



City Council Meeting Schedule July 2021

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regular, special and study session meetings to a virtual location until termination of the state of emergency or until rescinded.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

July 6, 2021

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

July 13, 2021

Tuesday, 6:30 p.m.

WORKSHOP MEETING (the workshop meeting will be done via Zoom and broadcast on the City's website

<https://www.go2kennewick.com/CouncilMeetingBroadcasts>)

1. Police Unfunded Mandate – Body Worn/Vehicle Cameras
2. Current City-Wide Projects Update

July 20, 2021

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

July 27, 2021

Tuesday, 6:30 p.m.

WORKSHOP MEETING (the workshop meeting will be done via Zoom and broadcast on the City's website

<https://www.go2kennewick.com/CouncilMeetingBroadcasts>)

1. Benton Franklin Transit Update
2. 2021 Legislative Update

To assure disabled persons the opportunity to participate in or benefit from City services, please provide twenty-four (24) hour advance notice for additional arrangements to reasonably accommodate special needs.

Please be advised that all Kennewick City Council Meetings are Audio and Video Taped

Council Workshop Coversheet



Agenda Item Number	1.	Meeting Date	07/27/2021
Agenda Item Type	Presentation		
Subject	Ben Franklin Transit Update		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	City Manager		

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

Summary

At the July 27, 2021 workshop, Gloria Boyce, General Manager with Ben Franklin Transit (BFT), will provide a presentation to City Council regarding recently proposed changes to BFT's funding structure. The presentation will provide background information about BFT, an overview of BFT's funding profile and current financial status, and an outline of the projected operational impacts for BFT associated with any future reduction in its sales tax revenue.

Through

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Attachments:

Presentation

Dept Head Approval

Dan Legard Jul 21, 10:54:36 GMT-0700 2021
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City Mgr Approval

Dan Legard Jul 23, 07:55:37 GMT-0700 2021
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Ben Franklin Transit

→ **Impact of Sales Tax Revenue Reduction**
July 27, 2021

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

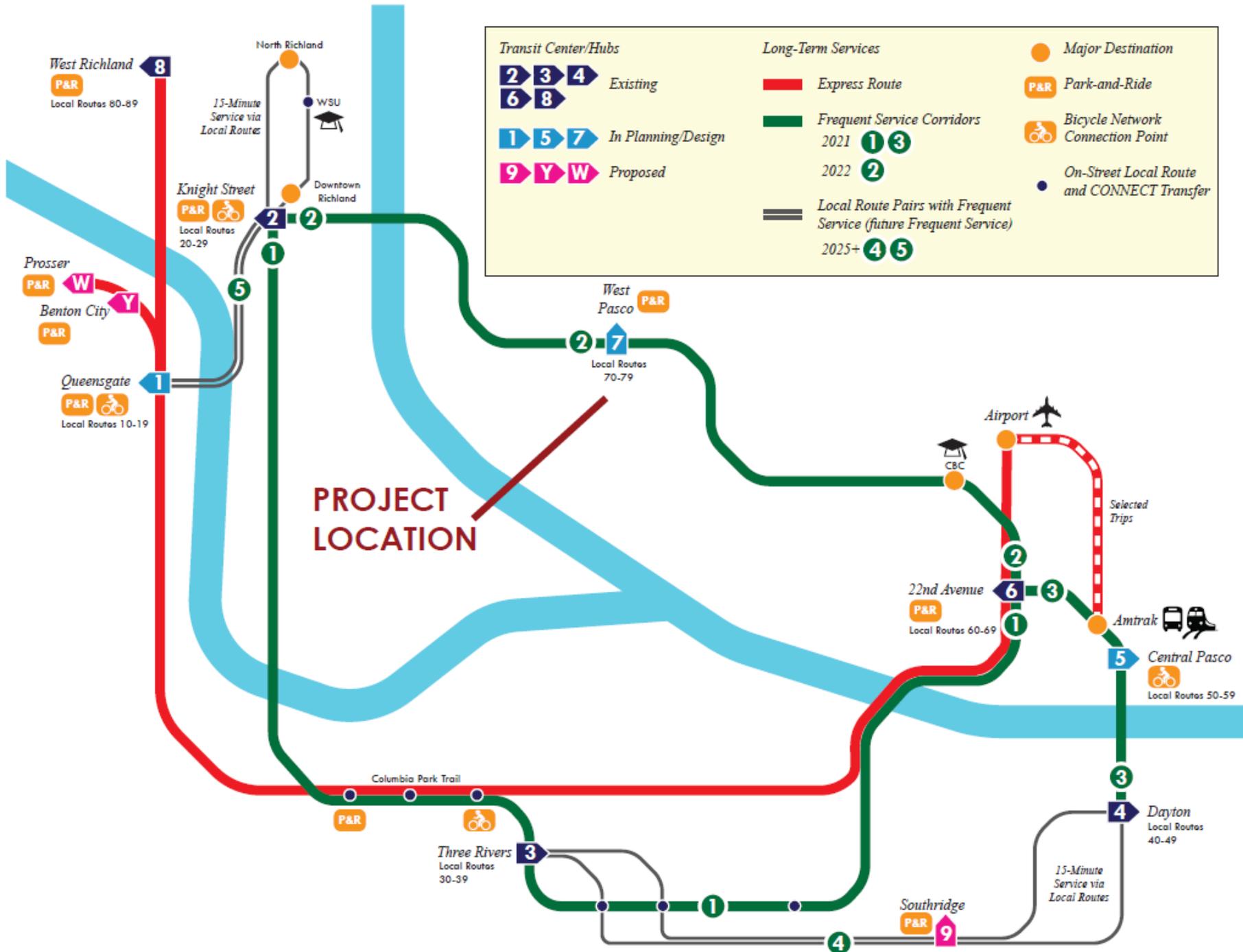
- **May 1981- 0.3% Sales Tax Voter Approved**
 - Fixed Route Service Initiated
- 1982 Dial-A-Ride Service Initiated
- 1984 Vanpool Service Initiated
- 1997 Benton City and Prosser Operations Added
- 1999 Initiative 695 (Motor Vehicle Excise Tax Repealed)
- **March 2002 -Sales Tax 0.3% Voter Approved**
- 2005 Finley Annexed into PBTA

