



## Agenda

### City Council Workshop Meeting

Tuesday, February 22, 2022

[Zoom](#) - Public Telephone Access: (206) 337-9723 or (253) 215-8782

Meeting ID No. 505 625 7380

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City of Richland Resolution No. 100-20 temporarily designates virtual locations for all municipal meetings. This workshop will be conducted remotely via Zoom.

Workshops are informal meetings of the Richland City Council that provide an opportunity for City Council to receive and discuss information provided by the City Manager, staff, or other officials. Formal action is not taken in the workshop setting. Please note that public participation is not a component of the City Council workshop setting. Members of the public will be muted upon joining the meeting. The meeting will be broadcast live on CityView Channel 192 and at <https://www.ci.richland.wa.us>.

### **City Council Workshop - 6:00 p.m. via Zoom**

#### **Agenda Items:**

1. Recommendation from Library Board of Trustees to Eliminate Fines for Late Material
  - Christopher Nulph, Library Manager
  - Kurt Maier, Library Board Chair
2. Washington State University Property Development - Property Transfer Proposal
  - Pete Rogalsky, Public Works Director
3. Local Roads Safety Plan - WSDOT City Safety Grant Program
  - Pete Rogalsky, Public Works Director

#### **Adjournment**

Richland City Hall is ADA accessible. 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.



## COUNCIL WORKSHOP COVERSHEET

Council Date: 2/22/2022

Department: Parks & Public Facilities

Core Focus Area I - Promote Financial Stability & Operational Effectiveness

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**Subject:**

Recommendation from Library Board of Trustees to Eliminate Fines for Late Material

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**Summary:**

The Library Board, in concurrence with the Library Manager, is proposing the elimination of new library late fines. The role of the library in the community, as it pertains to late fines, is to increase engagement and be a responsible steward of library materials. The suggested change supports those objectives by adopting policy that will increase the number of citizens who are eligible to utilize the library's resources and reduce the number of items that are never returned to the library.

The elimination of library late fines would operate by no longer charging the standard per day late fines when an item is overdue. These are currently set at \$0.25-\$0.50 per day, depending on the item type. Under this new policy, the City would still enforce items not returned on time, but in a different manner. If an item was overdue by more than thirty days, the item would be marked lost, and the patron would be ineligible to use library resources that require a library card until the item is returned or paid for. Once returned or paid for, the patron will not be charged a late penalty and will be able to continue using their library card, provided they have no other lost or damaged items. The factor preventing library card use would shift from a patron fine to having a lost or damaged item registered on a patron's account. This precedent has been set by an increasing number of libraries across the state and the country. Many of our neighbors in eastern Washington, for instance, have successfully adopted this fine-free policy in their communities, including: Mid-Columbia Libraries, Spokane Public Library, Liberty Lake Municipal Library, Walla Walla Public Library, Walla Walla County Rural Library District, and North Central Washington Libraries.

The policy changes at eastern Washington libraries, and libraries across the country, have had positive results for their communities. There is often a false belief that library late fines prevent library materials from being held excessively long by patrons. There are several studies that disprove this. The Salt Lake City Public Library, for example, saw late returns drop from 9% to 4% after implementing their fine free policy. Libraries also see a surge in returns for long overdue items. The Chicago Public Library saw a 240% increase in returned books a month after it implemented the change. If saddled with a large fine, patrons may simply never return items. By not having a penalty, patrons are more inclined to return materials, resulting in fewer lost items a library must then replace with funds from its own budget. The revenue generated by late fines is not significant, and, when offset by the cost of replacing library materials along with fines that will never be recovered from patrons, the penalty does not justify remaining in place.

Most importantly, the elimination of late fines opens a valuable and loved community resource to more engagement with our patrons. Accruing a large late fine from a stack of children's books is one such example. If a parent checks out fifty picture books for their children and returns those picture books four days late, this will mount a \$50 bill on their account using today's standards. For many, this has been a barrier, and certain patrons may struggle to pay or never pay, and potentially disengage from the library. Reducing barriers will increase our patronage, circulation, and City engagement in the community, as has been proven in other communities. Fine-free could be a positive change for the City and our citizens.

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**Attachments:**



## COUNCIL WORKSHOP COVERSHEET

Council Date: 2/22/2022

Department: Public Works

Core Focus Area 2 - Manage & Maintain Infrastructure & Facilities

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**Subject:**

Washington State University Property Development - Property Transfer Proposal

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**Summary:**

In 1993, the City transferred 45.58 acres, without compensation, to Washington State University (WSU) for the purpose of developing a college campus on the site. The transferred property was near an important drinking water supply facility, and the boundary of the transfer was dictated by the needs of the water supply facility. The 1993 transfer included several provisions that would call for future action: 1) WSU was required to provide the City with utility easements for existing infrastructure that was not included in an easement at the time of the transfer; and 2) a reversionary clause in the quitclaim deed provided that the property would revert to City ownership if it was used for other than college campus development.

In January of 2019, WSU sought relief from the reversionary clause, promising in a letter to use the proceeds received from marketing the property to support development of the WSU-Tri-Cities campus. In July 2019, pursuant to Council authorization, the City executed a "Termination of Deed Restriction" relieving WSU from the reversionary clause.

The transferred property has remained undeveloped to the present time. In recent years, WSU has sought to sell the property south of Hanford Street to several developers. Discussions regarding those development proposals have given visibility to the impact of critical areas regulations on the site and to the need to accommodate existing City infrastructure in the development plans. The City's critical areas code (Title 22 RMC) includes provisions addressing wetlands and the City's water supply facilities. WSU has performed some technical work analyzing the impact of City regulations on the development potential of the property, concluding that several acres of the original transfer area may not be developable.

WSU has advanced a proposal for an additional donation of City property to support their marketing strategy that will raise funds for campus development. Staff will present the WSU proposal and seek Council guidance on the path forward.

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**Attachments:**



## COUNCIL WORKSHOP COVERSHEET

Council Date: 2/22/2022

Department: Public Works

Core Focus Area 2 - Manage & Maintain Infrastructure & Facilities

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**Subject:**

Local Roads Safety Plan - WSDOT City Safety Grant Program

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**Summary:**

The federal transportation funding program, supported by the federal gas tax, distributes funds to states to award for street system safety improvements. The Washington State Department of Transportation (WSDOT) allocates the federal highway safety funds into three programs: a city program, a county program, and a state highway program. By federal regulations, the programs are data-driven, meaning an analysis of crash records must be completed to recommend street system improvements aimed at improving safety. Safety improvements, called countermeasures, must be from an approved list and be chosen to mitigate the specific crash characteristics present in the agency's data.

This year, WSDOT is offering a City Safety grant program. The program will distribute \$35 million across the state. The program focus is the reduction, and eventual elimination, of crashes that result in a fatality or serious injuries. A foundational requirement of the grant program is the preparation of a Local Road Safety Plan that includes an analysis of a city's crash records, and a matching of approved countermeasures to the crash record analysis. In anticipation of this grant program, the 2022 Budget included funds to retain an engineering consultant to assist in preparing Richland's Local Road Safety Plan. Public Works staff and its consultant, DKS Associates, have prepared a draft Local Road Safety Plan. At the workshop, staff will present the draft Local Road Safety Plan and the proposed grant requests staff recommends presenting to WSDOT.

At its March 1, 2022 City Council meeting, staff will seek formal authorization to submit the recommended grant requests. Grant applications are due March 4, 2022.

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**Attachments:**