to and from school? Select all the ways you travel.

☐

Ride in a bus

☐

Walk

☐

Other: _____

☐

Ride in a car

☐

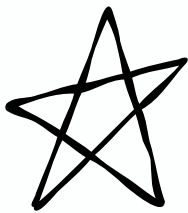
Bike

☐

Roll on a wheelchair,
scooter, or skateboard



Use a **line** to show the route you use to walk, bike, or roll to school.



Draw a **star** in areas where you feel **SAFE crossing** or **walking along** the roadway.



Draw an **X** in areas where you feel **UNSAFE crossing** or **walking along** the road.



Draw a **squiggle** in areas you think need sidewalks or crosswalks.



Badger Mountain Elementary Safe Routes to School



Badger Mountain Elementary

— Road

1 M

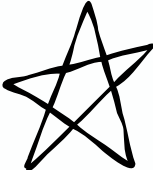
Estudio sobre Rutas Seguras a la Escuela en Richland

¡AYÚDENOS A MEJORAR CÓMO CAMINA, VIAJA EN BICICLETA O UTILIZA UN MEDIO DE TRANSPORTE CON RUEDAS A LA ESCUELA PRIMARIA DE BADGER MOUNTAIN!

Por favor díganos cómo viaja hacia y desde la escuela, y luego utilice los símbolos para dibujar en el mapa al otro lado de esta página. Para que podamos añadir su información a nuestro estudio de toda la ciudad, devuelva el mapa que ha completado a la oficina principal de su escuela a más tardar el lunes, 8 de abril de 2024. ¡Gracias por su ayuda!

¿Cómo viaja hacia y desde la escuela? Seleccione todas las maneras en que viaja.

- ☐ Viajo en un autobús
- ☐ Camino
- ☐ Otro: _____
- ☐ Viajo en un automóvil
- ☐ En bicicleta
- ☐ Utilizo un medio de transporte con ruedas, como una silla de ruedas, o una patineta con o sin manivela

	Utilice una línea para mostrar la ruta que usa para caminar, ir en bicicleta o viajar utilizando un medio de transporte con ruedas a la escuela.
	Dibuje una estrella en las áreas donde se siente seguro cruzando o caminando a la par de las calles.
	Dibuje una X en las áreas donde NO SE SIENTE SEGURO cruzando o caminando a la par del camino.
	Dibuje una línea ondulada en las áreas que cree que necesitan aceras o cruces peatonales.



Badger Mountain Elementary

Camino

1 M

Para obtener más información, póngase en contacto con el equipo del proyecto en public-involvement@pbsusa.com.

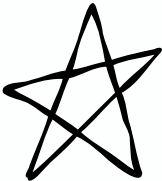
Дослідження безпечних маршрутів до школи в Річленді

ДОПОМОЖІТЬ НАМ ПОКРАЩИТИ ТЕ, ЯК ВИ ДОБИРАЄТЕСЬ ДО ПОЧАТКОВОЇ ШКОЛИ BADGER MOUNTAIN (БУДЬ ТО ПІШКИ, НА ВЕЛОСИПЕДІ ЧИ ЯКИМОСЬ ТРАНСПОРТОМ)!

Будь ласка, розкажіть нам, як ви добираєтесь до школи та зі школи додому, а потім використовуйте символи, щоб намалювати їх на мапі на звороті цієї сторінки, щоб ми могли додати вашу інформацію до нашого загальноміського дослідження. Поверніть заповнену мапу до вашого місцевого офісу до понеділка, 8 квітня 2024 року. Дякуємо за допомогу!

Як ви добираєтесь до школи та зі школи додому? Оберіть усі способи, якими ви користуєтесь.

- ☐ Автобусом
- ☐ Пішки
- ☐ Іншим способом: _____
- ☐ Автомобілем
- ☐ Велосипедом
- ☐ Їжджу на інвалідному візку, самокаті чи скейтборді

	Покажіть лінією маршрут, яким ви добираєтесь до школи пішки, на велосипеді або на візку.
	Намалюйте зірочку (*) у тих місцях, де ви почуваетесь у безпеці, переходячи дорогу або йдучи вздовж проїжджої частини.
	Намалюйте хрестик (X) у тих місцях, де ви відчуваєте НЕБЕЗПЕКУ, переходячи дорогу або йдучи вздовж неї.
	Намалюйте тильду (~) у тих місцях, де, на вашу думку, потрібні тротуари або пішохідні переходи.



Badger Mountain Elementary

Дорога

1 M

За додатковою інформацією звертайтеся до команди проєкту за адресою public-involvement@pbsusa.com.

Jason Lee Elementary Safe Routes Survey

Type	Need	Priority	Notes
Crosswalk	Van Giesen & Sanford	High	I think it would help if we actually had 20 mph beacons near the RRFB. The nearest WB beacon is 1650 feet away and separated by three intersections. The EB beacon is 850 feet away and separated by a traffic signal where drivers may have to stop. Another respondent noted they felt safe here.
Sidewalks	Torbett - Thayer to Stevens	Medium	This is a borderline Minor Collector Street that is narrower than most. It has little to no sidewalk in this segment. East of Stevens to Jadwin, Torbett has about 70% sidewalk on the north side and maybe 25% on the south side. Sidewalks are similar west of Thayer too.
Crosswalks	Painted crosswalks on side streets of Turner & Trippe at Wright	Medium	Not required at Stop signs but slightly higher priority due to it being against higher volume street of Wright.
Crosswalks	Painted crosswalks on side streets of Turner & Trippe at Sanford	Low	Not required at Stop signs so low priority
Crosswalks	Thayer & Symons	Low	Roundabout planned

Response Summary	3 Total Responses
Ride in a Bus	0
Ride in a Car	2
Walk	2
Bike	2
Roll (Scooter, Skateboard Wheelchair)	1
Other	0

General Notes
- Sidewalk/Crossing was listed on Thayer between Symons & Thayer on one response, but there are no problems evident

Jefferson Elementary Safe Routes Survey

Type	Need	Priority	Notes
Sidewalk	Missing sidewalk on south side of Symons from Jadwin to Goethals	High	I broke this out from the request because it is a section that serves more students and comes up to the traffic signal that is managed by crossing guards. The section to the west narrows and only allows parking on the north side of the street, thus adding sidewalk would still be uncomfortable since it would not have the "buffer" against moving traffic that the parking would otherwise provide.
Crosswalk	Van Giesen and Hunt	Medium	This intersection seems like it has the Stop signs on the wrong approach (Van Giesen). Could consider swapping if that would be better, though this is a difficult change to make (probably want Paras there for a while). It would be better for the walk route since there is a crossing of Van Giesen near the school that substitutes for crossing an uncontrolled crossing of Van Giesen at this intersection. Possible sight distance obstructions with wall and/or fences on both east side properties.
Sidewalk	Missing sidewalk for three properties on Wordrop & Hoxie	Low	1727 & 1729 Hoxie Ave, and 92 Wordrop St
Sidewalk	Missing sidewalk on Hains (north side) between Park Access and Hunt.	Low	Serves low number of users. There are significant landscape elements for cost and also, they don't really allow for any walking except to cross or be in street for short distance. Fixing 1603 Hains Ave alone would serve all but two houses.
Sidewalk	Missing sidewalk segments on south side of Symons from Goethals to Stevens Drive	Low	The north side of the sidewalk is present the whole route. Properties 715, 717, 719, 803, 805, 807, 905, 909 Symons and 1328 Kimball are the missing pieces between Goethals and Stevens. This was noted on two responses. As noted in the response between Jadwin & Goethals. The south side new sidewalk would still have cars driving really close to the sidewalk since the street is too narrow to allow parking on the south side.

Response Summary	17 Total Responses
Ride in a Bus	3
Ride in a Car	8
Walk	9
Bike	2
Roll (Scooter, Skateboard Wheelchair)	1
Other	0

General Notes
-Comment - "We no longer feel safe having to walk around the ELC building. When there was access through the soccer field the visibility was much better and knowing she was secure behind a fence was better. Please allow students to walk in the field again"
- One response noted Waldron at GW Way as difficult. It has minor street crosswalk marking as do several others that weren't called out.
- Comment - "Van Giesen & GW Way are safe because of the Para-educators. It is <u>unsafe</u> from the reckless drivers!"
- Comment - "Paras/crossing guards (on Hunt near Thomas) are awesome and appreciated"
-
-

Lewis & Clark Elementary Safe Routes Survey

Type	Need	Priority	Notes
Sidewalks	Comstock between Goethals & Jadwin	High	It would be nice to get sidewalks for sure.
Crosswalk	Crossing of Goethals at Comstock for Park	Low	Not a high priority for school but makes a nice link to Wellsian as well if a trail is cut thru.
Crosswalk	Cullum and Downing	High	Raised Crosswalk? Intermediate School Zone Signs.
Crosswalk	Cullum and Fitch	High	Raised Crosswalk? Intermediate School Zone Signs.
Sidewalks	Downing	Medium	Right near the school would be helpful. South side.
Sidewalks	Comstock between Jadwin & Armistead	High	It would be a good addition. All the way to GW Way would be better. Mentioned twice.
Sidewalks	Benham between Jadwin & Armistead	Medium	It would be a good addition. All the way to GW Way would be better.
Sidewalks	Adams between Jadwin & Armistead	Medium	It would be a good addition. All the way to GW Way would be better.
Sidewalks	Davenport	Medium	Goethals to Jadwin. All the way to GW Way would be better.
Crosswalk	Jadwin & Comstock	High	Raised crosswalk could be a problem, RRFB's would be better on the north crosswalk. Add east side crosswalk and delete south side crosswalk.

Response Summary	4 Total Responses
Ride in a Bus	1
Ride in a Car	4
Walk	4
Bike	1
Roll (Scooter, Skateboard Wheelchair)	1
Other	

General Notes
-
-
-
-
-
-

Orchard Elementary Safe Routes Survey

Type	Need	Priority	Notes
Crosswalk	Melissa & Gala	High	Painted crosswalks on minor street crossings. Down side is that it would cause some drivers to stop too far back and not creep up when it is safe to make a left-turn. Listed 3 times
Crosswalk	Gala & Manchester	High	Painted crosswalks on minor street crossings.
Crosswalk	Melissa at Brantingham	High	New paved connection between Melissa and Brantingham Cul-de-sac, but no crossing. A raised crosswalk would also satisfy part of a Traffic Calming Request. Raised crosswalk could work as there is drainage right there. Listed twice.
Crosswalk	Oahu Crossing(s) at Brantingham	Medium	Treat west side as the specific Safe Route. Listed twice.
Sidewalk	Brantingham (east side)	Medium	Needs sidewalk and widening. This would allow for a focused crossing near the bus loop as this is a popular drop-off spot.
Intersection	Gala and Sicily	Low	Not clear what the request is other than maybe minor street crosswalks painted. The case would be speed and curvature. The requestor wouldn't really benefit from this though.
Crosswalk	Brantingham near south school boundary	Low	This would be less a priority than one further north.
Sidewalk	Gala South of Hunter Street	N/A	Short segment of missing contract. On the 2022 Infil project that is ongoing currently.
Crosswalk	Keene & Westcliffe	N/A	The location has a 7 second LPI and newer left-turn phasing that would make the crossing more safe than it has been. This is crossing over school boundaries though. They only ride in a car.

Response Summary	6 Total Responses
Ride in a Bus	1
Ride in a Car	5
Walk	5
Bike	0
Roll (Scooter, Skateboard Wheelchair)	2
Other	0

General Notes
-
-
-
-
-
-

Sacajawea Elementary Safe Routes Survey

Type	Need	Priority	Notes
Crosswalk	Parking Restrictions at Franklin Crosswalk for visibility	High	This probably applies at Holly as well. Holly could use a refresh. EB sign at Franklin could be moved to streetlight. Both locations need ramps. Holly markings need a refresh. This was mentioned in two responses. Need to discuss adding this to the Sacajawea curb paint plan.
Crosswalk	Spengler between Hood and Carraige	High	This was noted as a route that needed a crossing. There are a lot of apartments north of Spengler that need to go to GW Way for a safe crossing. Carraige is a direct route all the way to Saint where it would connect with the pathway. There is even a marked school crossing of Snyder and Carraige that supports this request. There was an Injury A crash with an 11 year old student at Hood, getting off a school bus so it would serve the busses here too. Crash EB81207
Crosswalk	Coast at Rainier	Medium	Enhance crossing. Right now there is no 20 mph beacons or signs near this crossing.
Sidewalk	Pave the pathway between Fuller and Saint	Medium	This would be a challenge but would be a very good project.
Sidewalk	Newcomer north of Coast Street	Medium	Missing 125 (times 2) feet of sidewalk on three properties north of Coast.
Sidewalk	Coast Street - Jadwin to Rainier (south side)	Low	North side has crosswalk.
Crosswalk	Coast at Blue, Cascade, Shasta	Low	Side street crosswalks.
Crosswalk	GW Way at Scot St.	Low	Presuming this is the minor street crosswalk
Crosswalk	GW Way Minor Street Crosswalks	Low	This isn't the route that we want kids walking really and adding crosswalks would like cause crashes due to drivers starting their left-turns from too far back from the traveled way. From same person requesting crosswalk at Spengler and Carraige where the real improvement needs to be considered.
Other	Bike Safety Training	N/A	Bikes riding the north south path and not paying attention to pedestrians or cars.

Response Summary	6 Total Responses
Ride in a Bus	0
Ride in a Car	6
Walk	6
Bike	3
Roll (Scooter, Skateboard Wheelchair)	3
Other	0

General Notes
-
-
-
-
-
-

Marcus Whitman Safe Routes Survey

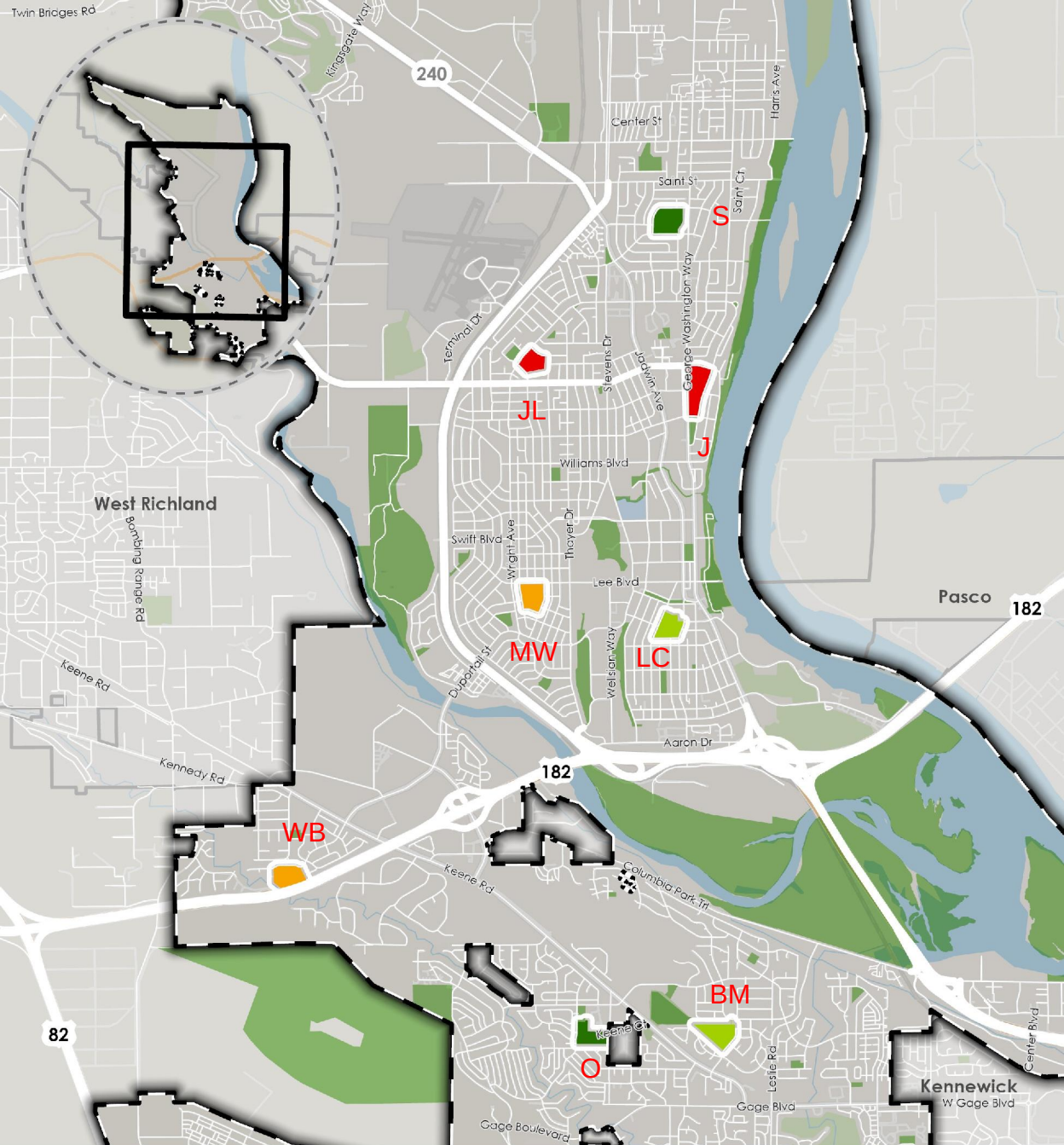
Type	Need	Priority	Notes
Sidewalk	Snow from Duportail to Gray	High	Needs both sides, but West would be prioritized if had to choose. Noted that Snow floods in rain forcing kids to walk in center of the street. Listed multiple times
Sidewalk	Humphreys between Winslow & Wright	High	Need sidewalk in this segment, prioritizing south side to align with crosswalks. Survey says "...scary for walking kids"
Crosswalk	Thayer & Lee	High	Consider the Flashing R10-15 signs. LPI already installed. Benefits Elementary, Middle School, and High School Students
Crosswalk	Swift at Elm - Request RRFB	Medium	Swift and Cottonwood is better due to existing crosswalk and surveying more users. RRFB since 9000 ADT. School Zone desirable but zone at Swift and Wright. Cottonwood saves 500 feet on walk route for some
Crosswalk	Duportail at Dallas	Medium	Consider Raised Crosswalk. This serves a cut-through pathway that leads to Duportail RRFB at Snow.
Crosswalk	Swift & Smith	Medium	Snow was requested and aligns with the school better, but Smith would be a better crossing location for visibility and more centrally located
Sidewalk	Winslow between Snow and Fries	Low	Good improvement but higher priority would be Snow crosswalks.
Crosswalk	Duportail & Wright (roundabout)	Low	No solution stands out other than raised crosswalks
Crosswalk	Pullen at Birch	Low	Difficult due to Valley gutters. Serves Limited
Crosswalk	Fries (north) and Winslow (east)	Low	Between Snow and Gray. Alternate routes available.

