City of Kenmore

City of Kenmore - 18120 68th Avenue NE Kenmore, WA 98028 Phone: 425-398-8900
Agendas also available at www.kenmorewa.gov E-mail: cityhall@kenmorewa.gov

City Council Regular Meeting Agenda

June 28, 2021, 7 PM

VIA ZOOM - LINK: https://us02web.zoom.us/j/84107818048

Or iPhone one-tap :
US: +12532158782,,84107818048# or +13462487799,,84107818048#
Or Telephone: Dial US: +1 253 215 8782
Webinar ID: 841 0781 8048

I. CALL MEETING TO ORDER

II. ROLL CALL

III. PRESENTATION

A. Recognition of Bastyr University outgoing President Harlan Patterson

B. Introduction of Stephanie Lucash, Limited Term ARPA Administrator/Assistant City Manager

IV. FLAG SALUTE

V. PUBLIC COMMENTS

A. We want to welcome our community members to the Council's meeting. In this forum, the Council cannot engage or dialogue with the public; the primary role of the Council is to listen. All comments must be addressed to the Mayor and City Council. Please use the "raise hand" feature if you wish to speak. The Clerk will acknowledge your request and call your name when it is your turn. Your time will start when we confirm that we can hear you. Please state your name, city of residence for the record and keep your comments to the allotted time. Your time cannot be granted to another and your clock time will not be reset unless there are extenuating circumstances *and* the Presiding Officer has expressly allowed it. Screen-sharing is not allowed; you can submit materials to the Council or Clerk in advance. This meeting is being recorded. Thank you for taking the time to express your comments.

VI. AGENDA APPROVAL

VII. CONSENT AGENDA

A. Minutes:
City Council June 14, 2021 Regular Meeting Minutes

B. Approve Total Check #s 47432 through 47514 totaling $539,129.09 and payroll check #10166 dated 06/04/2021 totaling $437.26 and Total Payroll/Taxes/Flexible Spending/Retirement & Health Savings Account Electronic Deposits Dated 06/04/2021 totaling $168,106.97.
Voucher Approval Report Dated 06/04/2021

C. Receive and File the April 2021 Financial Report
Monthly Financial Report - April 2021

VIII. BUSINESS AGENDA

A. Approve Resolution No. 21-365, Adopting the 2022-2027 Transportation Improvement Program, presented by City Engineer John Vicente, *for Public Hearing and Adoption*

Hold Public Hearing
Agenda Bill - TIP 2021
TIP Resolution and Attachments
Presentation - TIP

B. Climate Action Plan, Target Setting & Vulnerability Assessment, presented by Environmental Services Administrative Specialist Sammie Roeun and Environmental Services Manager Richard Sawyer, for *Discussion and/or Action*
Agenda Bill - Climate Action Plan Component Approvals
GHG Reduction Targets Memo
Vulnerability Assessment Memo

C. Log Boom Waterfront Access & Viewing Project Bid 21-C2669, CIP Project Budget Modification & Contract Authorization, presented by Project Manager Maureen Colaizzi, *for Discussion and Action*
Agenda Bill - Log Boom Project and Bids

D. Adopt Ordinance 21-0526, Adopting the Capital Improvement Plan, presented by Finance & Administration Director Leticia Salcido, *for Adoption*
Agenda Bill - Capital Improvement Plan, Attachments, and Ordinance 21-0526

E. Adopt Ordinance 21-0527, Accepting ARPA Funds and establishing the new ARPA Fiscal Recovery Fund, presented by Finance & Administration Director Leticia Salcido, *for Adoption*
Agenda Bill and Ordinance 21-0526- ARPA Funds

IX. STAFF REPORT

A. Kenmore Light Festival Event, presented by Volunteer and Events Supervisor Stephanie Brown
Agenda Bill - Kenmore Light Festival
Presentation Slide

B. Redistricting - Discussion with Briahna Murray and Shelly Helder of Gordon Thompson Honeywell

C. Returning to the Council Chambers Update, presented by City Clerk Anastasiya Warhol
Staff Memorandum - Resuming In-Person Meetings

D. Heat Wave Update, presented by City Manager Rob Karlinsey

E. Association of Washington Cities (AWC) Municipal Excellence Awards, presented by City Manager Rob Karlinsey

X. COUNCILMEMBER REPORTS & COMMENTS

Upcoming Meetings:

A. July 12, 2021
July 19, 2021
July 26, 2021

City of Kenmore
City Council Meeting
Regular Meeting Minutes
June 14, 2021

These minutes are created to capture Council action. This is not a verbatim transcript. Meeting video and audio is available on the City YouTube channel.

CALL MEETING TO ORDER:
Mayor Baker called the virtual meeting to order at 7:00 p.m.

PRESENT:

Councilmembers:
Mayor David Baker
Deputy Mayor Nigel Herbig
Councilmember Joe Marshall
Councilmember Debra Srebnik
Councilmember Corina Pfeil
Councilmember Angela Kugler
Councilmember Melanie O'Cain - Excused

Staff:
City Manager Rob Karlinsey
City Clerk Anastasiya Warhol
City Attorney Dawn Reitan
Public Works Operations Manager Jennifer Gordon
Community Development Director Debbie Bent
Development Services Director Bryan Hampson
Human Resources Manager Leonora Palana
Police Chief Brandon Moen
Environmental Services Manager Richard Sawyer

Speaking Guests:
Tod Wollum, Shoreline Fire Department
Janet Hays, Kenmore Resident
Stacey Valenzuela, Kenmore Resident
David and Kiera Dorian, Kenmore Residents
Rhiannon and Rhys Dorian, Kenmore Residents
Rose Hendrix Kenmore Resident
Heidi Shepherd, Shoreline Resident, NUSA
Patrick O'Brien, Kenmore Resident
David Morton, Redmond Resident
Vicki Grayland, Kenmore Resident
Chris Graves, Housing Justice Project KCBA
David Stokes, Kenmore Resident
Shannon Kershner, Kenmore Resident
Randy Bannecker, Seattle King County Realtors
Tram Tran-Larsen, Housing Justice Project
Sebastian Stockpyle, Housing Justice Project
Elizabeth Mooney, Kenmore Resident

Janet Hays, Kenmore Resident
Vicky Grayland, Kenmore Resident

FLAG SALUTE
Mayor Baker led the flag salute.