- 2008 - 2009 Campus Expansion
- 2010 Great Recession *No Reserves*
- 2010 Due to population growth, BFT Reclassified from a Small Urban Transit to Large Urban Transit (2012)
- 2012 Additional Federal Administrative Requirements
- **2015 Board Adopts Strategic Plan**
- 2015 Comprehensive Service Plan Study (10 Year Plan)
- 2017 Comprehensive Service Plan Implementation
 - Added 25,314 Revenue Hours
 - Service Hours Extended from 6pm to 8pm
- **2018 Taxi Service Bankruptcy**

- 2019 System Changes (Loss of Taxi)
 - Service Hours Extended to 10pm
 - Added Demand Response
- 2020 COVID
 - CONNECT Services Initiated - First Mile/Last Mile (Replaced Taxi Service)
- 2021 Service and System Expansion
 - Metro Frequent Routes (1 & 3) and Sunday Service
 - Additional Revenue Hours 29,000

- 2022 Service Expansion +10,000 Revenue Hours (\$1.3M)
- 2022 Capital Program
 - Q1 Queensgate Transit Hub Construction Start
 - Q2 Operations Building Construction Start
 - West Pasco Transit Hub Design
 - East Pasco Transit Hub Design/Construction
- 2023 Service Expansion +9,000 Revenue Hours (\$1.3M)
- 2023 Capital Projects
 - Q3 West Pasco Transit Hub Construction Start

- 2024 - 2026 Service Expansion +45,000 Revenue Hours
 - Utilize New Transit Hubs
 - Route Improvements in Prosser/Benton City
 - Metro Route 2 with West Pasco Transit Hub Completion and Route 3 Extension
 - System Wide Frequency Increase



Funding Profile

Local:

Fares, Misc.

Sales Tax – Voter Approved 6/10th of 1.0%

State:

Regional Mobility – Formula Based/Competitive

Special Needs – Formula Based

Vanpool Investment Program – Vanpool Vehicles Only

Federal:

5307 – Formula Funding (Population x Population Density x
Fixed Route Revenue Miles)