Response Summary	23 Total Responses
Ride in a Bus	1
Ride in a Car	17
Walk	10
Bike	1
Roll (Scooter, Skateboard Wheelchair)	2
Other	1 (Pick-up/Drop-off Boys & Girls Club)

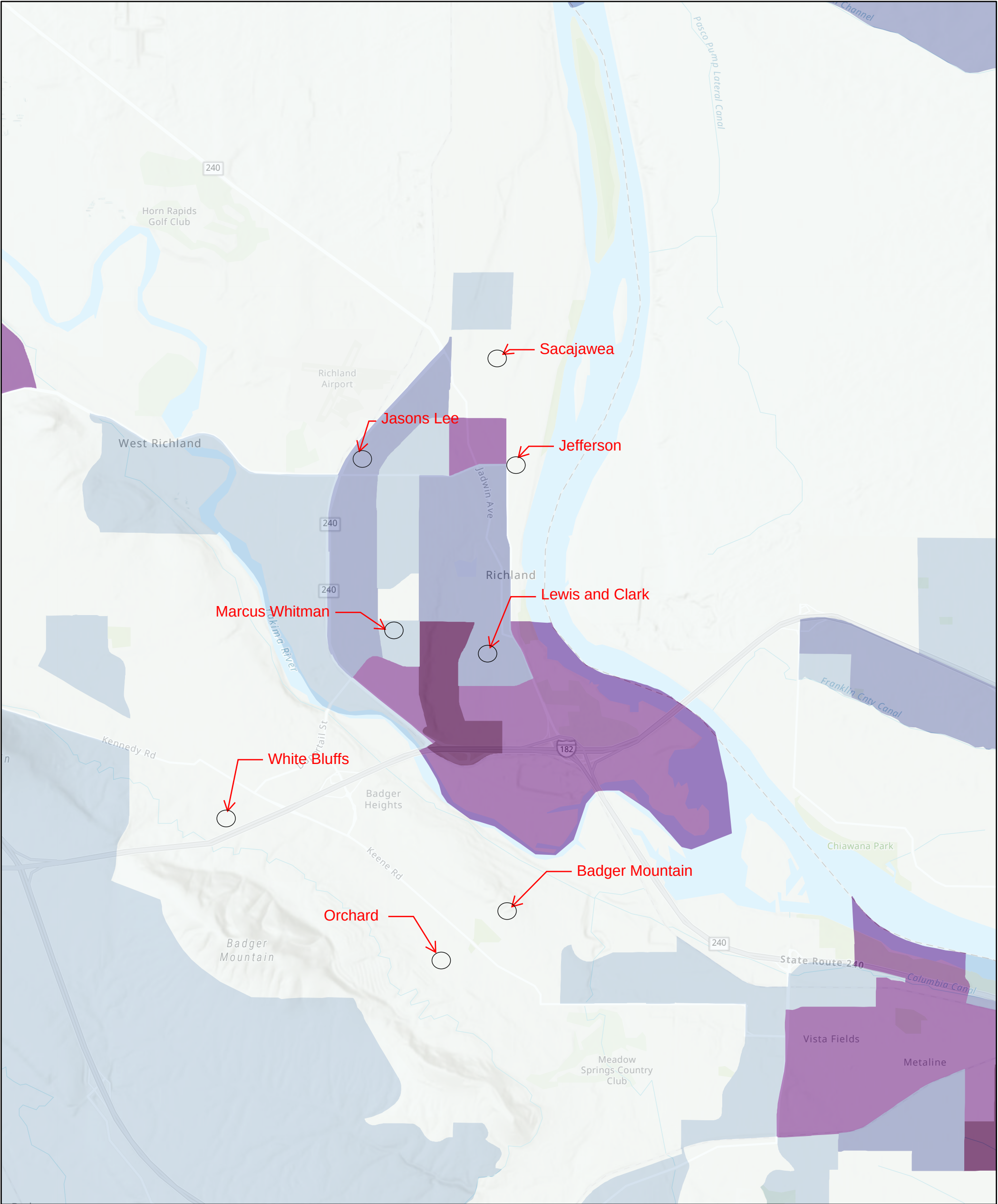
General Notes
- Plenty of walkers coming from north of Swift
- Considering the results it seems that maintaining flashing beacons at roundabouts may still be viable on Minor Arterials that have 8000 ADT +/-
- Some surveys noted numerous minor street crossings on side streets. In general these are not captured above.
- Some surveys didn't have enough detail to capture above.
- 9 survey Respondents only rode in a car
- 5 survey Respondents only Walked or used Scooter

Appendix D

Sandy Williams Equity Needs Mapping



Richland



4/30/2024

WSDOT - Active Transportation Sandy Williams Equity Needs - Active Transportation Sandy Williams Equity Needs

0 - 6 (Lowest)

7 - 10 (Low)

11 - 13 (Moderate)

14 - 17 (High)

18 - 27 (Highest)

World Hillshade

1:72,224

00.512

00.751.53 km

00.512

00.751.53 mi

WSU Facilities Services GIS, Oregon State Parks, State of Oregon GEO, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS, Esri, NASA, NGA, USGS, FEMA

Appendix E

Project Prioritization

PEDESTRIAN LEVEL OF TRAFFIC STREET BEFORE AND AFTER FOR LOCAL ROADWAYS

Symons Street - Goethal Drive to Jadwin Avenue –Pedestrian LTS

Before

No sidewalk on the south side, assumed 1,000 vehicle per day and speed target speed (posted speed Limit) 25 MPH.

Exhibit 1510-1 Pedestrian Level of Traffic Stress (PLTS) in mixed traffic (no marked bicycle lane, with or without shoulder) (New Exhibit 2023)

PLTS in mixed traffic (no pedestrian facility)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 – 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

After

Install 5 foot side sidewalk as a minimum on both sides of Symons Street

Minimum Sidewalk Present (5')								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	2	4	4	4	4
	751 - 1500	1	1	2	4	4	4	4
	1501 - 3000	1	1	2	4	4	4	4
	> 3000	2	2	2	4	4	4	4
2 thru lanes per direction	0 - 6000	2	2	2	4	4	4	4
	> 6000	2	2	3	4	4	4	4
3+ thru lanes per direction	Any ADT	2	2	3	4	4	4	4

Comstock Street - Goethal Drive to George Washington Way –Pedestrian LTS

Before

No sidewalk on either side, assumed 1,000 vehicle per day and speed target speed (posted speed limit) 25 MPH.

Exhibit 1510-1 Pedestrian Level of Traffic Stress (PLTS) in mixed traffic (no marked bicycle lane, with or without shoulder) (New Exhibit 2023)

PLTS in mixed traffic (no pedestrian facility)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 – 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

After

Install 5-foot side sidewalk as a minimum on both sides of Comstock Street

Minimum Sidewalk Present (5')								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	2	4	4	4	4
	751 - 1500	1	1	2	4	4	4	4
	1501 - 3000	1	1	2	4	4	4	4
	> 3000	2	2	2	4	4	4	4
2 thru lanes per direction	0 - 6000	2	2	2	4	4	4	4
	> 6000	2	2	3	4	4	4	4
3+ thru lanes per direction	Any ADT	2	2	3	4	4	4	4

Humphreys Street - Wright Avenue to Windsor Avenue –Pedestrian LTS

Before

No sidewalk on either side, assumed 1,000 vehicle per day and speed target speed (posted speed limit) 25 MPH.

Exhibit 1510-1 Pedestrian Level of Traffic Stress (PLTS) in mixed traffic (no marked bicycle lane, with or without shoulder) (New Exhibit 2023)

PLTS in mixed traffic (no pedestrian facility)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 – 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

After

Install 5-foot side sidewalk as a minimum on both sides of Comstock Street

Minimum Sidewalk Present (5')								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	2	4	4	4	4
	751 - 1500	1	1	2	4	4	4	4
	1501 - 3000	1	1	2	4	4	4	4
	> 3000	2	2	2	4	4	4	4
2 thru lanes per direction	0 - 6000	2	2	2	4	4	4	4
	> 6000	2	2	3	4	4	4	4
3+ thru lanes per direction	Any ADT	2	2	3	4	4	4	4

Snow Avenue – Duportail Street to Grey Street –Pedestrian LTS

Before -

No sidewalk on either side, assumed 1,000 vehicle per day and speed target speed (posted speed limit) 25 MPH.

Exhibit 1510-1 Pedestrian Level of Traffic Stress (PLTS) in mixed traffic (no marked bicycle lane, with or without shoulder) (New Exhibit 2023)

PLTS in mixed traffic (no pedestrian facility)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 – 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

After

Install 5-foot side sidewalk as a minimum on both sides of Snow Avenue

Minimum Sidewalk Present (5')								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	2	4	4	4	4
	751 - 1500	1	1	2	4	4	4	4
	1501 - 3000	1	1	2	4	4	4	4
	> 3000	2	2	2	4	4	4	4
2 thru lanes per direction	0 - 6000	2	2	2	4	4	4	4
	> 6000	2	2	3	4	4	4	4
3+ thru lanes per direction	Any ADT	2	2	3	4	4	4	4



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May 3, 2024

To: John Manix and P.J. McKelvey
Company: PBS Engineering and Environmental
From: Tom Bertulis, MS, PE, PTOE
Company: KTUA Planning and Landscape Architecture
Subject: City of Richland SRTS Project Prioritization Tech Memorandum

This document is a tech memo with details on the process that KTUA used to prioritize projects for the City of Richland SRTS plan. Developing the project prioritization and ranking was an interactive and inclusive process. A key concept of Safe Routes to School plans is the provision of infrastructure for active transportation that is fully connected and based on criteria that is weighed based on importance.

The SRTS prioritization method was based on several factors, as cited below. Not all criteria are weighed the same. The prioritization process assigns a relative rank (priority) to each proposed project by quantifying criteria such as the proximity of a proposed project to parks, commute characteristics of the surrounding population, population density, and barriers to non-vehicular (active) transportation.

Ranks have both a scaling component and a weighting component. The scaling component assigns an increasing value to increasing ranges of a variable, such as number of freeway crossings or population density. The weighting component assigns higher values to variables that are deemed more important, such as assigning collision density twice the weight (e.g., .75) of proximity to parks (e.g., .25).

A quartile scale is used to reduce bias in the scaling component. A quartile scale divides the distribution of values equally into four groups so that low or high values are not overrepresented and preconceived spatial patterns (biases) are not taken into consideration.

The value of weighting components (weights) are selected based on their relationship to the use of active transportation, and the relative importance of each criteria based on City and professional judgment. Though subjective, City and professional judgment on criteria weighting reflects community input and observations of the active transportation network relative to criteria weights.

Criteria are categorized as attractors, generators, barriers, and equity. Attractors are destinations where higher volumes of active transportation are expected or encouraged, such as schools, parks, and commercial land uses.

Using all of the criterias input, lends itself to a different set of units per criteria. To normalize all of the criteria's resulting units, a weighted score was calculated to score

the data on the same scale. A weight was applied to each subset of the data inputs, the higher the weight the more important criteria to measure. Criteria was broken into 4 categories of data: Attractors, Demand, Obstacles, and Equity.

- **Attractors**

- *Parks (Weight 0.25)*

- Whether passive or active, parks supply areas of recreation for neighboring residents and the larger community. Accessibility to parks and recreation can encourage more residents to participate in these activities. The number of parks within 150 feet were counted along each project corridor, scaled, and assigned a weight of 0.25.

- *Number of Attractors (Weight 0.25)*

- Retail and commercial space attract people from a variety of distances using a variety of travel modes. Roads serving these areas have higher traffic volumes, speeds, and safety concerns. The number of retail and commercial land use near each project was combined together as the prioritization input.

- **Generators**

- *Population Density (Weight 0.25)*

- Residential areas are the origin of all trips. Understanding how population is distributed helps identify the most frequented paths of travel. Roads in close proximity to high population densities will carry more traffic volumes (independent of mode) than roads farther away. Total population by Census Tract was gathered from the ACS and dispersed among the tracts within the City. Density was calculated based on the area of tract within the City, scaled, and assigned a weight of 0.75.

- *Commute Mode to School: Walk, Bike (Weight 0.25)*

- Existing mode share of non-vehicular travel within the City can showcase how well the road network and infrastructure is currently serving these modes. Replica data for the number of people who walk, biked to school was used as a scaled input and weighted 0.5.

- *Pedestrian Quality (Weight 0.75)*

- Determining how friendly an area can be to pedestrians traveling to, around or through, highlights areas of need and gaps within the network. The number of crosswalks, traffic signals, school beacons, crossing guards, percentage of missing sidewalks and if it was within a school zone, were totaled and ranked for input.

- *Motor Vehicle Volume (Weight 0.5)*

- Heavily trafficked roads can show areas throughout a city where the most common zones of travel are. This could be due to through traffic, common destinations, ease of travel, or the makeup of the road network. Vehicle volumes were collected as points in 2021, these points were then buffered to overlap the corridors and the highest volume within that corridor was selected.

- **Barriers**

- *Freeway & Railroad crossings (Weight 0.25)*
 - Inconveniences and safety hazards along paths of travel avert users from considering using them as an option. Identifying these hazards will bring forward the areas that need more attention to create attractability. Freeway and railroads crossings were mapped as barriers, and the number of barrier crossings per project were counted, scaled, and weighted (0.5).
- *Bike & Pedestrian Collisions (Weight 0.75) ******
 - Collisions can provide an insight into dangerous roads, intersections and paths of travel. It also highlights areas of greater need for improvement. Pedestrian and bicycle related crashes were collected from 2018 -2022 within 1-mile of each school. A density of these collisions, per mile, were used as the input for ranking. The crash data originates from the WSDOT collision database. It was accessed via Washington State DASH. This explained in more detail in the data report in the following link:
<https://spaces.hightail.com/space/KaYlm2Wesl>
- *Level of Traffic Stress (Weight 0.5)*
 - A road network is made up of many intersecting paths with different levels of purpose, need and design. Categorizing these roads into a scoring system helps to identify roads which are more bike and pedestrian friendly versus those that could be perceived to be more dangerous or car centric. Roads with a high number of travel lanes and speeds limit ranked higher than those with less lanes and a lower speed limit. The roads with the highest “level of traffic” score within each corridor were selected and inputted.
- *Roadway Speed (Weight 0.5)*
 - Roadways with higher posted speed limits tend to have a higher number of vehicle lanes and thus a high level of traffic stress. Higher speeds can deter pedestrians and bicycles due to an increased uncertainty of safety. Roads with the highest posted speed limit were selected within the corridors and imputed.
- *Number of Vehicle Lanes (Weight 0.5)*
 - Roadways with a higher number of vehicle lanes invited more vehicles to use those roads and in turn create busier streets. Identifying these roads can be used to narrow down where traffic calming or safety intervention can be applied. The roads with the highest number of traffic lanes were selected within each corridor and inputted.

- **Equity**

- *OSPI - Equity Analysis (Weight 0.75)*
 - Data from the *Report Card Enrollment 2023-24 School Year* from the State of Washington was to rank each of the eight schools. We combined data on the number of: students of color, low income, with disabilities, of a hispanic heritage into a total sum. Each school

was then ranked for the selection process. Schools in the closest proximity to each corridor were selected, and that rank was used as the input.

- *Percent of Households without a vehicle (Weight 0.25)*
 - Households without a vehicle will showcase areas where people are using other means to traverse their city. This could be transit, walking, biking or a combo of the sorts. Identifying these areas leads to insight into where alternatives to vehicle travel are needed. Using Census Tracts, the greatest percentage of households without vehicles within each corridor was selected and inputted.