5310 – Enhanced Mobility of Seniors/Individuals with
Disabilities

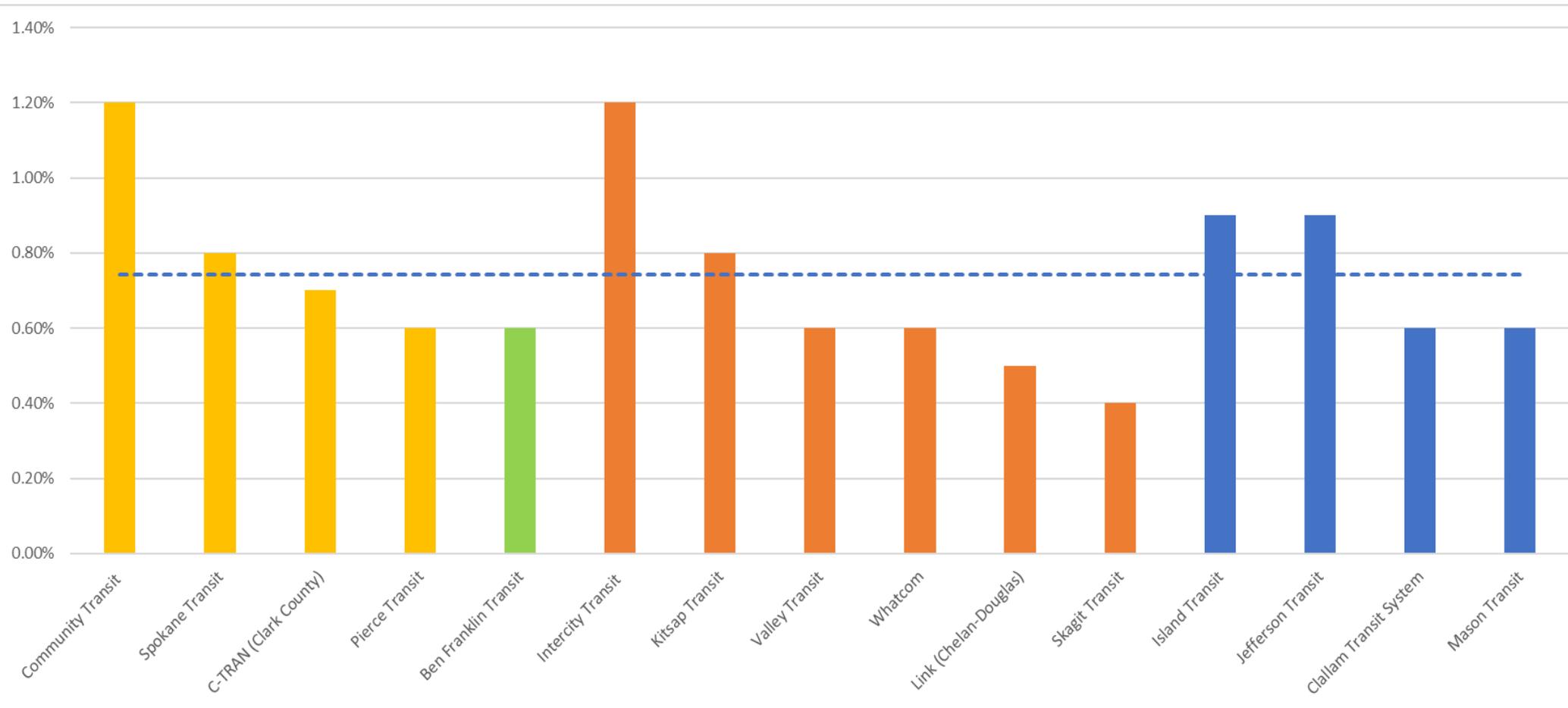
5339 – Bus and Bus Facilities

BFT Local Funding

FFY	Sales Tax		Fares/Misc		Total	
	Amount	inc / drc	Amount	inc / drc	Amount	inc / drc
2021*	40,200,000	1.84%	2,572,972	63.69%	42,772,972	4.2%
2020	39,473,663	0.41%	1,571,895	-63.72%	41,045,558	-6.0%
2019	39,311,911	7.41%	4,332,973	-5.61%	43,644,884	11.0%
2018	36,600,000	6.97%	4,590,269	-10.40%	41,190,269	4.7%
2017	34,214,086	3.00%	5,122,944	7.39%	39,337,030	9.1%
2016	33,218,130	8.32%	4,770,268	-11.33%	37,988,398	5.4%
2015	30,667,384	10.06%	5,379,984	13.53%	36,047,368	16.8%
2014	27,864,444	4.56%	4,738,648	12.57%	32,603,092	5.6%
2013	26,650,429	2.89%	4,209,657	-12.18%	30,860,086	2.3%
2012	25,902,472	0.66%	4,793,352	7.88%	30,695,824	1.7%
2011	25,732,901	7.68%	4,443,310	6.94%	30,176,211	7.3%
2010	23,897,059	4.93%	4,155,074	-22.37%	28,052,133	-0.3%

*2021 Budgeted Amount

Sales Tax Rates by Selected WA State Agencies



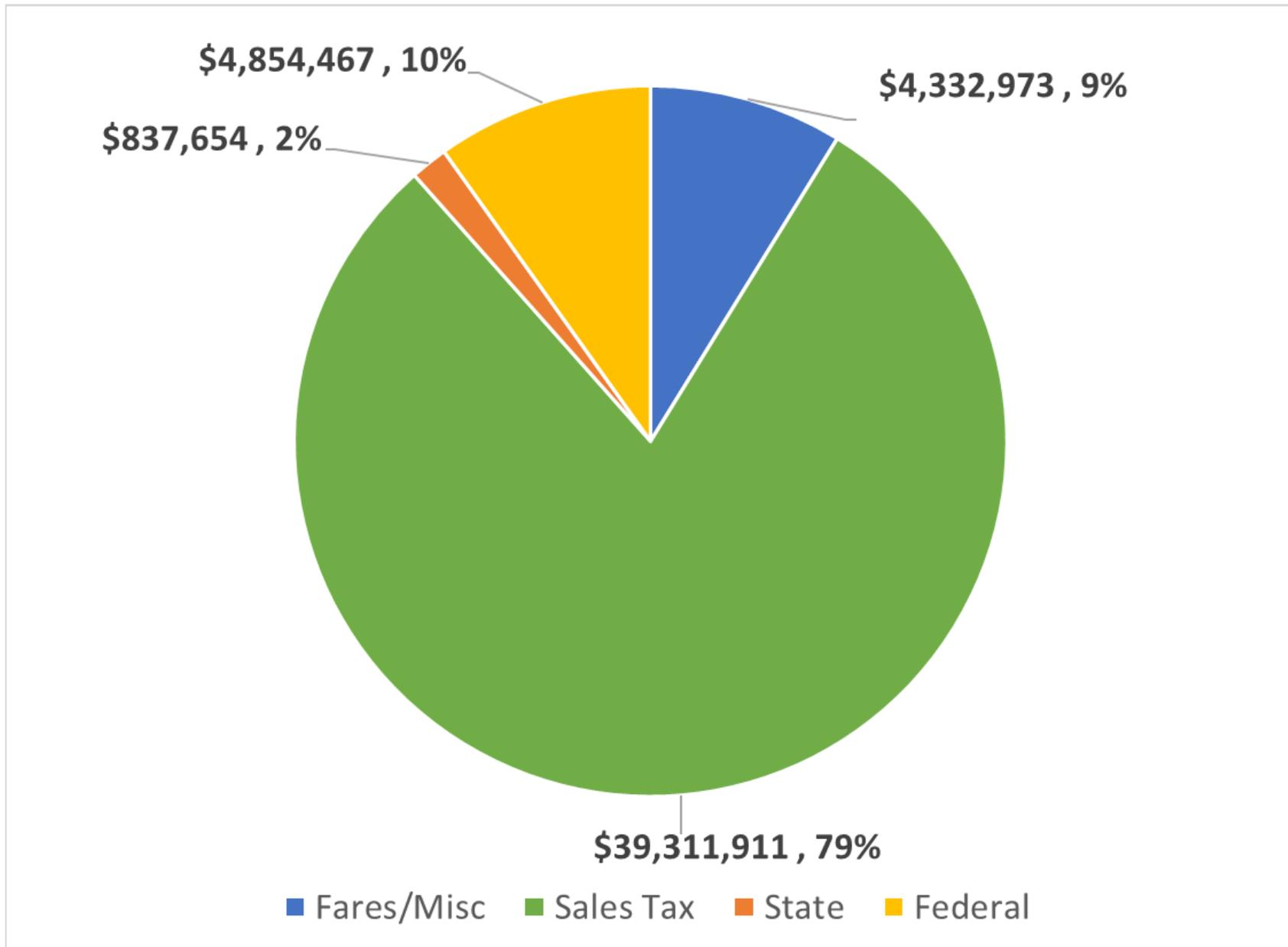
BFT State Funding

State Biennium	Special Needs	inc / drc	Vanpool Investment Program	inc / drc	Regional Mobility	inc / drc	Total Funding
2021/2023	-	-100.00%	-		5,495,000	71.24%	5,495,000
2019/2021	3,903,161	17.78%	-	-100.00%	3,209,000		7,112,161
2017/2019	3,313,812	29.04%	795,500	1.14%	-		4,109,312
2015/2017	2,568,030	78.39%	786,544	50.53%	-		3,354,574
2013/2015	1,439,566	-35.33%	522,500	141.70%	593,000		2,555,066
2011/2013	2,225,998	52.16%	216,176	-72.23%	-		2,442,174