0 0.5 1 Mile

ktua

Richland Preliminary SRTS Project Ranking																																
Category	Safety (up to 40)										Equity (up to 25)						Mobility with Considerations for Equity (up to 10)				Deliverability (up to 10)						Value (up to 10)	Geographic Diversity (up to 5)	Score Total	Environmental Health Disparity Score**	Modified Score	
Subcategory	Safety Treatments (up to 24)				Safety Need (up to 16)						Highest Equity Need (up to 20)				Community Engagement (5)	Category Score	Network Connectivity (5)		Destination Access (5)		Category Score	Quality of Budget (up to 5)		Project History (0 to -5)		Is the project in a Local or Transportation Plan? (up to 5)		Does agency have ADA Transition Plan? (1)				Does agency have Greenhouse Gas Emission Reduction Plan? (2)
Criteria	Along a project corridor, do the proposed treatments achieve LTS 2 or better? (12)	At project intersections or crossings, do the proposed treatments achieve safety and comfort characteristics? (12)	If there is evidence of speeding or the project proposed speed reductions, are there speed management treatments to support the desired speeds? (up to 10 if not)		Subcategory Score	Is the existing active transportation route LTS 3 or 4? (up to 16)	Is there a history of crashes at this location? (up to 16)	Does operating speed exceed posted speed in the project location? (up to 10)	Do you plan to lower the posted speed? Have you completed any necessary policy changes to reduce the speed? (up to 6)	Is the project in a Local Road Safety Plan, Safe Streets for All Action Plan, or other safety plan? (up to 6)	Subcategory Score	Category Score	Grants/Matching Funds Score (up to 10)	CELT Score (up to 10)	Tribal Project or lands (up to 20)		Subcategory Score	Has there been an opportunity for community engagement with vulnerable populations? (5)	Category Score	Project support broad connectivity for walking/biking, connects to at least two destinations, or connecting vulnerable populations.		Considers how many destinations a project can reach.	Category Score	Considers the completeness and cost accuracy of the project budget based on provided details	Considers local agency's history with project delivery for WSDOT projects	Considers if agency has identified the project through public outreach and planning	Does agency have ADA Transition Plan? (1)	Does agency have Greenhouse Gas Emission Reduction Plan? (2)	Category Score	What is the funding request proportional to the population? (up to 10)	How many SRTS and P&F projects per capita have been awarded to the agency? (up to 5)	
Systemic																																
School Crosswalk Safety Improvements	0	10	0	10	16	8	5	0	6	20	30	14	16	0	20	3	23	5	5	10	3	3	0	1	2	9	10	5	87	4	78	
	10	0	0	10	0	8	5	0	0	13	23	7	7	0	14	3	17	5	5	10	3	3	0	1	2	9	10	5	74		67	
Sidewalk																																
George Washington Way, east side - Van Giesen to Howell (Jefferson)	10	6	0	16	16	16	10	0	6	20	36	14	16	0	20	5	25	5	4	9	3	3	5	1	2	10	5	5	90	2	81	
Van Giesen Street, south side - Wright Ave to Thayer Dr (Jason Lee)	10	6	0	16	16	10	5	0	6	20	36	10	16	0	20	2	22	5	4	9	3	3	5	1	2	10	5	5	87	8	87	
Symons Street, south side - Goethals Dr to Jadenin Ave (Jefferson)	10	6	0	16	0	10	5	0	0	15	31	13	16	0	20	5	25	5	5	10	3	3	5	1	2	10	5	5	86	9	86	
Cornstock Street- Goethals Dr to George Washington Way (Lewis and Clark)	10	6	0	16	0	0	5	0	0	5	21	13	16	0	20	3	23	5	4	9	3	3	5	1	2	10	5	5	73	9	73	
Torbett Street - Thayer Dr to Stevens Dr (Jason Lee)	10	6	0	16	0	0	5	0	0	5	21	13	16	0	20	2	22	0	0	0	3	3	5	1	2	10	5	5	63	9	63	
Davenport Street- Goethals Dr to George Washington Way (Lewis and Clark)	10	6	0	16	0	0	0	0	0	0	16	13	10	0	20	3	23	1	2	3	3	3	5	1	2	10	5	5	62		56	
Bentham Street- Jadenin Avenue to George Washington Way (Lewis and Clark)	10	6	0	16	0	0	0	0	0	0	16	13	10	0	20	3	23	2	1	3	3	3	5	1	2	10	5	5	62		56	
Humphreys Street - Wright Ave to Winslow Ave (Marcus Whitman)	10	6	0	16	0	0	0	0	0	0	16	10	18	0	20	5	25	0	1	1	3	3	5	1	2	10	5	5	62	8	62	
Snow Ave from Dupont Street to Gray Street (Marcus Whitman)	10	6	0	16	0	0	0	0	0	0	16	10	16	0	20	5	25	0	1	1	3	3	5	1	2	10	5	5	62	8	62	
Adams Street - Jadenin Avenue to George Washington Way (Lewis and Clark)	10	6	0	16	0	0	0	0	0	0	16	13	10	0	20	3	23	0	0	0	3	3	5	1	2	10	5	5	59		53	
Saint-Fuller Pathway - Saint to Fuller (Sacajawea)	10	6	0	16	0	0	0	0	0	0	16	6	13	0	19	2	21	0	1	1	3	3	5	1	2	10	5	5	58	5	52	
Newcomer Street - Coast Street to 125 feet north (Sacajawea)	10	6	0	16	0	0	0	0	0	0	16	6	13	0	19	2	21	0	0	0	3	3	5	1	2	10	5	5	57	9	57	
Dawning Street - Callan Avenue to Jadenin Avenue (Lewis and Clark)	5	6	0	11	0	0	0	0	0	0	11	13	10	0	20	3	23	1	1	2	3	3	5	1	2	10	5	5	56		50	
Brantingham Rd, east side - Oahu St to north of School (Orchard)	10	6	0	16	0	0	0	0	0	0	16	6	0	0	6	2	8	0	0	1	1	3	3	5	1	2	10	5	5	45	4	41

* OERI Score is derived from adding the total percentages of the "Low Income", "Hispanic", "Sum of non-White", and "Students with Disabilities" together and comparing to the average for the state (average is 140). Look at the "Enrollment" portion of the report card for this information.
** WSDOT must allocate at least 35% of SRTS funding to areas that have an Environmental Health Disparity score of 7 or higher. For proposed projects that do not fall within this range, the overall score is reduced by 10% to account for the higher competition pool when deciding on go/no-go for projects

Green = Higher Score
Yellow = Average Score
Red = Lower Score

Appendix F

Cost Estimate

School Zone Safety Improvements - Carmichael Middle

This optional template is intended to assist with a projects cost estimate. Add or delete the cost estimate items below based on the proposed project.

COST ESTIMATE SCOPING ITEMS	Total Quantity	Units	Unit Price	x Quantity Total
CONSTRUCTION COST ESTIMATE				
CONSTRUCTION SURVEYING		LS		0
MOBILIZATION	1	LS		9400
MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL INCLUDING FLAGGING	1	LS		10000
Permanent Signing	2	EA	1000	2000
School Zone Flashing assembly with Radar Feed Back Signs - Thayer	1	EA	80000	80000
RRFB at school Entrance - Thayer	1	EA	20000	20000
R10-15	4	EA	24000	96000
SUBTOTAL				217400
Cost Estimate Subtotal				217400
Cost Estimate Contingency (30% minimum)				30% 65220
Cost Estimate Grand Total (Construction)				282620
PE Design & Environmental (Between 10% and 30%)				30% 84786
ROW				0
Construction				282620
Project Cost Estimate Total				367406

Acronyms
LS = LUMP SUM
SF = SQUARE FOOTAGE
CY = CONSTRUCTION YARD
TN = TON
EA = EACH
SY = SQUARE YARD

School Zone Safety Improvements - Chief Joseph Middle

This optional template is intended to assist with a projects cost estimate. Add or delete the cost estimate items below based on the proposed project.

COST ESTIMATE SCOPING ITEMS	Total Quantity	Units	Unit Price	
			Unit Price	x Quantity Total
CONSTRUCTION COST ESTIMATE				
CONSTRUCTION SURVEYING		LS		0
MOBILIZATION	1	LS		13520
MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL INCLUDING FLAGGING	1	LS		10000
Permanent Signing	0	EA	1000	0
School Zone Flashing assembly with Radar Feed Back Signs - Stevens	2	EA	60000	120000
R10-15	3	EA	24000	72000
Radar speed feed back signs (Based on resent PBS project in WA)	4	EA	15000	60000

SUBTOTAL	275520
Cost Estimate Subtotal	275520
Cost Estimate Contingency (30% minimum)	30% 82656
Cost Estimate Grand Total (Construction)	358176
PE Design & Environmental (Between 10% and 30%)	30% 107452.8
ROW	0
Construction	358176
Project Cost Estimate Total	465628.8

Acronyms
LS = LUMP SUM
SF = SQUARE FOOTAGE
CY = CONSTRUCTION YARD
TN = TON
EA = EACH
SY = SQUARE YARD

School Zone Safety Improvements - Jason Lee

This optional template is intended to assist with a projects cost estimate. Add or delete the cost estimate items below based on the proposed project.

COST ESTIMATE SCOPING ITEMS	Total Quantity	Units	Unit Price	Unit Price x Quantity Total
CONSTRUCTION COST ESTIMATE				
CONSTRUCTION SURVEYING		LS		0
MOBILIZATION	1	LS		24000
MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL INCLUDING FLAGGING	1	LS		10000
Permanent Signing	6	EA	1000	6000
School Zone Flashing assembly with Radar Feed Back Signs - Van Giesen	1	EA	80000	80000
Plastic crosswalk each (based on PBS project in WA with 70 SF at \$15/SF *	4	EA	1050	4200
Intermediate School Zone Flashers Only	1	EA	60000	60000
School Zone Flashing assembly with Radar Feed Back Signs - McMurray	1	EA	60000	60000
R10-15	1	EA	24000	24000
RRFB - McMurray, 2 locations	2	EA	20000	40000
SUBTOTAL				308200
Cost Estimate Subtotal				308200
Cost Estimate Contingency (30% minimum)				30% 92460
Cost Estimate Grand Total (Construction)				400660
PE Design & Environmental (Between 10% and 30%)				30% 120198
ROW				0
Construction				400660
Project Cost Estimate Total				520858

Acronyms
LS = LUMP SUM
SF = SQUARE FOOTAGE
CY = CONSTRUCTION YARD
TN = TON
EA = EACH
SY = SQUARE YARD

School Zone Safety Improvements - Jefferson

This optional template is intended to assist with a projects cost estimate. Add or delete the cost estimate items below based on the proposed project.

COST ESTIMATE SCOPING ITEMS	Total Quantity	Units	Unit Price	Unit Price x Quantity Total
CONSTRUCTION COST ESTIMATE				
CONSTRUCTION SURVEYING		LS		0
MOBILIZATION	1	LS		4700
MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL INCLUDING FLAGGING		LS		10000
Permanent Signing	0	EA	1000	0
School Zone Flasher time clock update and RTC Connect - George Washington Way	2	EA	4000	8000
Radar Feed Back Signs - George Washington Way	2	EA	13,500	27000
R10-15	4	EA	24000	96000
Plastic crosswalk each (based on PBS project in WA with 70 SF at \$15/SF *	1	EA	1050	1050
Raised Crosswalk - Van Geisen	1	EA	10000	10000
SUBTOTAL				156750
Cost Estimate Subtotal				47025
Cost Estimate Contingency (30% minimum)			30%	203775
Cost Estimate Grand Total (Construction)				
PE Design & Environmental (Between 10% and 30%)			30%	61132.5
ROW				0
Construction				203775
Project Cost Estimate Total				264907.5

Acronyms
LS = LUMP SUM
SF = SQUARE FOOTAGE
CY = CONSTRUCTION YARD
TN = TON
EA = EACH
SY = SQUARE YARD

School Zone Safety Improvements - Lewis & Clark

This optional template is intended to assist with a projects cost estimate. Add or delete the cost estimate items below based on the proposed project.

COST ESTIMATE SCOPING ITEMS	Total Quantity	Units	Unit Price x Quantity	Unit Price Total
CONSTRUCTION COST ESTIMATE				
CONSTRUCTION SURVEYING		LS		0
MOBILIZATION	1	LS		21000
MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL INCLUDING FLAGGING	1	LS		10000
Permanent Signing *	2	EA	1000	2000
Plastic crosswalk each (based on PBS project in WA with 70 SF at \$15/SF *	1	EA	1050	1050
RRFB at Jadwin *	1	EA	20000	20000
Concrete Raised Crosswalk *	2	EA	10000	20000
ADA Ramps at raised crosswalk *	2	LS	15000	30000
SUBTOTAL				104050
Cost Estimate Subtotal				104050
Cost Estimate Contingency (30% minimum)			30%	31215
Cost Estimate Grand Total (Construction)				135265
PE Design & Environmental (Between 10% and 30%)			30%	40579.5
ROW				0
Construction				135265
Project Cost Estimate Total				175844.5

Acronyms

LS = LUMP SUM

SF = SQUARE FOOTAGE

CY = CONSTRUCTION YARD

TN = TON

EA = EACH

SY = SQUARE YARD

School Zone Safety Improvements - Marcus Whitman

This optional template is intended to assist with a projects cost estimate. Add or delete the cost estimate items below based on the proposed project.

COST ESTIMATE SCOPING ITEMS	Total Quantity	Units	Unit Price	Unit Price x Quantity Total
CONSTRUCTION COST ESTIMATE				
CONSTRUCTION SURVEYING		LS		0
MOBILIZATION	1	LS		30200
MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL INCLUDING FLAGGING	1	LS		10000
Permanent Signing	0	EA	1000	0
School Zone Flashing assembly with Radar Feed Back Signs - Wright Ave	1	EA	80000	80000
RRFB at school Entrance - Wright Ave	1	EA	20000	20000
RRFB at school Entrance - Lee Blvd	2	EA	20000	40000
Concrete Raised Crosswalk - Wright at Dallas *	1	EA	10000	10000
Concrete Raised Crosswalk - Winslow	1	EA	10000	10000
Intermediate School Zone Flashers	1	EA	60000	60000
School Zone Flashing assembly with Radar Feed Back Signs - Lee	1	EA	80000	80000
Concrete Raised Crosswalk - Snow	2	EA	10000	20000
Plastic crosswalk each (based on PBS project in WA with 70 SF at \$15/SF *	3	EA	1050	3150
RRFB at Swift *	1	EA	20000	20000
SUBTOTAL				383350
Cost Estimate Subtotal				383350
Cost Estimate Contingency (30% minimum)			30%	115005
Cost Estimate Grand Total (Construction)				498355
PE Design & Environmental (Between 10% and 30%)			30%	149506.5
ROW				0
Construction				498355
Project Cost Estimate Total				647861.5

Acronyms

LS = LUMP SUM

SF = SQUARE FOOTAGE

CY = CONSTRUCTION YARD

TN = TON

EA = EACH

SY = SQUARE YARD

School Zone Safety Improvements - Orchard

This optional template is intended to assist with a projects cost estimate. Add or delete the cost estimate items below based on the proposed project.

COST ESTIMATE SCOPING ITEMS	Total Quantity	Units	Unit Price	Unit Price x Quantity Total	
CONSTRUCTION COST ESTIMATE					
CONSTRUCTION SURVEYING		LS		0	
MOBILIZATION	1	LS		15000	
MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL INCLUDING FLAGGING	1	LS		10000	
Permanent Signs	0	EA	1000	0	
School Zone Flashing assembly with Radar Feed Back Signs - Braningham	1	EA	80000	80000	
School Zone Flashing assembly with Radar Feed Back Signs - Gala	1	EA	80000	80000	
Concrete Raised Crosswalk - Gala	1	EA	10000	10000	
Concrete Raised Crosswalk - Melissa *	1	EA	10000	10000	
ADA Ramps at raised crosswalk - Gala	2	LS	15000	30000	
ADA Ramps at raised crosswalk - Melissa *	2	LS	15000	30000	
Plastic crosswalk each (based on PBS project in WA with 70 SF at \$15/SF *	6	EA	1050	6300	265000
SUBTOTAL					265000
Cost Estimate Subtotal					79500
Cost Estimate Contingency (30% minimum)				30%	344500
Cost Estimate Grand Total (Construction)					
PE Design & Environmental (Between 10% and 30%)				30%	103350
ROW					0
Construction					344500
Project Cost Estimate Total					447850

- Acronyms
- LS = LUMP SUM
 - SF = SQUARE FOOTAGE
 - CY = CONSTRUCTION YARD
 - TN = TON
 - EA = EACH
 - SY = SQUARE YARD

School Zone Safety Improvements - Sacajawea

This optional template is intended to assist with a projects cost estimate. Add or delete the cost estimate items below based on the proposed project.

COST ESTIMATE SCOPING ITEMS	Total Quantity	Units	Unit Price x Quantity	Unit Price Total
CONSTRUCTION COST ESTIMATE				
CONSTRUCTION SURVEYING		LS		0
MOBILIZATION	1	LS		21000
MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL INCLUDING FLAGGING	1	LS		10000
Permanent Signing	10	EA	1000	10000
Plastic crosswalk each (based on PBS project in WA with 70 SF at \$15/SF *	1	EA	1050	1050
School Zone Flashing assembly with Radar Feed Back Signs - Saint	1	EA	80	80
Concrete Raised Crosswalk - FULLER	1	EA	10000	10000
Concrete Raised Crosswalk - Saint	1	EA	10000	10000
School Zone Flashing assembly with Radar Feed Back Signs - Catskill	1	EA	10000	10000
Concrete Raised Crosswalk - Catskill	2	EA	10000	20000
ADA Ramps at raised crosswalk - Catskill at Rainer	2	LS	15000	30000
Concrete Raised Crosswalk - Rainer *	1	EA	10000	10000
RRFB at Spengler - Carriage Ave *	1	EA	20000	20000
R10-15	2	EA	24000	48000
ADA Ramps at raised crosswalk - Rainer at Coast *	2	EA	15000	30000
SUBTOTAL				230130
Cost Estimate Subtotal				230130
Cost Estimate Contingency (30% minimum)			30%	69039
Cost Estimate Grand Total (Construction)				299169
PE Design & Environmental (Between 10% and 30%)			30%	89750.7
ROW				0
Construction				299169
Project Cost Estimate Total				388919.7

Acronyms

LS = LUMP SUM

SF = SQUARE FOOTAGE

CY = CONSTRUCTION YARD

TN = TON

EA = EACH

SY = SQUARE YARD



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 6/4/2024

Agenda Category: Resolutions - Adoption

Strategic Priority I - High Performance Government

Subject:

Resolution No. 2024-75, Authorizing a Memorandum of Understanding with Atlas Agro for Water Supply

Department/Office
Public Works

Ordinance/Resolution Number:
2024-75

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 2024-75, authorizing the City Manager to sign and execute a Memorandum of Understanding with Atlas Agro North America Corporation for development of water supply facilities and terms of water service to the Atlas Agro North America Corporation fertilizer manufacturing facility.

Summary:

The City of Richland provides potable and non-potable water service to residential, commercial and industrial customers as defined in Title 18 RMC. Atlas Agro North America Corporation ("Atlas Agro") has proposed developing a fertilizer manufacturing facility in the City. The Atlas Agro facility requires a form of water supply not defined in Title 18 of the municipal code. Specifically, Atlas Agro's facility requires year-round non-potable water service, a type of service which the City does not presently provide. Although the City's water resource holdings and facilities are well-suited to provide the service Atlas Agro requires, the City's non-potable water delivery facilities must be modified to fulfill Atlas Agro's required service needs.

RMC 18.24.030 authorizes negotiation of contracts for water service based on economic development benefits, which the Atlas Agro project will provide. The City will expend significant resources to prepare its non-potable water facilities for service to the Atlas Agro facility and to prepare the terms of service for the water supply to the Atlas Agro facility.

The parties have prepared a Memorandum of Understanding whereby Atlas Agro will fund the development of the City's facility modifications and the development of the terms of water service to the Atlas Agro facility.

Staff recommends adoption of Resolution No. 2024-75.

Fiscal Impact: None. The agreement commits Atlas Agro North America Corporation to fund development of the City's facility and system modifications for water requirements to service their proposed facility.