BFT Federal Funding

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

2019 Operating Funding



One-Time Funding – Received in 2020 & 2021

CARES Act	18,973,077
CRRSSA	8,460,568
ARPA	20,849,570
Total Grants Received	<u>48,283,215</u>

Grant Usage

Capital Expense - COVID Related	1,255,000
2020 COVID Non-Labor Expense	3,979,257
2020 COVID Labor Expense	4,926,465
2020 Lost Fares	3,240,000
2021 Lost Fares	2,835,000
2022 Lost Fares	1,620,000
2023 Lost Fares	810,000
Total	<u>18,665,722</u>

Remaining Available	29,617,493
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Financial Status

Capital Funding – Bringing it all Together

- BFT's Capital Improvement Plan is Funded on a ***Pay-As-You-Go*** Basis
- Federal & State Grants REQUIRE Local Funding Match
- Current Reserves and CARES Related Funding Enables a Funded Capital Improvement Plan for Existing Projects over the Next 3.5 Years

Audited Cash Balance

As of December 31

	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Beginning Cash Balance	41,493,331	35,954,326	39,583,419	36,308,771	24,806,500	19,996,729	23,960,631	15,873,724	7,864,833	4,290,327	2,920,986
Cash Flow from Operations	774,206	5,911,175	3,697,045	5,861,406	7,205,711	7,538,701	1,402,389	8,564,994	6,304,575	3,898,018	2,995,502
Cash Flow from Capital Activity	(4,251,807)	(372,170)	(7,326,138)	(2,586,758)	4,296,560	(2,728,930)	(5,366,291)	(478,087)	1,704,316	(323,512)	(1,626,161)
Annual Net Cash Flow	(3,477,601)	5,539,005	(3,629,093)	3,274,648	11,502,271	4,809,771	(3,963,902)	8,086,907	8,008,891	3,574,506	1,369,341
Ending Cash Balance	38,015,730	41,493,331	35,954,326	39,583,419	36,308,771	24,806,500	19,996,729	23,960,631	15,873,724	7,864,833	4,290,327



May 2021 Treasurer Report

The Investment Position of Ben Franklin Transit as of the Close of Business on May 31, 2021 is as follows:

ITEM	DATE OF PURCHASE	RATE	MATURITY	COST	% OF TOTAL
WA State Government Investment Pool		0.0764%	Open	\$ 28,230,985	72.8%
US Bank Commercial Paper Sweep Acct		0.0000%	Open	5,159,655	13.3%
Subtotal Investments				33,390,640	86.1%
Check Book Balance, Petty Cash, & Travel Account				* 5,392,848	13.9%
					100.0%
Total Cash and Equivalents on Hand				\$ 38,783,488	
Less Reserve Funds					
Operating Reserves				(12,120,000)	
Fuel Reserves				(1,400,000)	
Fleet Replacement Reserves				(2,640,400)	
Non-Fleet Capital Reserves				(3,365,000)	
Total Reserves				(19,525,400)	
Local Funds for Current Capital Projects				(16,975,861)	
Fleet Vehicles			(2,904,768)		
Facilities - Transit Centers & Amenities			(6,358,974)		
Facilities - MOA Campus			(2,889,152)		
Technology			(3,419,918)		
Other			(1,403,049)		
Net Funds Available				\$ 2,282,227	

Impact – Sales Tax Reduction

Impact of Sales Tax Reduction

5 years Revenue Reduction of ~ \$39 Million

- Service Levels:
 - Return to 2015 Service Levels
- Staffing Levels:
 - Significant Staff Reductions Commensurate with Service Level Reduction
- Capital Projects:
 - Impacts 5307 Formula Funding Levels
 - Fleet Replacement Schedule
 - May Impact Capital Projects Currently in Progress
 - Impacts all Future Capital Projects

Scenario #1 – 100% Service Reduction

Scenario #2 – 100% Capital Improvement Plan Reduction

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

Scenario #1 – 100% Service Reduction

- Federal 5307 Formula Funding
- Grant Amount Partially Based on Transit Statistics:
 - 50% of Formula is Based on Population and Population Density (No Impact)
 - 50% of Formula is Based on Bus Revenue Vehicle Miles Operated (Reduced Service Levels Will Result in Reduced Federal Grant Funding)
- ***Estimated Reduction in Federal Funding Over Next 5 Years ~\$1.7 Million***

Sales Tax and Federal 5307 Grant Reductions

	Annual Taxes at 0.600%	Annual Taxes at 0.500%	Sales Tax Reduction (16.7%)	5307 Reduction (5%)	Total Reduction	Total % Revenue Reduction
2026F	48,207,408	40,172,840	(8,034,568)	(339,437)	(8,374,005)	-15.0%
2025F	46,577,206	38,814,338	(7,762,868)	(338,591)	(8,101,459)	-13.6%
2024F	44,785,775	37,321,479	(7,464,296)	(337,747)	(7,802,042)	-13.7%
2023F	43,271,280	36,059,400	(7,211,880)	(336,904)	(7,548,784)	-14.4%
2022F	41,607,000	34,672,500	(6,934,500)	(336,064)	(7,270,564)	-14.1%
2021B	40,200,000	33,500,000	(6,700,000)	(335,226)	(7,035,226)	-14.5%
2020	39,473,663	32,894,719	(6,578,944)	(334,496)	(6,913,440)	-13.8%
2019	39,311,911	32,759,926	(6,551,985)	(323,581)	(6,875,566)	-14.2%
2018	36,442,238	30,368,531	(6,073,706)	(175,787)	(6,249,493)	-14.9%
2017	34,214,086	28,511,738	(5,702,348)	(335,392)	(6,037,740)	-16.5%
10 Year Totals			(69,015,094)	(3,193,225)	(72,208,320)	