Attachments:

1. Resolution No. 2024-75
2. Proposed Atlas Agro Water Memorandum of Understanding

RESOLUTION NO. 2024-75

**A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON,
AUTHORIZING A MEMORANDUM OF UNDERSTANDING WITH
ATLAS AGRO NORTH AMERICA CORPORATION FOR
DEVELOPMENT OF WATER SUPPLY FACILITIES AND TERMS
OF WATER SERVICE TO THE ATLAS AGRO FERTILIZER
MANUFACTURING FACILITY.**

WHEREAS, the City of Richland provides potable and non-potable water service to residential, commercial and industrial customers as defined in Title 18 of the Richland Municipal Code (RMC); and

WHEREAS, Atlas Agro North America Corporation (“Atlas Agro”) has proposed developing a fertilizer manufacturing facility in the North Horn Rapids Industrial Park; and

WHEREAS, the Atlas Agro facility requires a form of water supply not defined in Title 18 RMC. Specifically, Atlas Agro’s facility requires year-round non-potable water service, a type of service the City does not presently provide; and

WHEREAS, the City’s water resource holdings and facilities are well-suited to provide the service Atlas Agro requires; and

WHEREAS, the City’s non-potable water delivery facilities must be modified to fulfill Atlas Agro’s required service needs; and

WHEREAS, RMC 18.24.030 authorizes negotiation of contracts for water service based on economic development benefits, which the Atlas Agro project will provide; and

WHEREAS, the City will expend significant resources to prepare its non-potable water facilities for service to the Atlas Agro facility and to prepare the terms of service for the water supply to the Atlas Agro facility; and

WHEREAS, the City’s best interests are served by entering into a Memorandum of Understanding with Atlas Agro whereby Atlas Agro funds the development of the City’s facility modifications and the development of the terms of water service to the Atlas Agro facility.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the City Manager is authorized to sign and execute a Memorandum of Understanding with Atlas Agro North America Corporation for development of water supply facilities and terms of water service to the Atlas Agro North America Corporation fertilizer manufacturing facility.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

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ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 4th day of June, 2024.

Theresa Richardson, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

ATLAS AGRO WATER SERVICE MEMORANDUM OF UNDERSTANDING

The MOU is an agreement to negotiate in good faith the terms and conditions of the Definitive Agreements (described in #4 – 7 below) needed for the City of Richland (City) to provide water service to the Atlas Agro Project.

1. Nonbinding. The Mou does not bind either Party to: (i) execute any Definitive Agreements; (ii) execute any agreements with, or incur any financial obligation to, any third parties; or (iii) complete the Project.
 - a. Exception: Customer Payment Obligation is Binding. The MOU does create a binding obligation on Atlas Agro (the Customer) to reimburse the City for certain costs and expenses incurred pursuant to the MOU as described in #3 below.
2. Term and Termination. This MOU becomes effective upon execution by both Parties and terminates on the earlier of: (i) the date that either Party gives written notice of termination; or (ii) the date on which all Definitive Agreements have been executed by both Parties.
3. Reimbursement of City Expenses. Atlas Agro will reimburse the City for all costs and expenses reasonably and prudently incurred by the City in connection with the planning for and design of facilities necessary to provide water service to the Atlas Agro Project prior to entering into Definitive Agreements. Such costs may include, but are not limited to administrative costs to retain consultants and engineers as well administrative and legal costs for negotiating and drafting the MOU and each of the Definitive Agreements (collectively, “Reimbursable Costs”). The Reimbursable Costs may include both out-of-pocket expenses for professional services and costs internally allocated by the City for work performed by City staff.
 - a. Deposit. Atlas Agro will be required to deliver to the City a deposit of \$20,000 within ten (10) days of the Effective Date of the MOU. The City will use the Deposit only to cover Reimbursable Costs. The City will provide Atlas Agro a quarterly accounting of the Reimbursable Costs charged against the Deposit. If the City determines in good faith future Reimbursable Costs are reasonably likely to exceed the remaining Deposit balance, then the City may invoice Atlas Agro for an additional Deposit. Customer will pay any additional Deposit with (10) days of receipt of the invoice.
 - b. True-Up. Upon the termination or expiration of the MOU, or upon both Parties’ execution of a comprehensive Financial Security Agreement, any remaining Deposit balance shall be, at Customer’s election, either refunded to Customer or applied as a credit against any Customer financial obligation arising under a Definitive Agreement.

4. Confidentiality Agreement. The Parties may negotiate and enter into an agreement to facilitate and protect the sharing of confidential information in connection with the provision of water service to the Project. Any confidentiality agreement must be consistent with the City's obligations under the Washington Public Records Act.

5. Design and Engineering Agreement. The Parties will negotiate in good faith a Design and Engineering Agreement. The Design and Engineering Agreement will generally require the City to undertake the following activities:

- Study and confirm the capacity and availability of water supply based on water requirements provided by Customer for commissioning and operation of the Project.
- Conduct studies to develop and calibrate the scope of each system improvement discussed below to meet the needs of the Customer
- Prepare design specifications and engineering drawings for all facilities (new or upgrades to existing facilities) necessary to source and deliver water to the Project. The Design and Engineering Agreement may divide the work into segments that will include design and engineering of:
 - Isolation valves and service connections for Atlas Agro water supply and system isolation purposes.
 - New or upgraded in-water screen system for water intake.
 - Controls and pumps to support year round operations.
 - Rehabilitation or replacement of existing piping from Columbia River intake pump station to Atlas Agro Project.
- Identify all necessary permits, regulatory approvals and right of way for the facilities.
- Prepare a project execution plan, including an estimated project schedule and estimated project cost.

The Design and Engineering Agreement sets forth the terms and conditions by which Customer will indemnify and reimburse the City for all costs incurred by the City to perform the required activities.

6. Procurement and Construction Agreement. The Parties will negotiate in good faith a Procurement and Construction Agreement. The Procurement and Construction Agreement will generally require the City to undertake the following activities:

- Procure all materials necessary to construct the facilities as designed and engineered under this MOU and the Design and Engineering Agreement.
- Obtain all necessary permits, regulatory approvals and right of way identified during the project design work.
- Construct and commission all facilities as designed and specified through the design and engineering work. The construction and commissioning work will be performed and scheduled as mutually agreed.

The Procurement and Construction Agreement sets forth the terms and conditions by which Customer will indemnify and reimburse the City for all costs incurred by the City to perform the required activities. Customer's reimbursement may, subject to terms acceptable to the City which shall include financial security for full reimbursement, be accomplished by adding a fixed monthly service charge in the terms of the Water Service Agreement.

7. Water Service Agreement. The Parties will negotiate in good faith a retail Water Service Agreement. The Water Service Agreement will be generally consistent with the following framework:

- a. Term. The Water Service Agreement shall become effective upon execution by both Parties with a term to be mutually agreed by the Parties. The Water Service Agreement will include a start of service date, to occur as needed to complete and operate the Project.
- b. Delivery of All Project Water Requirements. Under the Water Service Agreement, the City shall be the exclusive provider of retail water services with respect to the entire water demand of the Project. The Water Service Agreement will establish a peak demand limit for the Project.
- c. Demand Forecasts. Customer will provide the City with a monthly forecast of water demand for the first twenty-four (24) months after the start of service date. The Customer will update the forecast annually for the next twenty-four (24) month period.
- d. Charges for Water Service. The Water Service Agreement will describe the various billing components applicable to retail water service to the Project. Such billing components may include, without limitation: (i) a commodity consumption charge for the water delivered by the City and used by the Project to be based on metered use; and (ii) a fixed monthly charge to recover the City's ongoing planning, management, operating, and administrative support costs incurred to provide retail water service to the Project. In addition, the Parties may agree to include a fixed monthly charge to recover planning, engineering, construction, and financing costs incurred by the City for a portion or all of the facility improvements necessary to source and deliver water to the Project. The Water Service Agreement will also include meter charges and reimbursement of installation costs. The City may adjust any or all of the billing components consistent with prudent utility rate-making standards to ensure that the City is adequately recovering its costs of serving the Project. The Water Service Agreement will include provisions for posting of financial security as necessary to ensure that none of the costs or financial risks associated with the City's provision of retail water service to the Project will be shifted to the City's other ratepayers.

8. Governing Law. This MOU, and any Definitive Agreement negotiated pursuant to this MOU, shall be governed by and construed in accordance with the laws of the State of Washington.

9. No Joint Venture. Neither this MOU, nor any Definitive Agreement contemplated herein, shall be deemed to create a partnership, joint venture, or agency relation among or between the Parties.

10. Authorization. Each person executing this MOU represents and warrants that they have been duly authorized by appropriate action of the governing body of the Party for which they sign to execute and deliver this MOU.

11. Assignment. This MOU may not be assigned by either Party without the prior written consent of the other Party.

12. Amendments. Customer's binding obligation to reimburse the City for Reimbursable Costs as set forth in Section 3 of this MOU may be amended or modified only by a written instrument executed by both Parties.

13. No Third-Party Beneficiaries. This MOU is not intended to and does not create rights, remedies, or benefits of any character whatsoever in favor of any persons, corporations, associations, or entities other than the Parties, and the obligations herein assumed are solely for the use and benefit of the Parties.

14. Execution in Counterparts. This MOU may be executed electronically and in counterparts, each of which shall be deemed an original, but all of which constitute one and the same instrument.

City of Richland

By: _____
Jon Amundson, ICMA-CM
City Manager

Date: _____

Atlas Agro North America Corporation

By: _____
Daniel Holmes
President, North America

Date: _____



COUNCIL AGENDA ITEM COVERSHEET

Council Date: 6/4/2024

Agenda Category: Items of Business

Strategic Priority 3 - Focused Development

Subject:

Ordinance No. 2024-21, Rezoning Approximately 26.3 Acres located at 1251 Bermuda Road from Agriculture (AG) to Medium Density Residential - Small Lots (R-2S) (First Reading)(Closed Record)

Department/Office
Development Services

Ordinance/Resolution Number:
2024-21

Document Type:
Ordinance

Recommended Motion:

Give first reading, by title only, to Ordinance No. 2024-21, rezoning approximately 26.3 acres located at 1251 Bermuda Road from Agricultural (AG) to Medium Density Residential - Small Lots (R-2S) as provided therein.

Summary:

The requested rezone of approximately 26.3 acres from Agricultural (AG) to Medium Density Residential - Small Lot (R-2S) is in support of the proposed preliminary plat of Peach Tree Estates II located at 1251 Bermuda Road, northwest of the Peach Tree Estates I subdivision in south Richland. The current zoning designation of Agricultural (AG) is incompatible with the requested density for Peach Tree Estates II. The applicant is requesting a rezone to Medium Density Residential - Small Lot (R-2S), which is the same zone applied to the Peach Tree Estates I development. The R-2S zone is consistent with the Badger Mountain South Comprehensive Plan designation of Medium Density Residential.

On April 8, 2024, the Richland Hearing Examiner held a duly advertised public hearing where members of the public were welcome to attend. No public comments were received during the comment period, and no comments were made during the meeting. Following this meeting, the Hearing Examiner issued a favorable recommendation to City Council to approve the requested rezone from AG to R-2S. Once the rezone is approved, the preliminary plat of Peach Tree Estates II can also be approved, since R-2S zoning will allow for the requested density of new housing in the south Richland area.

Staff recommends approval of Ordinance No. 2024-21, for first reading, by title only.

Fiscal Impact: None.

Attachments:

1. Ordinance No. 2024-21
2. Z2024-101 Vicinity Map
3. Z2024-101 Current Zoning Map
4. Z2024-101 Proposed Zoning Map

WHEN RECORDED RETURN TO:

Richland City Clerk's Office
625 Swift Boulevard, MS-05
Richland, WA 99352

ORDINANCE NO. 2024-21

AN ORDINANCE OF THE CITY OF RICHLAND, WASHINGTON, AMENDING TITLE 23: ZONING REGULATIONS OF THE RICHLAND MUNICIPAL CODE AND THE OFFICIAL ZONING MAP OF THE CITY TO CHANGE THE ZONING ON 26.3 ACRES FROM AGRICULTURE (AG) TO MEDIUM DENSITY RESIDENTIAL SMALL LOTS (R-2S); SAID PROPERTY BEING IDENTIFIED AS PORTIONS OF ASSESSOR'S PARCEL NUMBERS 134982010595005 AND 134982000005007, AND ADOPTING THE FINDINGS AND CONCLUSIONS OF THE RICHLAND HEARING EXAMINER AS THE FINDINGS AND CONCLUSIONS OF THE RICHLAND CITY COUNCIL.

WHEREAS, on April 8, 2024, the Richland Hearing Examiner held a duly advertised open-record public hearing to consider a petition from Alex Rietmann, acting on behalf of MD&D Investments, LLC, to change the zoning of the property hereafter legally described in Section 3 and identified as portions of Assessor's Parcel Numbers 134982010595005 and 134982000005007; and

WHEREAS, following the April 8, 2024 open-record public hearing, the Richland Hearing Examiner issued a 10-page written recommendation to the Richland City Council that concluded with a favorable recommendation to approve the requested rezone; and

WHEREAS, the Richland City Council has considered the written recommendation of the Richland Hearing Examiner and the record created during the April 8, 2024 open-record public hearing; and

WHEREAS, as required by RMC 19.20.030, the Richland City Council conducted a closed-record decision hearing on June 4, 2024 and has considered the totality of the record.

NOW, THEREFORE, BE IT ORDAINED by the City of Richland as follows:

Section 1. The findings of fact and conclusions of law contained in the Richland Hearing Examiner's Report dated May 3, 2024, attached hereto as **Exhibit A** and incorporated herein by this reference, are hereby adopted as the findings and conclusions of the Richland City Council.

Section 2. It is hereby found, as an exercise of the City's police power, that the best land use classification for the land described below is Medium Density Residential Small Lot (R-2S) when consideration is given to the interests of the public.

Section 3. Said property, depicted in **Exhibit B**, attached hereto and incorporated by this reference, is more particularly described as follows:

A PARCEL OF LAND LOCATED IN THE WEST HALF OF THE NORTHWEST QUARTER AND THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 9 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN, CITY OF RICHLAND, BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 34 MARKED BY A 5/8 INCH REBAR WITH NO CAP, THENCE SOUTH 00°45'17" WEST ALONG THE WEST LINE OF SAID SECTION 34 A DISTANCE OF 2699.45 FEET TO THE WEST QUARTER CORNER OF SAID SECTION 34 MARKED BY A 1/2 INCH REBAR WITH NO CAP AND THE TRUE POINT OF BEGINNING;

THENCE SOUTH 00°45'21" WEST CONTINUING ALONG SAID WEST LINE A DISTANCE OF 30.02 FEET;

THENCE SOUTH 89°51'29" EAST A DISTANCE OF 438.49 FEET;

THENCE NORTH 00°08'31" EAST A DISTANCE OF 115.01 FEET;

THENCE NORTH 02°48'05" EAST A DISTANCE OF 54.06 FEET;

THENCE NORTH 00°08'31" EAST A DISTANCE OF 95.01 FEET;

THENCE SOUTH 89°51'29" EAST A DISTANCE OF 60.21 FEET;

THENCE SOUTH 66°27'51" EAST A DISTANCE OF 20.00 FEET TO A POINT ON THE ARC OF A NON TANGENT CURVE TURNING TO THE RIGHT, HAVING A RADIUS OF 676.07 FEET; THE RADIUS POINT OF WHICH BEARS SOUTH 66°27'51" EAST; THENCE ALONG SAID CURVE, HAVING AN ARC LENGTH OF 35.21 FEET, WITH A DELTA ANGLE OF 02°59'02", A CHORD BEARING OF NORTH 25°01'40" EAST, AND A CHORD LENGTH OF 35.20 FEET;

THENCE SOUTH 63°28'49" EAST A DISTANCE OF 54.01 FEET;

THENCE SOUTH 89°51'29" EAST A DISTANCE OF 120.31 FEET TO A POINT ON THE ARC OF A NON TANGENT CURVE TURNING TO THE RIGHT, HAVING A RADIUS OF 517.06 FEET; THE RADIUS POINT OF WHICH BEARS SOUTH 57°32'48" EAST; THENCE ALONG SAID CURVE, HAVING AN ARC LENGTH OF 270.49 FEET, WITH A DELTA ANGLE OF 29°58'25", A CHORD BEARING OF NORTH 47°26'25" EAST, AND A CHORD LENGTH OF 267.42 FEET;

THENCE NORTH 27°34'23" WEST A DISTANCE OF 159.02 FEET TO A POINT ON THE
 ARC OF A NON TANGENT CURVE TURNING TO THE LEFT, HAVING A RADIUS OF
 676.07 FEET; THE RADIUS POINT OF WHICH BEARS SOUTH 27°34'23" EAST;
 THENCE ALONG SAID CURVE, HAVING AN ARC LENGTH OF 37.70 FEET, WITH A
 DELTA ANGLE OF 03°11'43", A CHORD BEARING OF SOUTH 60°49'46" WEST, AND
 A CHORD LENGTH OF 37.70 FEET;
 THENCE NORTH 30°46'06" WEST A DISTANCE OF 105.01 FEET TO A POINT ON THE
 ARC OF A NON TANGENT CURVE TURNING TO THE LEFT, HAVING A RADIUS OF
 781.09 FEET; THE RADIUS POINT OF WHICH BEARS SOUTH 30°46'06" EAST;
 THENCE ALONG SAID CURVE, HAVING AN ARC LENGTH OF 117.01 FEET, WITH
 A DELTA ANGLE OF 08°35'01", A CHORD
 BEARING OF SOUTH 54°56'24" WEST, AND A CHORD LENGTH OF 116.91 FEET;
 THENCE NORTH 39°21'07" WEST A DISTANCE OF 105.01 FEET TO A POINT ON THE
 ARC OF A NON TANGENT CURVE TURNING TO THE RIGHT, HAVING A RADIUS
 OF 886.10 FEET; THE RADIUS POINT OF WHICH BEARS SOUTH 39°21'07" EAST;
 THENCE ALONG SAID CURVE, HAVING AN ARC LENGTH OF 29.37 FEET, WITH A
 DELTA ANGLE OF 01°53'56", A CHORD BEARING OF NORTH 51°35'51" EAST, AND
 A CHORD LENGTH OF 29.37 FEET;
 THENCE NORTH 37°27'10" WEST A DISTANCE OF 174.02 FEET TO A POINT ON THE
 ARC OF A NON TANGENT CURVE TURNING TO THE RIGHT, HAVING A RADIUS
 OF 1,060.12 FEET; THE RADIUS POINT OF WHICH BEARS SOUTH 37°27'10" EAST;
 THENCE ALONG SAID CURVE, HAVING AN ARC LENGTH OF 372.98 FEET, WITH
 A DELTA ANGLE OF 20°09'31", A CHORD BEARING OF NORTH 62°37'35" EAST, AND
 A CHORD LENGTH OF 371.06 FEET;
 THENCE NORTH 72°42'20" EAST A DISTANCE OF 354.69 FEET;
 THENCE NORTH 17°17'39" WEST A DISTANCE OF 80.01 FEET TO A POINT ON THE
 ARC OF A NON TANGENT CURVE TURNING TO THE RIGHT, HAVING A RADIUS
 OF 25.00 FEET; THE RADIUS POINT OF WHICH BEARS NORTH 17°17'40" WEST;
 THENCE ALONG SAID CURVE, HAVING AN ARC LENGTH OF 39.27 FEET, WITH A
 DELTA ANGLE OF 90°00'00", A CHORD BEARING OF NORTH 62°17'40" WEST, AND
 A CHORD LENGTH OF 35.36 FEET;
 THENCE NORTH 17°17'40" WEST A DISTANCE OF 148.72 FEET TO A POINT OF
 CURVATURE WITH A TANGENT CURVE TURNING TO THE RIGHT, HAVING A
 RADIUS OF 173.02 FEET; THENCE ALONG SAID CURVE, HAVING AN ARC LENGTH
 OF 42.58 FEET, WITH A DELTA ANGLE OF 14°06'08", A CHORD BEARING OF
 NORTH 10°14'36" WEST, AND A CHORD LENGTH OF 42.48 FEET;
 THENCE NORTH 03°11'32" WEST A DISTANCE OF 61.86 FEET;
 THENCE SOUTH 86°48'28" WEST A DISTANCE OF 54.01 FEET;
 THENCE SOUTH 72°42'20" WEST A DISTANCE OF 444.07 FEET;
 THENCE NORTH 00°45'17" EAST A DISTANCE OF 122.33 FEET;
 THENCE NORTH 12°49'50" WEST A DISTANCE OF 54.01 FEET TO A POINT ON THE
 ARC OF A NON TANGENT CURVE TURNING TO THE RIGHT, HAVING A RADIUS
 OF 373.04 FEET; THE RADIUS POINT OF WHICH BEARS NORTH 12°49'50" WEST;
 THENCE ALONG SAID CURVE, HAVING AN ARC LENGTH OF 7.55 FEET, WITH A

DELTA ANGLE OF 01°09'35", A CHORD BEARING OF SOUTH 77°44'58" WEST, AND A CHORD LENGTH OF 7.55 FEET;
THENCE NORTH 11°40'15" WEST A DISTANCE OF 108.74 FEET;
THENCE NORTH 89°09'47" WEST A DISTANCE OF 335.60 FEET;
THENCE NORTH 89°14'43" WEST A DISTANCE OF 179.02 FEET TO SAID WEST LINE OF THE NORTHWEST QUARTER OF SECTION 34;
THENCE SOUTH 00°45'17" WEST ALONG SAID WEST LINE A DISTANCE OF 1,563.07 FEET TO THE TRUE POINT OF BEGINNING.

HAVING AN AREA OF 1,142,336 SQUARE FEET, 26.22 ACRES, MORE OR LESS.

Section 4. Said property depicted in **Exhibit B** and legally described in Section 3 herein is hereby rezoned from Agriculture (AG) to Medium Density Residential Small Lot (R-2S).

Section 5. Richland Municipal Code Title 23 and the Official Zoning Map of the City, as adopted by Section 23.08.040 of said Title, are hereby amended by amending Sectional Maps Nos. 22 and 23, which are two of a series of maps constituting said Official Zoning Map, as shown on the attached **Exhibit B**, and bearing the number and date of passage of this Ordinance, and by this reference made a part of this Ordinance and of the Official Zoning Map of the City.

Section 6. The City Clerk is directed to file with the Auditor of Benton County, Washington, a copy of this Ordinance and the attached amended Sectional Map Nos. 22 and 23, duly certified by the City Clerk as a true copy, together with **Exhibit A** (Richland Hearing Examiner's Report).

Section 7. This Ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

Section 8. Should any section or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, that decision shall not affect the validity of the Ordinance as a whole or any part thereof, other than the part so declared to be invalid.

Section 9. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance, including but not limited to the correction of scrivener's errors/clerical errors, section numbering, references, or similar mistakes of form.

This space intentionally left blank.

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the ____ day of _____, 2024.

Theresa Richardson, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

First Reading: _____

Second Reading: _____

Date Published: _____

Before Hearing Examiner
Gary N. McLean

**BEFORE THE HEARING EXAMINER
FOR THE CITY OF RICHLAND**

Regarding the Application to **Rezone** a 26+)
acre site from AG (Agriculture) to R-2S,)
which is consistent with Comprehensive)
Plan's Medium Density Residential (MDR))
land use designation assigned to the area,)
submitted by)

File No. Z2024-101

**FINDINGS OF FACT,
CONCLUSIONS AND
RECOMMENDATION**

ALEX RIETMANN, ON BEHALF THE)
PROPERTY OWNER **MD&D INVESTMENTS**,)
LLC,)

Applicant)
_____)

I. SUMMARY OF RECOMMENDATION.

The applicant, Alex Rietmann, on behalf the property owner, MD&D Investments, LLC, can meet its burden of proof to demonstrate that its requested rezone merits approval.

The site is now designated as suitable for Medium Density Residential land uses under applicable provisions of the City's Comprehensive Plan but it is currently zoned AG (Agriculture), limiting development opportunities for the property and perpetuating a nonconformity between the City's Comprehensive Plan and Zoning map. The pending application would rezone the site to one of two available Medium Density Residential zoning districts found in current City codes, specifically, the R-2S zone, a medium density residential zone as described in RMC 23.18.010(D).

This requested rezone does not approve any development activity on the site. As with all development proposals, City Development Regulations, including without limitation subdivision codes, will apply to any specific projects that may eventually be proposed on the site. The same applicant is pursuing a preliminary plat application for the rezone property, which is subject to a separate review and approval by the Hearing Examiner, under File No.

**FINDINGS OF FACT, CONCLUSIONS AND
RECOMMENDATION OF APPROVAL FOR PEACH
TREE ESTATES II REZONE APPLICATION –
FILE NO. Z2024-101**

GARY N. MCLEAN
HEARING EXAMINER FOR THE CITY OF RICHLAND
CITY HALL – 625 SWIFT BOULEVARD
RICHLAND, WASHINGTON 99352

1 S2024-101. If this rezone is denied, the proposed plat would be null and void.

2 Because applicant's only vest to zoning and development regulations in effect at the
3 time of a complete application for a preliminary plat proposal, the applicant has assumed all
4 risk associated with pursuing approval of a plat that is dependent on the Council's legislative
5 discretion to approve or deny this requested rezone. This Recommendation should not be
6 read to create any expectation or assumption on the applicant's part that applicable law
7 mandates approval of their requested rezone. It does not. To the contrary, the City Council
8 holds full discretion and authority to reach its own decisions regarding site-specific rezones.
9 For example, in this matter, City codes include at least two zoning designations that are
10 considered Medium Density Residential, the requested R-2S zone, and the R-2 zone, which
11 was previously assigned to the Sienna Hills development site immediately south of the parcel
12 addressed in this Recommendation.

13 In any event, for reasons explained below, the Hearing Examiner respectfully
14 recommends that the City Council approve the applicant's pending request to rezone their
15 parcel from AG to the R-2S zoning district.

16 **II. BACKGROUND and APPLICABLE LAW.**

17 In this matter, the Hearing Examiner has jurisdiction to conduct an open record public
18 hearing on the site-specific rezone application at issue and is directed to issue a written
19 recommendation for consideration and final action by the Richland City Council. See
20 Richland Municipal Code (RMC) 19.20.010(D)(identifies "site-specific rezones" as Type
21 IIIA permit applications); RMC 23.70.210(A)("The hearing examiner shall conduct an open
22 record public hearing as required by RMC Title 19 for a Type IIIA permit application."); and
23 RMC 19.20.030(granting jurisdiction to Hearing Examiner to conduct public hearing and
24 issue recommendation to City Council); RMC 19.25.110(authority for Examiner actions,
25 including conditions of approval on applications or appeals); and RCW 35A.63.170(state
26 statute regarding hearing examiner system).

27 The applicant bears the burden of proof to show that its application conforms to the
28 relevant elements of the city's development regulations and comprehensive plan, and that
29 any significant adverse environmental impacts have been adequately addressed. RMC
30 19.60.060.

31 Finally, Washington Courts apply three basic rules when reviewing appeals of rezone
32 applications: (1) there is no presumption favoring the rezone request; (2) the proponent of a
33 rezone must demonstrate that there has been a change of circumstances since the original
34 zoning, PROVIDED if a proposed rezone implements the policies of a comprehensive plan,

35 FINDINGS OF FACT, CONCLUSIONS AND
36 RECOMMENDATION OF APPROVAL FOR PEACH
TREE ESTATES II REZONE APPLICATION –
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1 a showing of changed circumstances is usually not required¹; and (3) the rezone must have a
2 substantial relationship to the public health, safety, morals, or general welfare. *Woods v.*
3 *Kittitas County*, 162 Wn.2d 597 (2007), citing *Citizens for Mount Vernon*, 133 Wn.2d 861,
4 at 875 (1997); *Parkridge v. City of Seattle*, 89 Wn.2d 454, 462 (1978).

5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26

III. QUESTIONS PRESENTED.

For purposes of the pending rezone application, the central questions presented are:

A. Whether the requested rezone implements applicable policies of the City's Comprehensive Plan, and/or whether there has been a change of circumstances since the current AG (Agriculture) zoning was adopted for the site?

Short Answer: Yes to both. The site is already designated for Medium Density Residential uses in applicable provisions of City's Comprehensive Plan, specifically those found in the Badger Mountain South Subarea Plan, which applies to properties where the applicant's land is located. The rezone would effectuate that Comprehensive Plan and eliminate a nonconformity that currently exists between such Plan and city zoning maps. The requested R-2S zone is a Medium Density Residential zone that allows for various residential uses not currently available in the AG zone. The applicant is pursuing a separate application for a preliminary plat that is designed under R-2S zoning standards, and residential development is occurring on surrounding properties at a rapid pace, vividly showing a change of circumstances that supports this requested rezone. A neighboring plat, known as Peach Tree Estates, is owned by the same applicant, was approved last year with the same zoning applied to the site, and is now under development.

B. Whether the rezone bears a substantial relationship to the public health, safety, morals, or general welfare?

Short Answer: Yes, because the rezone is consistent with the City's Comprehensive Plan, and any future, project-specific proposal will have to meet city development regulations, including SEPA, subdivision codes, traffic impact reviews, public infrastructure concurrency reviews, and payment of any impact fees in effect at the time of an application. Vacant, undeveloped, Residential-designated property in an area already served with newer transportation and utility infrastructure is not consistent with state and local policies that encourage residential development in designated urban growth areas, like those in the Richland City limits. The proposed rezone is an effort to expedite development potential for the site, as shown in the

¹ *Save Our Rural Env't v. Snohomish County*, 99 Wn.2d 363, 370-71 (1983); *Henderson v. Kittitas County*, 124 Wn. App. 747, 754 (Div. III, 2004); *Bjarnson v. Kitsap County*, 78 Wn. App. 840, 846 (Div. III, 1995).

applicant's proposed residential subdivision for the property. The current AG zoning designation applied to the site is no longer appropriate or in the public interest.

IV. RECORD.

Exhibits entered into evidence as part of the record, and an audio recording of the public hearing, are maintained by the City of Richland, and may be examined or reviewed by contacting the City Clerk's Office.

Public notices regarding the application and public hearing were mailed, posted, and published as required by city codes prior to the public hearing, which occurred on April 8, 2024. (Staff Report, page 13; Exhibit 5, noticing materials; Testimony of Mr. Stevens).

Hearing Testimony: Only Planning Manager, Mike Stevens, asked to present testimony under oath during the public hearing, held in person at Richland City Hall. There were no applicant representatives present through the course of the public hearing, and Staff indicated they did not know of a reason why they failed to appear at the hearing. Failure to appear for an open record public hearing is sometimes grounds to deny a pending application. However, in this instance, the Examiner finds and concludes that the application materials, Staff Report, and lack of any opposition to the requested rezone following public notices inviting comments, are reasons to move this matter forward for review and consideration by the City Council.

Exhibits: The Development Services Division Staff Report for the requested Rezone, including a recommendation of approval, was provided to the Examiner before the hearing, although it was not posted on the city's website for public access and review until several days before the public hearing. The Staff Report, and the following Exhibits, were all accepted into the Record in their entirety without modification:

1. Application Materials for requested rezone
2. Zone Map
3. BMS Land Use Map
4. BLA2022-110, Recorded
5. Public Notices & Affidavits
6. Ordinance added to the record during public hearing, completing relevant subarea plan amendments and map modifications

The Examiner has visited the road network and vicinity of the proposed rezone on multiple occasions over the past few years in connection with other applications and conducted another site visit in the hours before the public hearing, and is fully advised on matters at issue herein, including without limitation adjacent developments and land uses, applicable law, application materials, and relevant comprehensive plan provisions.

FINDINGS OF FACT, CONCLUSIONS AND
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V. FINDINGS OF FACT.

Based upon the record, the undersigned Examiner issues the following Findings of Fact.

Application, Site Location and Conditions.

1. In this application, the applicant and property owner, MD&D Investments, LLC, through its designated representative, Alex Rietmann, requests a rezone of property from Agriculture (AG) to R-2S, a medium density residential classification. (*Ex. 1, Application materials*). The application materials refer to the property at issue in this rezone application as "Peach Tree Estates II."

2. Peach Tree Estates II is about a 26.3-acre site, located on portions of tax parcels 134982010595005 and 134982000005007. The purpose of this requested rezone is to enable residential development to proceed in a manner consistent with the overlying Badger Mountain South Subarea Plan Medium Density Residential (MDR) land use classification that applies to the site. The adjoining property to the east, known as Peach Tree Estates, was rezoned and subdivided under separate application processes completed last year.

3. The subject site was previously disturbed as it was part of a large apple orchard. The site is gently sloped from north to south. The surrounding area is transitioning from agricultural uses to single-family residential.

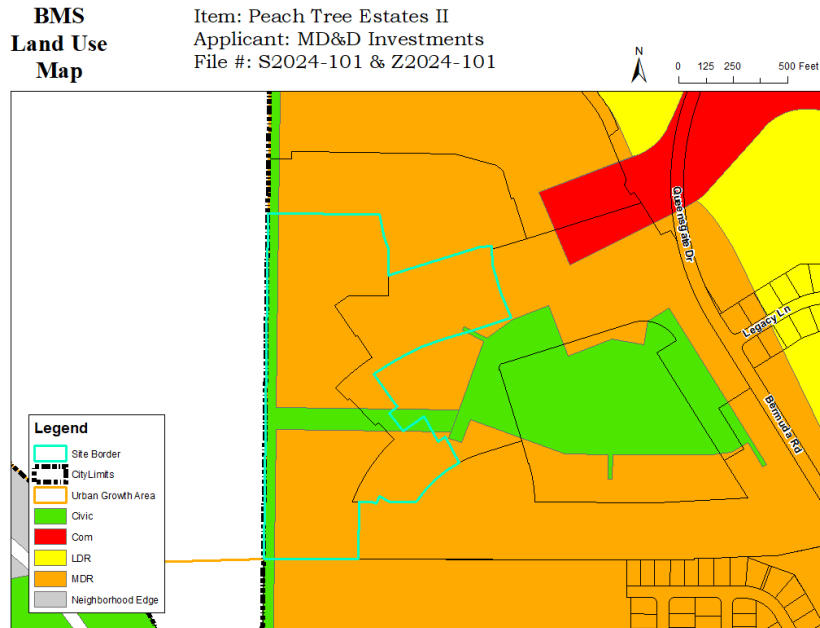
4. The Badger Mountain South Subarea Plan designates this parcel as Medium Density Residential [MDR], which could allow for 5.1 -10 dwellings per acre. The current Agricultural (AG) zone does not implement the BMS MDR land use designation. Per RMC 23.18.010, the R-2S Medium-Density Residential Small Lot zoning is intended to be applied to land that is designated MDR (5.1-10 dwellings per acre) under the City's Comprehensive Plan, such as BMS MDR. No portion of this proposed rezone is in the Shoreline Management Program's jurisdiction. No portion of this proposed rezone is in a Critical Aquifer Recharge Area (CARA). No other critical areas are in the vicinity of the rezone site to merit consideration.

5. The Peach Tree Estates II site, addressed in this matter, was part of an almost 1,900-acre annexation into the City of Richland that took effect in 2010, through passage of Ordinance No. 41-10, which assigned the (AG) Agriculture zoning designation to the entire northeast portion of the annexation area where Peach Tree Estates, and its neighboring Sienna Hills site, are located. (*See Ord. No. 41-10, Sec. 6, and Ex. B thereto, labeled "Zoning Designations for Annexation Area"*).

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6. The Comprehensive Plan Land Use Map for the area is found in the Badger Mountain South Subarea Plan. The Staff Report includes an image, marked Figure 2, enlarged to show site borders for the Peach Tree Estates II property outlined in blue, a copy of which is republished below on the following page:



7. The Peach Tree Estates II property at issue in this matter is west of Bermuda Road, immediately southeast of Badger Mountain. As one might imagine, this Peach Tree Estates II site is just west of the recently approved Peach Tree Estates Preliminary Plat, approved in 2023, and not undergoing site development just west of Bermuda Road and north of the Siena Hills Phase 3 Plat, located immediate south. (*Site visits*).

8. The Staff Report and testimony from Mr. Stevens credibly established that the map shown above designates virtually all of the applicant's property for "MDR" land uses, i.e. medium density residential uses, and that the requested R-2S zone is one of the two medium density residential zones available under City codes.

9. The rezone site was previously used as an orchard, but agricultural uses of the property have been discontinued for some time. The site is located in a part of the city that is now experiencing steady development of new homes, helping to address the housing shortage problems mentioned by Staff in recent hearing presentations.

10. There is no dispute that the property at issue is currently designated for medium density residential uses in applicable provisions of the City's Comprehensive Plan, specifically the BMS Subarea plan that applies to the applicant's property. This application

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would eliminate the site's nonconformity with the City's Comp. Plan, by replacing the current AG zone with the R-2S zone. Thus, the requested rezone is consistent with and will implement policies in the City's Comp. Plan.