Five Year Loss 2022 – 2026

-\$39,096,855

Scenario #1 – 100% Service Reduction

- Note: Dial-A-Ride Must Operate Concurrent With Fixed Route Operation
- Estimated 15% Reduction in Fixed Route and Dial-A-Ride Services
 - Revenue Hours: **-50,316**
- Decrease Effects Could Be a Reduction of:
 - Operating Hours and Days
 - Routes and/or Route Frequency
 - PTBA Wide Dial-A-Ride Service to Within $\frac{3}{4}$ Mile within Fixed Route
 - All of the Above

Scenario #1 – 100% Service Reduction

- If Tax and Grant Revenues Decreased, Expenses Would Have to Decrease by 14%
- Would Require Reduction in Force of 62 Employees (14% of Budgeted Workforce)

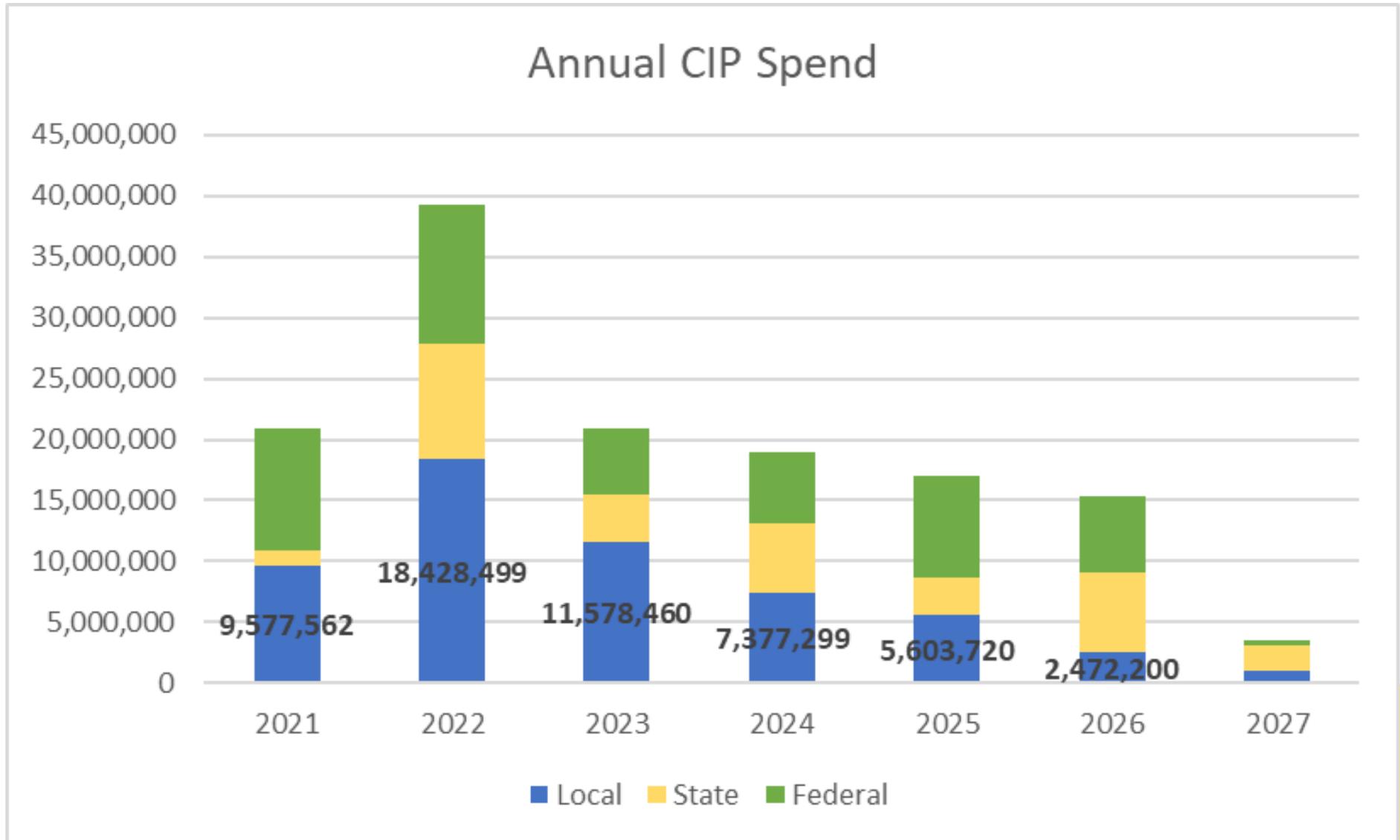
		2021 Budget	Reduction	Adjusted Budget
Labor & Benefits	68%	32,773,000	(5,205,059)	27,567,941
Professional Services	8%	3,861,000	(613,210)	3,247,790
Fuel & Lubricants	5%	2,290,700	(363,813)	1,926,887
Tires & Tubes	1%	332,000	(52,729)	279,271
Materials & Supplies	6%	3,009,750	(478,013)	2,531,737
Utilities	1%	408,160	(64,825)	343,335
Insurance and Liability	3%	1,234,200	(196,018)	1,038,182
Purchased Transportation	7%	3,350,000	(532,052)	2,817,948
Rentals	1%	297,970	(47,324)	250,646
All Else	2%	925,302	(146,958)	778,344
Total Expenses		48,482,082	(7,700,000)	40,782,082