11. Changed circumstances also support the requested rezone from the AG to R-2S zone. Since annexation in 2010, rapid residential development has occurred to the east and south of the rezone site. The current Agriculture zoning does not serve a useful purpose in this location.

12. The Examiner concurs with the opinion of staff and finds that the proposed R-2S zoning with its associated permitted residential land uses and types of housing, is compatible with the vicinity and that the site's proximity to a future new school, well-built roadways, utilities, and recreational amenities in the area, should make the property a highly desirable site for future homebuyers. *(Site visits)*.

13. Through the public comment and hearing process, no one submitted any comments, evidence, or legal authority that would serve as a basis to seriously question or deny this requested rezone.

14. Because staff deemed the application to be consistent with the City's Comprehensive Plan, which already designates the rezone site as suitable for medium density residential land uses, and the City's plan was analyzed in an environmental impact statement at the time of its adoption, the pending application is categorically exempt from SEPA review as provided in WAC 197-11-800(6)(c). *(Staff Report; Official notice from record of previous rezone matters re: City SEPA process(es) undertaken when Comprehensive Plan, and BMS Subarea Plan, were adopted and amended)*.

15. The record does not include any evidence that the requested R-2S zone could allow for any uses that would be incompatible with surrounding uses.

Summary of Public Hearing.

16. The public hearing for this matter occurred on April 8, 2024. Mr. Stevens made a brief presentation regarding the application, current site conditions, development on surrounding sites, recent changes to the BMS Subarea Plan, and how the trail amenity through the rezoned property will likely meander instead of following a straight line shown in some planning documents.

17. As noted above, no one appeared during the public hearing on behalf of the applicant. Accordingly, the applicant waived its opportunity to question or modify the analysis and recommendation included in the Staff Report.

FINDINGS OF FACT, CONCLUSIONS AND
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18. No members of the general public asked to speak during the hearing, in person, by phone or on a computer.

19. The Staff Report's analysis of this application stands un rebutted. The requested rezone is consistent with land use policy goals in the City's Comprehensive Plan. (*Staff Report, all findings and analysis regarding consistency with the BMS Subarea Plan, a part of the City's Comp. Plan*).

Public services and utilities are adequate and readily available to serve the site.

20. As part of the review process, City staff confirmed that, adequate utilities, including without limitation water, sewer, stormwater, irrigation, natural gas, and electricity, are in place and/or readily available, some with connections needed, but all with adequate capacity, to serve the parcel that is at issue in this matter. (*Staff Report, page 7*).

Consistency with City Codes and Comprehensive Plan.

21. As explained elsewhere in this Recommendation, the rezone site is already designated as "MDR" i.e. medium density residential, in applicable parts of the City's Comprehensive Plan, and the request is to eliminate the AG classification for the site and replace it with one of the City's medium density residential zoning designations, specifically the R-2S zone.

22. Standing alone, the requested rezone conforms to the Comprehensive Plan, because the plan already identifies the property as suitable for medium density residential uses. There is nothing in this record to justify holding the property as an AG zoned site, as might be the case where certain unique uses are needed in the immediate area in order to best serve the public interest.

General findings.

23. The requested rezone bears a substantial relationship to the public health, safety, and general welfare. The requested rezone is appropriate in the context of adjacent properties.

24. The Development Services Division Staff Report, prepared by City Planner, Kyle Hendricks, and summarized at the hearing by Planning Manager, Mike Stevens, includes a number of specific findings and explanations that establish how the underlying application satisfies provisions of applicable law and is consistent with the city's Comprehensive Plan and zoning regulations. Except as modified in this Recommendation, all Findings contained in the Staff Report are incorporated herein by reference as Findings of the undersigned-hearing examiner.

25. Any factual matters set forth in the foregoing or following sections of this Recommendation are hereby adopted by the Hearing Examiner as findings of fact and incorporated into this section as such.

VI. CONCLUSIONS.

Based upon the record, and the Findings set forth above, the Examiner issues the following Conclusions:

1. The applicant met its burden to demonstrate that the requested rezone conforms to, and in fact implements objectives of, the City's Comprehensive Plan. *Findings; Staff Report.*

2. The applicant met its burden to demonstrate that the requested rezone bears a substantial relationship to the public health, safety, or welfare.

3. The Staff Report and testimony in the record demonstrate that the proposed rezone will not require new public facilities and that there is capacity within the transportation network, the utility system, and other public services, to accommodate all uses permitted in the R-2S zone requested herein.

4. The rezoned site will not be materially detrimental to uses or property in the immediate vicinity of the subject property. In fact, the rezone will help facilitate residential development on the property, thereby implementing City goals and policies, including without limitation those that seek to provide a variety of lifestyles and housing opportunities.

5. While the pending rezone application is categorically exempt from formal SEPA review, the record demonstrates that the potential for adverse impacts is very unlikely. And, after public notices issued for the application, no one spoke or submitted any written comments opposing the pending rezone request.

6. As required by RMC 19.50.010(C), the transportation system is sufficient to accommodate the type of development envisioned with the proposed rezone. The surrounding road network is fully functional, and no transportation concurrency problems are likely to arise as a result of the rezone for the site. Development regulations, including without limitation those detailing frontage improvements, limited access, roadway improvements, impact fees, setbacks, and the like, will apply to any future project built on the site.

7. Based on the record, the applicant demonstrated its rezone application merits approval, meeting its burden of proof imposed by RMC 19.60.060.

8. Approval of this rezone will not and does not constitute, nor does it imply any

FINDINGS OF FACT, CONCLUSIONS AND
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1 expectation of, approval of any permit or subsequent reviews that may be required for
2 development or other regulated activities on the site of the subject rezone.

3 9. Any finding or other statement contained in this Recommendation that is deemed to
4 be a Conclusion is hereby adopted as such and incorporated by reference.

5 **VII. RECOMMENDATION.**

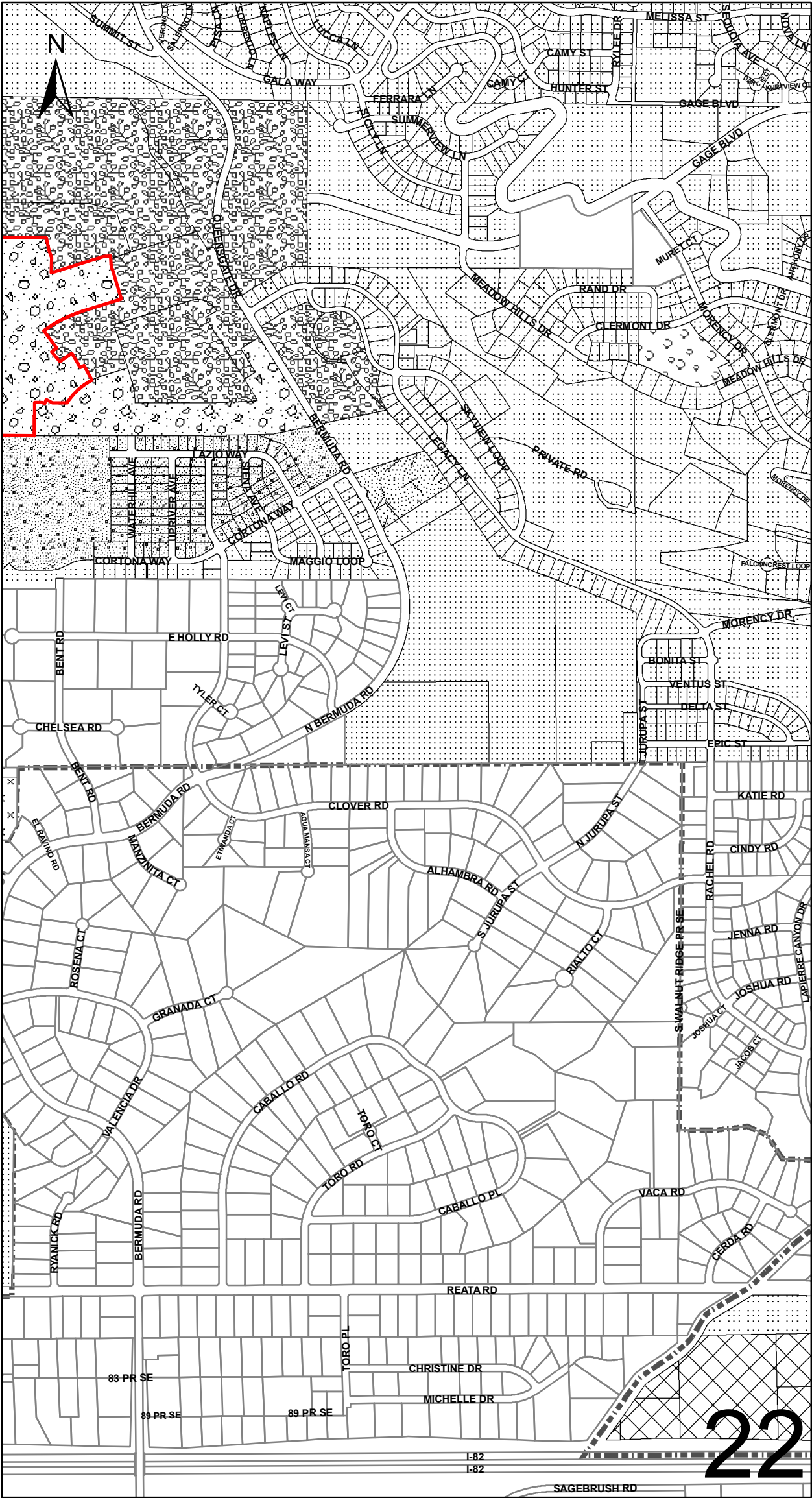
6 Based upon the preceding Findings and Conclusions, the Hearing Examiner
7 recommends that the Peach Tree Estates II application (File No. Z2024-101) to reclassify a
8 26+acre site from its current AG (Agriculture) zone to a Medium Density Residential (MDR)
9 land use designation, specifically the R-2S zoning district, which is consistent with the
10 Comprehensive Plan's MDR land use designation assigned to the area, should be
11 **APPROVED.**

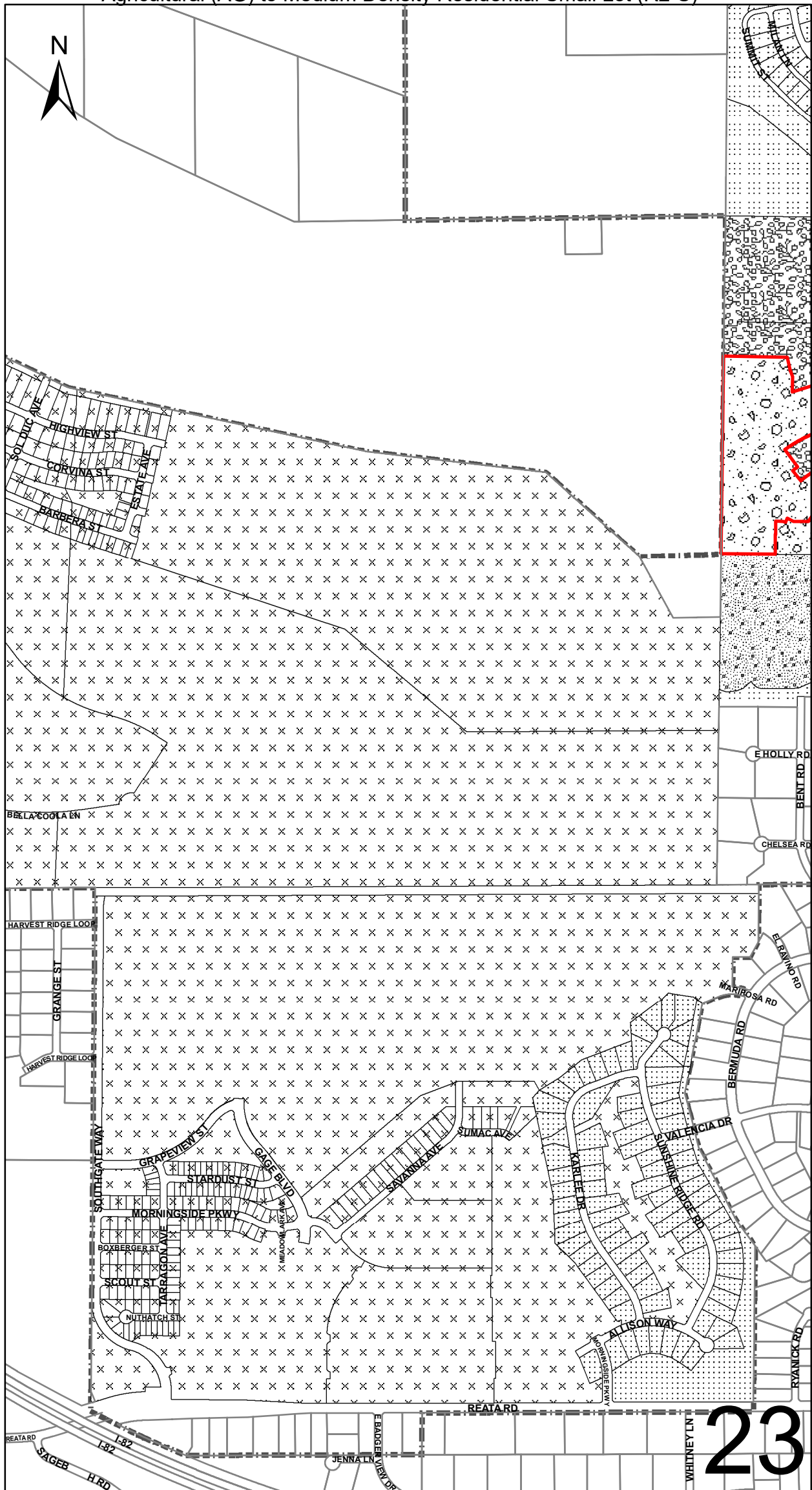
12 ISSUED this 3rd Day of May, 2024

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14 _____
15 Gary N. McLean
16 Hearing Examiner
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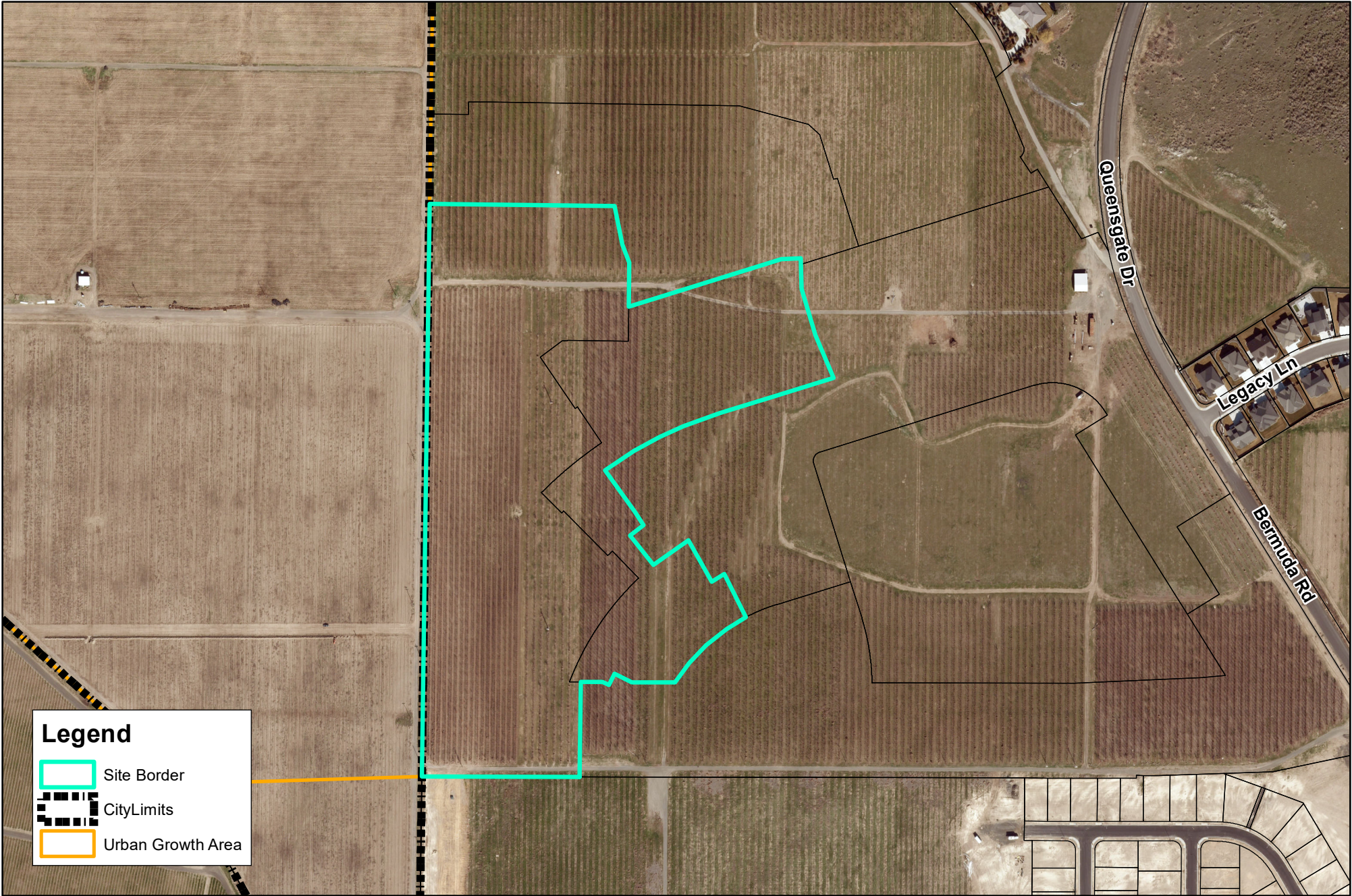
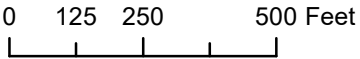
Exhibit B Pg 1 - Ordinance No. 2024-21 passed ____ / ____ /2024
Agricultural (AG) to Medium Density Residential Small Lot (R2-S)





Vicinity Map

Item: Peach Tree Estates II
Applicant: MD&D Investments
File #: S2024-101 & Z2024-101



Legend

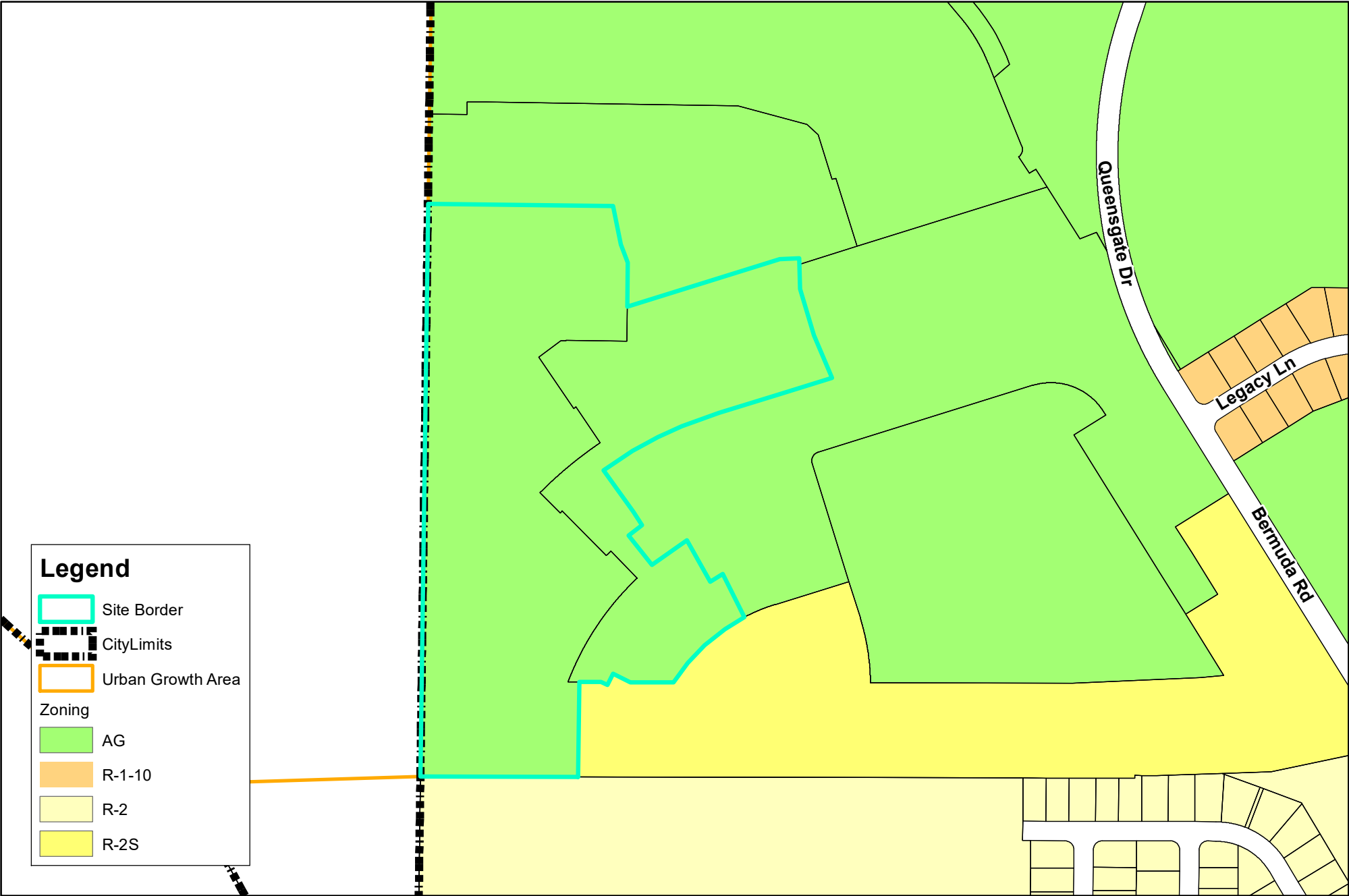
-  Site Border
-  CityLimits
-  Urban Growth Area

Zoning Map

Item: Peach Tree Estates II
Applicant: MD&D Investments
File #: S2024-101 & Z2024-101



0 125 250 500 Feet

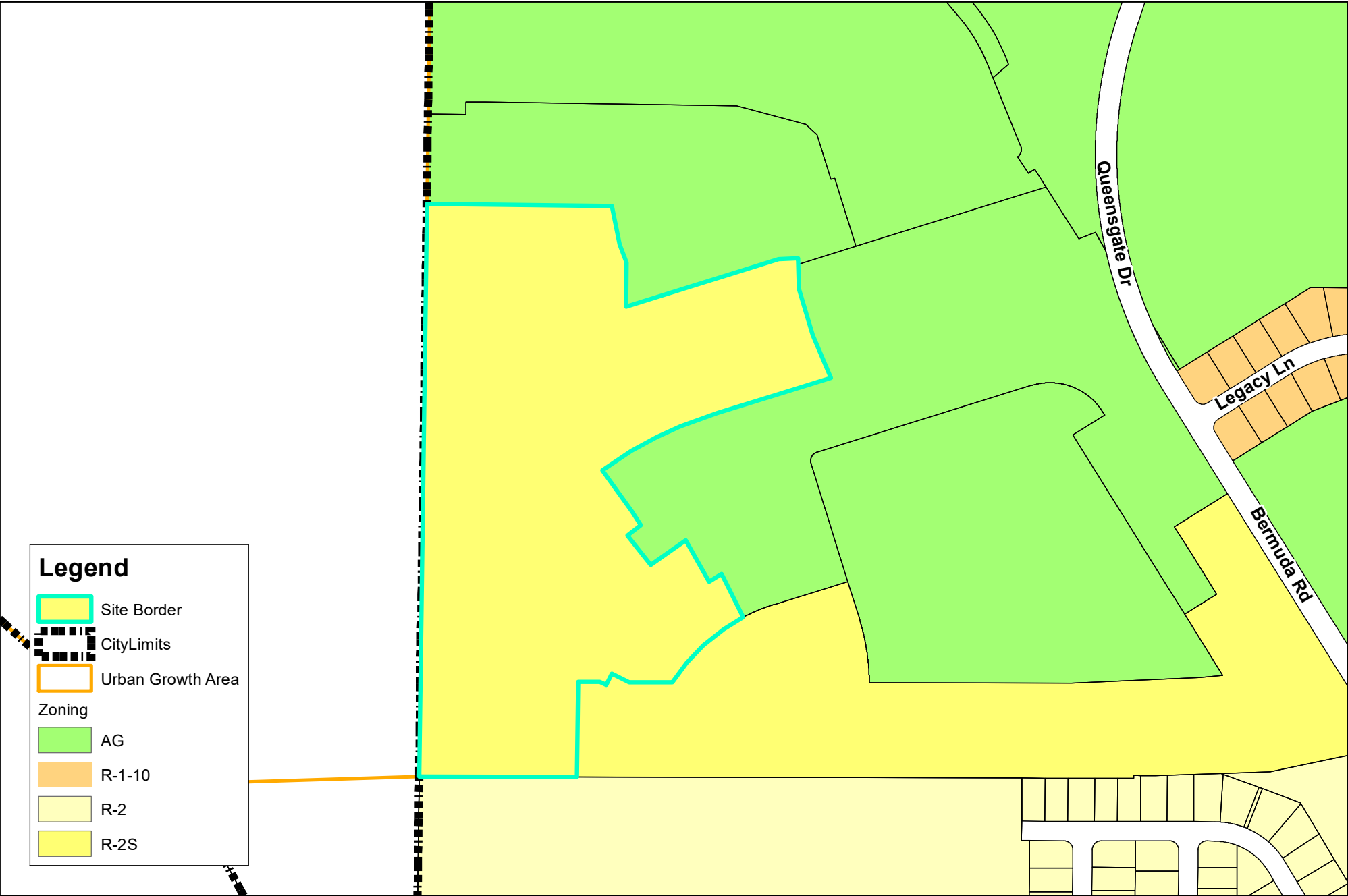


Proposed Zoning Map

Item: Peach Tree Estates II
Applicant: MD&D Investments
File #: S2024-101 & Z2024-101



0 125 250 500 Feet





COUNCIL AGENDA ITEM COVERSHEET

Council Date: 6/4/2024

Agenda Category: Items of Business

Strategic Priority 2 - Financial Sustainability

Subject:

Resolution No. 2024-76, Adopting the 2025-2030 Transportation Improvement Program

Department/Office
Public Works

Ordinance/Resolution Number:
2024-76

Document Type:
Resolution

Recommended Motion:

Adopt Resolution No. 2024-76, adopting the 2025-2030 Transportation Improvement Program.

Summary:

RCW 35.77.010 requires local jurisdictions to prepare and adopt a perpetual six-year Transportation Improvement Program (TIP). The City's practice for preparing and reviewing its TIP involves multiple public involvement opportunities, including public meetings before Richland's Planning Commission and Parks & Recreation Commission, as well as input from the general public through the Public Works Department webpage.

At its May 13, 2024 meeting, the Richland Parks & Recreation Commission favorably recommended that City Council adopt the 2025-2030 TIP. At its May 22, 2024 meeting, the Richland Planning Commission favorably recommended that City Council adopt the 2025-2030 TIP.

On May 28, 2024, staff presented details of the proposed 2025-2030 Transportation Improvement Program to Council and answered questions from Council during a regular workshop meeting.

As required by law, Richland City Council held a public hearing on June 4, 2024 to receive public input on the proposed 2025-2030 six-year Transportation Improvement Program. The list of projects contained in the 2025-2030 TIP are necessary to meet Richland's transportation needs.

Staff recommends adoption of Resolution No. 2024-76.

Fiscal Impact: None.

Attachments:

I. Resolution No. 2024-76

RESOLUTION NO. 2024-76

**A RESOLUTION OF THE CITY OF RICHLAND, WASHINGTON,
ADOPTING THE 2025-2030 SIX-YEAR TRANSPORTATION
IMPROVEMENT PROGRAM.**

WHEREAS, RCW 35.77.010 requires local jurisdictions to prepare and adopt a perpetual six-year Transportation Improvement Program (TIP); and

WHEREAS, the City's practice for preparing and reviewing its TIP involves multiple public involvement opportunities, including public meetings before Richland's Planning Commission and Parks & Recreation Commission, as well as input from the general public through the Public Works Department webpage; and

WHEREAS, at its May 13, 2024 meeting, the Richland Parks & Recreation Commission favorably recommended that Richland City Council adopt the proposed 2025-2030 TIP; and

WHEREAS, at its May 22, 2024 meeting, the Richland Planning Commission favorably recommended that Richland City Council adopt the proposed 2025-2030 TIP; and

WHEREAS, as required by state law, Richland City Council held a public hearing on June 4, 2024 to receive public input on the proposed 2025-2030 Six-Year Transportation Improvement Program; and

WHEREAS, the list of projects contained in the 2025-2030 TIP are necessary to meet Richland's transportation needs.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richland that the 2025-2030 Six-Year Transportation Improvement Program attached as **Exhibit A** and incorporated by reference is hereby adopted.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately.

ADOPTED by the City Council of the City of Richland, Washington, at a regular meeting on the 4th day of June, 2024.

Theresa Richardson, Mayor

Attest:

Approved as to Form:

Jennifer Rogers, City Clerk

Heather Kintzley, City Attorney

Exhibit A to Resolution No. 2024-76

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	1	SR240/Aaron Interchange Improvements SR240 SR240 EB Ramp to I-182 EB Ramp Construct grade separated eastbound ramp from EB SR240 to EB I-182. Reconstruct existing SR240/Aaron Dr intersection.	WA-12909	06/06/23	06/06/23		2023-85	03		0.570	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0	OTHER	3,800,000	0	3,800,000
P	CN	2028		0	OTHER	36,000,000	0	36,000,000
Totals				0		39,800,000	0	39,800,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	3,800,000	0	0
CN	0	0	0	36,000,000	0
Totals	0	0	3,800,000	36,000,000	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	2	Downtown Connectivity Improvements George Washington Way Bradley Blvd to Torbett St. Reconfiguring George Washington Way, Jadwin Ave, and Symons Street to one-way couplet, geometric changes to several intersections, reconfigure and replace traffic signals, repurpose road width for buffered-protected bike lanes, wider sidewalks, on-street parking, bump-outs, pavement markings, signage, streetlights, stormwater drainage enhancements, and pedestrian crossing enhancements. Includes traffic signal changes throughout the corridor, signal coordination, bicycle and pedestrian enhancements at intersections, and pedestrian hybrid beacons. Also, includes modifications to cross-streets Jadwin Ave, Lee Blvd, Knight Street, Mansfield St, Newton St, Swift Blvd, Guyer Ave, Gowen Ave, Kadlec Way, Williams Blvd, Hains Ave, Haupt Ave, Hunt Ave, Stanley Street and Symons Ave.	WA-12723	06/06/23	06/06/23		2023-85	03	P S W	1.300	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2025	Discretionary	11,729,500		0	2,932,375	14,661,875
S	CN	2025		0	TIB	3,400,000	850,000	4,250,000
S	CN	2025	TA(UL)	500,000		0	0	500,000
S	CN	2025	CRP(UL)	1,931,640		0	0	1,931,640
S	CN	2025	NHPP	1,024,000		0	0	1,024,000
Totals				15,185,140		3,400,000	3,782,375	22,367,515

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	22,367,515	0	0	0	0
Totals	22,367,515	0	0	0	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	3	SR-240 Pedestrian Crossing Tapteal Drive to Columbia Park Trail Construct a grade separated pedestrian crossing over SR-240 west of Columbia Center Blvd. and associated active transportation connections.	WA-14253	06/06/23	06/06/23		2023-85	08	O P		CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2029		0	OTHER	1,526,560	0	1,526,560
P	PE	2029		0	Ped/Bike Program	169,617	0	169,617
P	RW	2029		0		0	312,519	312,519
S	CN	2030		0	OTHER	3,473,440	0	3,473,440
P	CN	2030		0	Ped/Bike Program	4,830,383	1,631,829	6,462,212
Totals				0		10,000,000	1,944,348	11,944,348

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	1,696,177
RW	0	0	0	0	312,519
CN	0	0	0	0	9,935,652
Totals	0	0	0	0	11,944,348

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05	4	Center Parkway South Extension Center Parkway Leslie Road to Wishkah Drive Construct a 2-lane collector with bike lanes, separated pathway, and storm drainage on both sides of the street. Left turn lanes will be constructed where needed.	WA-15791					01	C G P S W	0.640	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2025		0		0	1,995,000	1,995,000
Totals				0		0	1,995,000	1,995,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,995,000	0	0	0	0
Totals	1,995,000	0	0	0	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	5	Systemic Pedestrian Crossing Safety Improvements Phase 2 Various to Various Install rectangular rapid flashing beacons, median refuge islands, signal poles and mast arms for mounting RRFBs overhead, signing, markings, and curb ramps.	WA-15793					21	P S W		CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2025	HSIP	140,000		0	0	140,000
P	RW	2025	HSIP	50,000		0	0	50,000
P	CN	2026	HSIP	1,381,000		0	0	1,381,000
Totals				1,571,000		0	0	1,571,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	140,000	0	0	0	0
RW	50,000	0	0	0	0
CN	0	1,381,000	0	0	0
Totals	190,000	1,381,000	0	0	0

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland
County: Benton
MPO/RTPO: BFCG
Y Inside
N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	6	Systemic Stop-Controlled Intersections Safety Improvements Phase 2 Various to Install advance intersection warning system, mini roundabout, curb extensions, signing, pavement markings, and additional traffic control.	WA-15794					21	P S W		CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2025	HSIP	140,000		0	0	140,000
P	RW	2025	HSIP	100,000		0	0	100,000
P	CN	2026	HSIP	1,362,000		0	0	1,362,000
Totals				1,602,000		0	0	1,602,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	140,000	0	0	0	0
RW	100,000	0	0	0	0
CN	0	1,362,000	0	0	0
Totals	240,000	1,362,000	0	0	0

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland
County: Benton
MPO/RTPO: BFCG

Y InsideN Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	7	Safe Routes to School Imprvoements Various to Safety improvements to various locations related to elementary school walk routes.	WA-15796					21			CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2025	SRTS	150,000		0	0	150,000
P	RW	2025	SRTS	50,000		0	0	50,000
P	CN	2026	SRTS	1,800,000		0	0	1,800,000
Totals				2,000,000		0	0	2,000,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	150,000	0	0	0	0
RW	50,000	0	0	0	0
CN	0	1,800,000	0	0	0
Totals	200,000	1,800,000	0	0	0

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	8	Gage Boulevard Improvements Gage Boulevard Penny Royal Ave to Morency Dr. Add curb, gutter, sidewalks, bike lanes, street lights, storm drainage on Gage Boulevard.	R028	06/06/23	06/06/23		2023-85	04	O P	0.750	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028	STP(UL)	216,250		0	33,750	250,000
P	RW	2028	STP(UL)	60,550		0	9,450	70,000
P	CN	2029	STP(UL)	1,730,000		0	600,000	2,330,000
Totals				2,006,800		0	643,200	2,650,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	250,000	0
RW	0	0	0	70,000	0
CN	0	0	0	0	2,330,000
Totals	0	0	0	320,000	2,330,000

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland
County: Benton
MPO/RTPO: BFCG

Y InsideN Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	9	SR-240 and Airport Way Pedestrian Crossing SR-240 Airport Way to Airport Way Construct pedestrian crossing at Airport Way to cross SR-240 and connect to trail.	WA-14277	06/06/23	06/06/23		2023-85	28		0.100	CE	No

Funding							
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Total Funds
P	CN	2026		0		0	285,000
Totals				0		0	285,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	285,000	0	0	0
Totals	0	285,000	0	0	0

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland
County: Benton
MPO/RTPO: BFCG

Y InsideN Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	10	Central Richland Active Transportation Improvements Various to Pedestrian and bicycle improvements at various locations in central Richland.	WA-15795					28			CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2027		0	Ped/Bike Program	1,890,000	0	1,890,000
Totals				0		1,890,000	0	1,890,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	1,890,000	0	0
Totals	0	0	1,890,000	0	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	11	South Kingsgate Corridor Extension Kingsgate Way Keene Road to City limits Construct a new 3-lane road with curb, gutter, sidewalk, bike lanes, streetlights and storm drainage facilities and associated intersections at Keene Road, Kennedy Road and Queensgate Dr.	WA-14284	06/06/23	06/06/23		2023-85	01	C G P S W	1.330	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2025		0		0	750,897	750,897
P	RW	2025		0		0	2,196,000	2,196,000
P	CN	2025		0		0	8,635,320	8,635,320
Totals				0		0	11,582,217	11,582,217