Scenario #2 – 100% Capital Improvement Plan Reduction

	2021	2022	2023	2024	2025	2026
Available Funds - Beg. Of Year	16,975,861	7,398,299	(11,030,200)	(22,608,660)	(29,985,959)	(35,589,679)
Local Need	9,577,562	18,428,499	11,578,460	7,377,299	5,603,720	2,472,200
Available Funds - End of Year	7,398,299	(11,030,200)	(22,608,660)	(29,985,959)	(35,589,679)	(38,061,879)

- Current Reserve Funds Available for Capital is \$16,976,000
- Majority of Capital Programs Postponed Indefinitely
- Federal & State Grants Require Local Match, if Not Available, Grants Cannot be Matched
- Projected Lost Tax and Grant Revenue of **\$39M** Exceeds the 5-Year Local Capital Need of \$52M

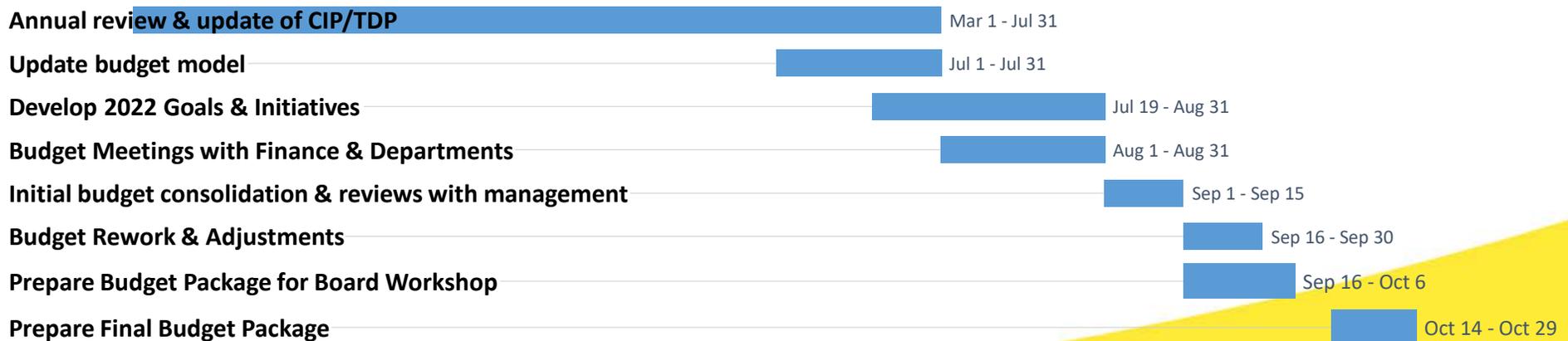
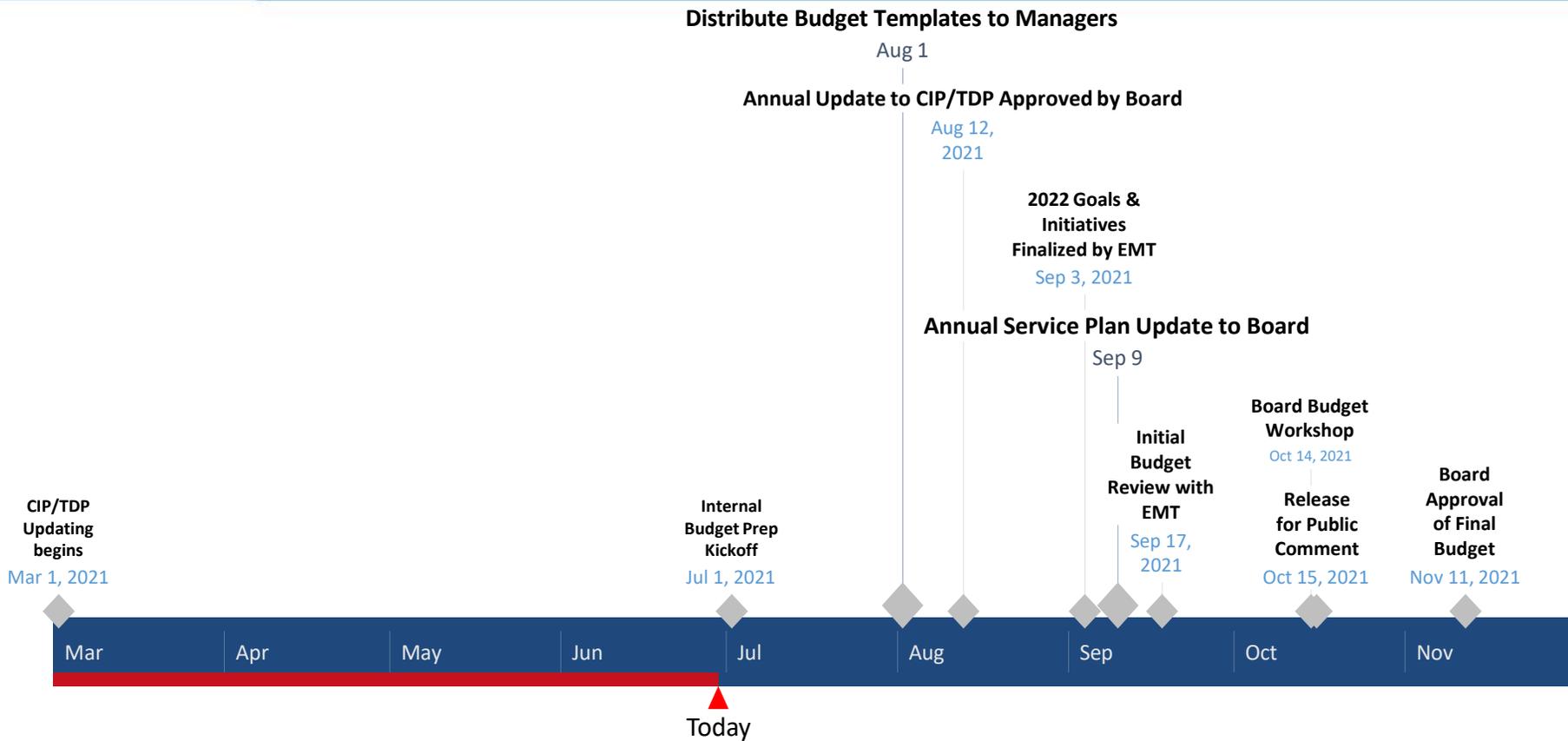
Current Capital Improvement Plan Expenditures Plan