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	750,897	0	0	0	0
RW	2,196,000	0	0	0	0
CN	8,635,320	0	0	0	0
Totals	11,582,217	0	0	0	0

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland
County: Benton
MPO/RTPO: BFCG

Y InsideN Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	12	Gage Blvd and Leslie Road Intersection Improvements Gage Blvd Leslie Road to Leslie Road Reconstruct intersection to improve capacity.	WA-14273	06/06/23	06/06/23		2023-85	03	P S W	0.110	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028		0		0	81,662	81,662
P	RW	2028		0		0	30,000	30,000
P	CN	2029		0		0	900,000	900,000
Totals				0		0	1,011,662	1,011,662

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	81,662	0
RW	0	0	0	30,000	0
CN	0	0	0	0	900,000
Totals	0	0	0	111,662	900,000

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland
County: Benton
MPO/RTPO: BFCG

Y InsideN Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	13	Duportail/Kennedy Intersection Improvements Duportail Street Kennedy Road to Kennedy Road Reconstruct intersection.	WA-11973	06/06/23	06/06/23		2023-85	03		0.050	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2025		0		0	799,825	799,825
Totals				0		0	799,825	799,825

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	799,825	0	0	0	0
Totals	799,825	0	0	0	0

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland
County: Benton
MPO/RTPO: BFCG

Y InsideN Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	14	Leslie Road and Reata Road Intersection Improvements Leslie Road Reata Road to Reata Road Reconstruct existing intersection at Leslie/Reata for additional capacity.	WA-14272	06/06/23	06/06/23		2023-85	03	G P S W	0.110	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0		0	155,389	155,389
P	RW	2027		0		0	50,000	50,000
P	CN	2028		0		0	1,736,977	1,736,977
Totals				0		0	1,942,366	1,942,366

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	155,389	0	0
RW	0	0	50,000	0	0
CN	0	0	0	1,736,977	0
Totals	0	0	205,389	1,736,977	0

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland
County: Benton
MPO/RTPO: BFCG

Y InsideN Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	15	Duportail/Driveway Intersection Improvement Duportail Street Driveway to Driveway Reconstruct intersection.	WA-11974	06/06/23	06/06/23		2023-85	03		0.050	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2026		0		0	69,550	69,550
P	RW	2026		0		0	7,200	7,200
P	CN	2027		0		0	799,825	799,825
Totals				0		0	876,575	876,575

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	69,550	0	0	0
RW	0	7,200	0	0	0
CN	0	0	799,825	0	0
Totals	0	76,750	799,825	0	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	16	Queensgate Drive and Duportail Street Intersection Improvements Queensgate Drive Duportail Street to Duportail Street Add lanes and upgrade intersection signals.	WA-15097	06/06/23	06/06/23		2023-85	03	P S W	0.210	CE	Yes

Funding							
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Total Funds
P	RW	2025		0		0	12,825
P	CN	2025		0		0	867,250
Totals				0		0	880,075

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	12,825	0	0	0	0
CN	867,250	0	0	0	0
Totals	880,075	0	0	0	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
12	17	Vantage Highway Pathway - Phase 3 SR 240 Twin Bridges Road to Kingsgate Way Construct a separated multi-use pathway on the north side of SR 240.	R034	06/06/23	06/06/23		2023-85	28		1.750	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027	TAP(UL)	60,000		0	0	60,000
P	CN	2028	TAP(UL)	700,000		0	0	700,000
Totals				760,000		0	0	760,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	60,000	0	0
CN	0	0	0	700,000	0
Totals	0	0	60,000	700,000	0

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	18	Dallas Rd/Ava Way I/S Improvements Ava Way Dallas Rd to Dallas Rd Reconstruct intersection for additional capacity.	WA-11174	06/06/23	06/06/23		2023-85	03		0.110	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2025		0		0	1,813,662	1,813,662
Totals				0		0	1,813,662	1,813,662

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,813,662	0	0	0	0
Totals	1,813,662	0	0	0	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
11	19	Dallas Rd/I-82 WB Ramp I/S Improvements Dallas Road I-82 to I-82 Reconstruct ramp and intersection for added capacity.	WA-11177	06/06/23	06/06/23		2023-85	03	P S	0.410	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2025		0		0	190,257	190,257
P	CN	2026		0		0	2,187,956	2,187,956
Totals				0		0	2,378,213	2,378,213

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	190,257	0	0	0	0
CN	0	2,187,956	0	0	0
Totals	190,257	2,187,956	0	0	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
11	20	Dallas Rd/I-82 EB Ramp I/S Improvements Dallas Road I-82 to I-82 Reconstruct ramp and intersection for added capacity.	WA-11178	06/06/23	06/06/23		2023-85	03	P S	0.410	CE	No

Funding							
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Total Funds
P	PE	2025		0		0	184,322
P	CN	2026		0		0	2,119,705
Totals				0		0	2,304,027

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	184,322	0	0	0	0
CN	0	2,119,705	0	0	0
Totals	184,322	2,119,705	0	0	0

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland
County: Benton
MPO/RTPO: BFCG
Y Inside
N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	21	Dallas Road Widening Dallas Road City Limits to I-82 Widening Dallas Road from 2-lanes to 4-lanes with curb, gutter, active transportation path, bike lanes, streets lights and storm drainage facilities.	WA-11171	06/06/23	06/06/23		2023-85	03	P S	0.720	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	RW	2025		0		0	974,700	974,700
P	CN	2025		0		0	2,868,703	2,868,703
Totals				0		0	3,843,403	3,843,403

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	974,700	0	0	0	0
CN	2,868,703	0	0	0	0
Totals	3,843,403	0	0	0	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	22	WA-11167 Gage Blvd - Badger Mountain South Improvements Gage Blvd Reata Road to Queensgate Dr. Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, street lights and storm drainage facilities. Includes intersection improvements at Queensgate Blvd, Trowbridge Blvd, and Morningside Parkway.		06/06/23	06/06/23		2023-85	01	O P S W	2.290	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2025		0		0	1,038,866	1,038,866
P	RW	2025		0		0	3,383,190	3,383,190
P	CN	2026		0		0	11,935,484	11,935,484
Totals				0		0	16,357,540	16,357,540

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,038,866	0	0	0	0
RW	3,383,190	0	0	0	0
CN	0	11,935,484	0	0	0
Totals	4,422,056	11,935,484	0	0	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	23	Duportail Street and City View Drive Intersection Improvements Duportail Street City View Drive to City View Drive Construct signalized intersection.	WA-15099	06/06/23	06/06/23		2023-85	03	C O P S T W	0.110	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2026		0		0	69,550	69,550
P	CN	2027		0		0	799,825	799,825
Totals				0		0	869,375	869,375

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	69,550	0	0	0
CN	0	0	799,825	0	0
Totals	0	69,550	799,825	0	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	24	Gage Boulevard Extension Gage Boulevard Morency Dr. to Queensgate Blvd. Construct a 3-lane street and roundabout with curb, gutter, sidewalk, bike lanes, street lights and drainage facilities.	WA-11159	06/06/23	06/06/23		2023-85	01	O P	0.600	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029		0		0	184,487	184,487
P	RW	2029		0		0	985,320	985,320
P	CN	2030		0		0	2,450,751	2,450,751
Totals				0		0	3,620,558	3,620,558

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	184,487
RW	0	0	0	0	985,320
CN	0	0	0	0	2,450,751
Totals	0	0	0	0	3,620,558

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	25	Shockley Rd Extension Shockley Rd Keene Rd to S of Badger Valley Way Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, street lights and storm drainage facilities	WA-11166	06/06/23	06/06/23		2023-85	01	O P S W	0.600	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029		0		0	72,661	72,661
P	RW	2029		0		0	459,000	459,000
P	CN	2030		0		0	835,609	835,609
Totals				0		0	1,367,270	1,367,270

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	72,661
RW	0	0	0	0	459,000
CN	0	0	0	0	835,609
Totals	0	0	0	0	1,367,270

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	26	Trowbridge Blvd Sol Duc Ave to Gage Blvd Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, street lights and storm drainage facilities. Includes intersection with Southgate (Road A)	WA-11169	06/06/23	06/06/23		2023-85	01	O P S W	1.090	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2026		0		0	424,520	424,520
P	RW	2026		0		0	1,178,775	1,178,775
P	CN	2027		0		0	4,881,984	4,881,984
Totals				0		0	6,485,279	6,485,279

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	424,520	0	0	0
RW	0	1,178,775	0	0	0
CN	0	0	4,881,984	0	0
Totals	0	1,603,295	4,881,984	0	0

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	27	Bella Coola Ln Bella Coola Ln Copper Mountain Apartments to Gage Blvd Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, street lights and storm drainage facilities. Includes intersection improvements at Southgate (Road A).	WA-11172	06/06/23	06/06/23		2023-85	01	O P S W	0.630	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2026		0		0	371,798	371,798
P	RW	2026		0		0	1,039,500	1,039,500
P	CN	2027		0		0	4,275,687	4,275,687
Totals				0		0	5,686,985	5,686,985

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	371,798	0	0	0
RW	0	1,039,500	0	0	0
CN	0	0	4,275,687	0	0
Totals	0	1,411,298	4,275,687	0	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	28	Stevens Drive Pathway Stevens Drive Spengler St to Horn Rapids Rd Construct a separated multi-use pathway on east side of Stevens Drive.	R016	06/06/23	06/06/23		2023-85	28	C P T	2.250	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0		0	74,260	74,260
P	CN	2028		0		0	933,590	933,590
Totals				0		0	1,007,850	1,007,850

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	74,260	0	0
CN	0	0	0	933,590	0
Totals	0	0	74,260	933,590	0

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland
County: Benton
MPO/RTPO: BFCG
Y Inside
N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	29	Queensgate Drive Extension - Truman Ave to Kingsgate Queensgate Drive Truman Avenue to Kingsgate Way Construct 3 lane city street including drainage, curb and gutter, sidewalk, streetlights, traffic signs, and pavement markings.	WA-15098	06/06/23	06/06/23		2023-85	01	C G O P S T W	0.250	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	RW	2025		0		0	540,000	540,000
P	CN	2025		0		0	1,318,144	1,318,144
Totals				0		0	1,858,144	1,858,144

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	540,000	0	0	0	0
CN	1,318,144	0	0	0	0
Totals	1,858,144	0	0	0	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	30	Leslie Road and Clearwater Avenue Intersection Improvements Leslie Road Clearwater Avenue to Clearwater Avenue Add lanes and make upgrades to roundabout.	WA-15095	06/06/23	06/06/23		2023-85	03	O P W	0.110	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028		0		0	132,700	132,700
P	RW	2028		0		0	18,000	18,000
P	CN	2029		0		0	1,526,051	1,526,051
Totals				0		0	1,676,751	1,676,751

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	132,700	0
RW	0	0	0	18,000	0
CN	0	0	0	0	1,526,051
Totals	0	0	0	150,700	1,526,051

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	31	Queensgate Drive and WB I-182 Ramps Intersection Improvements Queensgate Drive I-182 to I-182 Construct roundabout.	WA-15792					03	P S W	0.210	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029		0		0	155,389	155,389
P	CN	2030		0		0	1,786,977	1,786,977
Totals				0		0	1,942,366	1,942,366

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	155,389
CN	0	0	0	0	1,786,977
Totals	0	0	0	0	1,942,366

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	32	SR-240 Widening - Hagen to Kingsgate 1000' west of Hagen Road to 1000' west of Kingsgate Way Construct additional lanes.	WA-14263	06/06/23	06/06/23		2023-85	03		1.240	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029		0		0	350,000	350,000
P	CN	2030		0		0	3,797,200	3,797,200
Totals				0		0	4,147,200	4,147,200

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	350,000
CN	0	0	0	0	3,797,200
Totals	0	0	0	0	4,147,200

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland
County: Benton
MPO/RTPO: BFCG

Y InsideN Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	33	SR-240 Widening - Kingsgate to Village Parkway SR-240 1000' west of Kingsgate Way to Village Parkway Construct additional lanes	WA-14264	06/06/23	06/06/23		2023-85	03		0.700	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029		0		0	180,000	180,000
P	CN	2030		0		0	1,951,200	1,951,200
Totals				0		0	2,131,200	2,131,200

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	180,000
CN	0	0	0	0	1,951,200
Totals	0	0	0	0	2,131,200

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland
County: Benton
MPO/RTPO: BFCG

Y InsideN Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	34	SR-240 Widening - Village Parkway to Beardsley SR-240 Village Parkway to Beardsley Road Construct additional lanes.	WA-14265	06/06/23	06/06/23		2023-85	03		2.030	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029		0		0	500,000	500,000
P	CN	2030		0		0	5,663,200	5,663,200
Totals				0		0	6,163,200	6,163,200

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	500,000
CN	0	0	0	0	5,663,200
Totals	0	0	0	0	6,163,200

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	35	SR-240 Widening - Beardsley to Vantage Properties SR-240 Beardsley Road to Vantage Properties west access Construct additional lanes.	WA-14266	06/06/23	06/06/23		2023-85	03		0.800	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029		0		0	200,000	200,000
P	CN	2030		0		0	2,219,200	2,219,200
Totals				0		0	2,419,200	2,419,200

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	200,000
CN	0	0	0	0	2,219,200
Totals	0	0	0	0	2,419,200

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	36	SR-240 and Logston Road Intersection Improvements SR-240 Logston Road to Logston Road Reconstruct the existing SR-240/Logston Road intersection.	WA-14267	06/06/23	06/06/23		2023-85	03			CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2026		0		0	100,000	100,000
P	RW	2026		0		0	50,000	50,000
P	CN	2027		0		0	1,290,000	1,290,000
Totals				0		0	1,440,000	1,440,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	100,000	0	0	0
RW	0	50,000	0	0	0
CN	0	0	1,290,000	0	0
Totals	0	150,000	1,290,000	0	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	37	SR-240 and Village Parkway Intersection Improvements SR-240 Village Parkway to Village Parkway Reconstruct the existing intersection at SR-240/Village Parkway.	WA-14268	06/06/23	06/06/23		2023-85	03			CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029		0		0	100,000	100,000
P	RW	2029		0		0	50,000	50,000
P	CN	2030		0		0	1,290,000	1,290,000
Totals				0		0	1,440,000	1,440,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	100,000
RW	0	0	0	0	50,000
CN	0	0	0	0	1,290,000
Totals	0	0	0	0	1,440,000

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	38	SR-240 and Twin Bridges Road Intersection Improvements SR-240 Twin Bridges Road to Twin Bridges Road Reconstruct the existing intersection at SR-240/Twin Bridges Road.	WA-14269	06/06/23	06/06/23		2023-85	03			CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2028		0		0	100,000	100,000
P	RW	2028		0		0	50,000	50,000
P	CN	2029		0		0	1,290,000	1,290,000
Totals				0		0	1,440,000	1,440,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	100,000	0
RW	0	0	0	50,000	0
CN	0	0	0	0	1,290,000
Totals	0	0	0	150,000	1,290,000

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	39	SR-240 and Beardsley Road Intersection Improvements SR-240 Beardsley Road to Beardsley Road Reconstruct the existing intersection at SR-240/Beardsley Road.	WA-14270	06/06/23	06/06/23		2023-85	03			CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029		0		0	100,000	100,000
P	RW	2029		0		0	50,000	50,000
P	CN	2030		0		0	1,290,000	1,290,000
Totals				0		0	1,440,000	1,440,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	100,000
RW	0	0	0	0	50,000
CN	0	0	0	0	1,290,000
Totals	0	0	0	0	1,440,000

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	40	Kingsgate Way Extension Kingsgate Way Clubhouse Lane to Van Giesen Avenue Construct a new 3-lane street with curb, gutter, sidewalk, bike lanes, streetlights, and storm drainage facilities.	WA-14271	06/06/23	06/06/23		2023-85	01		2.200	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029	STP(UL)	600,000		0	600,000	1,200,000
P	RW	2029	STP(UL)	1,000,000		0	1,000,000	2,000,000
P	CN	2030	STP(UL)	4,665,000		0	4,665,000	9,330,000
Totals				6,265,000		0	6,265,000	12,530,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	1,200,000
RW	0	0	0	0	2,000,000
CN	0	0	0	0	9,330,000
Totals	0	0	0	0	12,530,000

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	41	Center Parkway and Leslie Road Intersection Improvements Center Parkway Leslie Road to Leslie Road Reconstruct intersection to add capacity.	WA-15093	06/06/23	06/06/23		2023-85	03	C G P S W	0.110	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027		0		0	107,888	107,888
P	CN	2028		0		0	1,240,720	1,240,720
Totals				0		0	1,348,608	1,348,608

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	107,888	0	0
CN	0	0	0	1,240,720	0
Totals	0	0	107,888	1,240,720	0

Six Year Transportation Improvement Program

From 2025 to 2030

Agency: Richland

County: Benton

MPO/RTPO: BFCG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	42	WA-15094 Leslie Road and Columbia Park Trail Intersection Improvements Leslie Road Columbia Park Trail to Columbia Park Trail Reconstruct to add a lane at the intersection and make safety improvements.		06/06/23	06/06/23		2023-85	03	G P W		CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2029		0		0	11,915	11,915
P	RW	2029		0		0	156,600	156,600
P	CN	2030		0		0	137,030	137,030
Totals				0		0	305,545	305,545

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	11,915
RW	0	0	0	0	156,600
CN	0	0	0	0	137,030
Totals	0	0	0	0	305,545

Six Year Transportation Improvement Program
From 2025 to 2030

Agency: Richland
County: Benton
MPO/RTPO: BFCG

Y InsideN Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00	43	City-wide Horizontal Curve Safety Improvements to Install horizontal curve warning signs on various routes.	WA-14256	06/06/23	06/06/23		2023-85	21			CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2027	HSIP	72,000		0	8,000	80,000
P	RW	2027	HSIP	18,000		0	2,000	20,000
P	CN	2028	HSIP	489,000		0	0	489,000
Totals				579,000		0	10,000	589,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	80,000	0	0
RW	0	0	20,000	0	0
CN	0	0	0	489,000	0
Totals	0	0	100,000	489,000	0

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Richland	29,968,940		55,090,000	105,504,019	190,562,959