Scenario #3 – Blend of Service and Capital Reduction

- Service Would Be Cut Back to 2015 – 2017 Levels
 - Revenue Hours: **-25,000**
- Service Expansions Launched in 2021 Would be Terminated
 - An Agency-Wide Reduction in Force (RIF) of Approximately 32 Employees (7% of 2021 APPROVED Headcount) Would be Necessary
- Approximately 50% of the Capital Projects Currently Planned Would be Placed on Indefinite Hold
 - Local Funds Would be Prioritized to Vehicle Purchases to Ensure State and Federal Grants Would Not Be Lost

2022 Budget Planning



Thank You

Questions?

Council Workshop Coversheet



Agenda Item Number	2.	Meeting Date	07/27/2021
Agenda Item Type	Presentation		
Subject	2021 Legislative Update		
Ordinance/Reso #		Contract #	
Project #		Permit #	
Department	Police Department		

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

Summary

2021 Legislative Update. Specifically surrounding new legislative and the impacts to Police/Fire/City Attorney's Office.

Presenters:

- City Attorney Lisa Beaton
- Fire Chief Chad Michael
- Assistant Police Chief Chris Guerrero

Through

Chris Guerrero
Jul 21, 13:19:02 GMT-0700 2021

Attachments: PowerPoint

Dept Head Approval

Ken Hohenberg
Jul 21, 16:44:00 GMT-0700 2021

City Mgr Approval

Dan Legard
Jul 23, 08:56:01 GMT-0700 2021



2021 Legislative Update



CITY ATTORNEYS OFFICE / POLICE DEPARTMENT/
FIRE DEPARTMENT

July 27, 2021



Definitions

- ***Criminal Justice Training Commission (CJTC)*** – Governor appoints 21 members: 1 incumbent Sheriff, 1 incumbent Chief of Police, 1 alternate Chief of Police, 2 officers at or below the level of first line supervisor, 1 tribal police officer who is at or below the level of first line supervisor, 1 corrections employee, 1 incumbent county PA, 1 licensed attorney, 1 elected local government official, 1 civilian with LE oversight/auditing experience, 7 community members (2 from east of the Cascade mountains, 3 from historically underrepresented communities), 1 enrolled tribal member, the Attorney General, the Chief of the State Patrol.
 - Their purpose shall be to establish and administer standards and processes for certification, suspension, and decertification of peace officers and corrections officers. The commission shall provide programs and training that enhance the integrity, effectiveness, and professionalism of peace officers and corrections officers while helping to ensure that law enforcement and correctional services are delivered to the people of Washington in a manner that fully complies with the Constitutions and laws of this state and United States. In carrying out its duties, the commission shall strive to promote public trust and confidence in every aspect of the criminal justice system.

Definitions

- ***Reasonable Suspicion*** – Based on specific, articulable facts known to the officer at the time, that the individual has committed, is committing or is about to commit a crime.
- ***Probable Cause*** – Where the facts and circumstances within the arresting officer's knowledge and of which he has reasonably trustworthy information are sufficient in themselves to warrant a person of reasonable caution in the belief that the person to be arrested has committed or is committing an offense.



HB 1054 – Tactics – July 25, 2021

- Prohibits the use of chokehold or neck restraint in any circumstance.
- Prohibits the use of no-knock warrants.
- CJTC to develop a model policy for the training and use of canine teams
- Prohibits the use of tear gas except in three circumstances: harm posed by a riot, barricaded subject or hostage situation.
 - Prior to deploying tear gas, the law enforcement officers must: exhaust available and appropriate alternatives, obtain authorization from a supervising officer, announce the intent to use tear gas; and allow sufficient time and space for the subject(s) to comply.
 - Prior to deploying tear gas (for a riot outside a correctional facility), the law enforcement agency also receives authorization from the highest elected official of the jurisdiction in which the tear gas is to be used.



HB 1054 – Tactics – cont.

- Prohibits use or acquisition of “military equipment” and agencies must return or destroy any “military equipment by December 31, 2022. – “Military equipment” means firearms and ammunition of .50 caliber or greater...
- Requires uniformed peace officers are reasonably identifiable (name badge).
- Defines a vehicular pursuit and prohibits a vehicular pursuit unless the officer has probable cause that a crime (violent or sex offense) has/is committed and reasonable suspicion of driving under the influence, necessary for the purpose of identifying or apprehending the person, poses an imminent threat to the safety of others and the officer receives authorization to engage in the pursuit from a supervising officer.
- Prohibits a law enforcement officer from firing a weapon at a moving vehicle.



SB 5476 – State v. Blake – May 13, 2021

- Amends the Uniform Controlled Substances Act to specify the knowing possession of a controlled substance, counterfeit substance, or legend drug without a prescription constitute a simple misdemeanor (No amounts specified, benefits of Federal partnerships).
- Law enforcement officers are required, in lieu of jail booking and referral to the prosecutor, to offer a referral to assessment and services on the first two controlled substance violations (cannot refer case to the PA's office for charges until the third offense).
- Encourages prosecutors to divert simple possession charges to assessment, treatment, or other services.
- Modifies the drug paraphernalia statute to remove reference to paraphernalia used to test, analyze, pack, repack, store, contain, conceal, inject, ingest, inhale, or otherwise introduce a controlled substance into the human body.
- Requires basic law enforcement training to include training on interactions with persons with substance use disorders.



HB 1310 – Use of Force – July 25, 2021

- Authorizes a law enforcement officer to use deadly force only when necessary to protect against an imminent threat of serious physical injury or death.
- Authorizes a law enforcement officer to use physical force when necessary to:
 - Protect against criminal conduct where there is probable cause to:
 - Make an arrest;
 - Effect an arrest;
 - Prevent an escape as defined in RCW 9A.76; or
 - Protect against an imminent threat of bodily injury to:
 - The law enforcement officer;
 - Another person; or
 - The person against whom force is being use.
- Requires an officer exhaust available and appropriate de-escalation tactics prior to using any physical force – Bill identifies time, distance, cover as well as use of “crisis intervention team or mental health professional”. Also mentions leaving when there is no threat of imminent harm and no crime committed.
- When using physical force, use the least amount of physical force necessary to overcome resistance under the circumstances.



HB 1310 – cont.

- Terminate the use of physical force as soon as the necessity for such force ends.
- By July 1, 2022, the Attorney General will develop and publish a model policy on law enforcement use of force and de-escalation tactics.
- Require agencies submit their policies to the Attorney General.
- Requires the Attorney General, by December 31st of each year, to publish on its website a report of the model policy.
- Requires basic training provided by CJTC to be consistent with the use of force requirements and limitations of the bill and the Attorney General’s model policy on the use of force and de-escalation.
- Graham standard still exists – Severity of crime, immediate threat to officers or others, subject actively resisting arrest, and attempting to evade arrest by flight.



SB 5051 – Decertification – July 25, 2021

- Establishes criteria for mandatory CJTC de-certification of peace officers and corrections officers.
- Grants authority to the CJTC to suspend certification of a peace officer or corrections officer (no timeframes provided).
- Grants authority to the CJTC to require remedial training for a peace officer or corrections officer.
- Grants authority for the CJTC to receive complaints from any person.
- CJTC may conduct investigation into allegations of improper conduct – independent of any employing agency investigation.
- CJTC may issue public recommendations regarding law enforcement agencies' command decisions, inadequacy of policy or training, investigations or disciplinary decisions regarding misconduct, potential systemic violations of law or policy, unconstitutional policing, or other matters.
- Requires law enforcement and corrections agencies to report to CJTC within 15 days of occurrence of any death or serious injury caused by the use of force by an officer or any time an officer has been charged with a crime.
- Authorizes the CJTC to impose a civil penalty up to \$10,000 for the failure by an officer or an employing agency to timely and accurately report information to the CJTC.
- Requires law enforcement and corrections agencies to retain personnel records for the duration of the officer's employment plus a minimum of 10 years thereafter.

Change

Law enforcement and the fire service will both be adapting to the new reality given the legislation that has been put in place.

In other words, we will all be making changes to align with the current “*what is*”.





Personnel Safety

- Law enforcement and EMS have had clearly defined roles.
- Our approach will need to shift in some instances
- The safety of our personnel must continue to be a major focus
- Fear of decertification and/or criminal charges





Resources Available

- Lower reliance upon dispatch
- Fire/Police personnel will need direct contact with the reporting party
- KPD Sergeant consultation
- KFD Battalion Chief consultation
- Increased communication between KPD and KFD supervision
- City Attorney consultation
- Medical control consultation





A Methodical Approach

- Slow down
- Evaluate all of the information
- Consult Supervisors/Legal
- Develop a plan of action



Download from
Dreamstime.com

Library
Support (0/1000000)



Short-Term Plan

- Adjust to the new normal
- Increase communication – both internally and externally
- Modify delivery of care, in some instances
- Inability to respond in some instances
- Utilize available resources
- Deployment of Mental Health Professionals (MHP's) for both KPD and KFD





Mid-Term Plan

- Continue Discussions between law enforcement and fire
- Identify MHP funding
- Continue to evaluate the most effective deployment of MHP's
- Communicate and educate our community
- Evaluate the success and take-away's of our current programs





Long-Term Plan

- Encourage all Benton and Franklin County policy makers to collaborate for funding
- Implement our proposed long-term regional solution
- Work towards regional resources that can provide service after the incident
- Evaluate our successes and make the appropriate adjustment



Questions ??





City Council Meeting Schedule August 2021

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

August 3, 2021

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING - Cancelled
NATIONAL NIGHT OUT

August 10, 2021

Tuesday, 6:30 p.m.

WORKSHOP MEETING (the workshop meeting will be done via Zoom and broadcast on the City's website <https://www.go2kennewick.com/CouncilMeetingBroadcasts>)

1. Development Related Code Amendments
2. Transportation System Overview
3. Workplace Safety Update

August 17, 2021

Tuesday, 6:30 p.m.

REGULAR COUNCIL MEETING

August 24, 2021

Tuesday, 6:30 p.m.

WORKSHOP MEETING (the workshop meeting will be done via Zoom and broadcast on the City's website <https://www.go2kennewick.com/CouncilMeetingBroadcasts>)

1. Columbia Park Events Review

August 31, 2021

Tuesday, 6:30 p.m.

NO MEETING SCHEDULED

To assure disabled persons the opportunity to participate in or benefit from City services, please provide twenty-four (24) hour advance notice for additional arrangements to reasonably accommodate special needs.

Please be advised that all Kennewick City Council Meetings are Audio and Video Taped