AGENDA APPROVAL
The agenda was approved as written.

PRESENTATION
Northshore Fire Department's Tod Wollum gave a brief update on the recently held pop-up vaccine clinics.

PUBLIC COMMENT:
The Council took comments from the public from approximately 7:05 p.m. until 7:45 p.m.
Timestamped link included here: https://youtu.be/JpUWtLIrUDE?t=313

CONSENT AGENDA

A. City Council Meeting Minutes:
May 24, 2021, Special and Regular Meeting Minutes
June 7, 2021, Special Meeting Minutes

B. Approve Total Check #s 47341 through 47431 totaling $501,022.64, and payroll check #10165 dated 05/21/2021 totaling $3,275.25 and Total Payroll/Taxes/Flexible Spending/Retirement & Health Savings Account Electronic Deposits Dated 05/21/2021 totaling $164,661.93 and an ACH Payment to Thomco Construction in the amount of $659,753.45
Voucher Certification and Approval City of Kenmore dated 5/21/2021

C. Receive and File March 2021 Financial Report
March 2021 Financial Report

D. Authorize the City Manager to execute Amendment No. 8 of Contract 17-C1656 with Mott MacDonald for Construction Engineering Support Services related to the Log Boom Park Project, in an amount not to exceed $100,000.
Agenda Bill - Construction Engineering Support Log Boom Park
Attachment - Addendum No. 8

E. Adopt Resolution No. 21-363, Granting Final Plat Approval for Plat of Northbrook
Agenda Bill - Resolution 21-363 Northbrook FLP
Exhibit 1 Vicinity Map
Exhibit A Resolution 21-363 - FLP Map
Resolution 21-363 Northbrook FLP

F. Cancel June 21, 2021, Regular Council Meeting

MOTION: Councilmember Pfeil moved to approve the consent agenda as presented, including the items listed above. Mayor Baker seconded the motion.
VOTE: Motion PASSED by unanimous consent.

BUSINESS AGENDA

A. **Tree Preservation Recommendations, presented by Senior Planner Samantha Loyuk, *for Information***
Agenda Bill - Tree Preservation Recommendations
Tree Preservation Recommendations Memorandum
Attachment 1
Attachment 2
Attachment 3

The Council had a chance to review the material and offered brief comments on the proposed recommendations.

B. **Resolution 21-364, establishing City policies for sustainable/green purchasing of goods and services, presented by Environmental Services Manager Richard Sawyer, *for Approval***
Agenda Bill- Sustainable Purchasing
Resolution 21-364 - Establishing Sustainable City Government Principles

MOTION: Councilmember Pfeil moved to approve Resolution 21-364, establishing City policies for sustainable/green purchasing of goods and services. Councilmember Kugler seconded the motion.
VOTE: 6 Yes, 0 No, 0 Abstain. MOTION CARRIED.

C. **Ordinance 21-0525, Extending the Temporary Moratorium on Residential Tenant Eviction and adopting Renter Protections Related to Covid-19, presented by Community Development Director Debbie Bent, *for Adoption***

Agenda Bill - Eviction Moratorium and Renter Protection
Attachment #1 Ordinance 210525 clean version
Attachment #2 20-03.6 Proclamation Residential Eviction Moratorium Extending to Sept 30 2021
Attachment #3 Engrossed Second Substitute Senate Bill (E2SSB 5160)
Attachment #4 Governor Veto
Attachment #5 Summary of E2SSB 5160 (April 26, 2021)
Attachment #6 COVID Renter Protections Draft Ordinance-Sept
Attachment #7 emergency rule 20.03.4
Attachment #8 20-350 Resolution
Attachment #9 Ordinance 21-0525 Eviction Moratorium and Defenses (June 14) redline version
Attachment #10 Comments from the Transit Riders Union
Attachment #11 comments from the Washington Multifamily Housing Association

MOTION: Councilmember Srebnik moved strike the language in Section 3 (c) in presented Ordinance 21-0525, and related mirror language (in the proclamation). Deputy Mayor Herbig seconded the motion.
VOTE: 6 Yes, 0 No, 0 Abstain. MOTION CARRIED.

MOTION: Councilmember Pfeil moved to extend the moratorium to October 31, 2021 (as opposed to September 30, 2021). Councilmember Marshall seconded the motion.
VOTE: 2 Yes, 4 No, 0 Abstain. MOTION FAILED.

EXECUTIVE SESSION

Pursuant to RCW 42.30.110 1 (i), the Council entered a closed executive session to discuss legal risks and liability relating to the moratorium. The executive session lasted nearly 30 minutes, as announced. The Council promptly returned to regular business in open session.

MOTION: Councilmember Pfeil moved to adopt Ordinance No. 21-0525 with approved amendments. Deputy Mayor Herbig seconded the motion.
VOTE: 6 Yes, 0 No, 0 Abstain. MOTION CARRIED.

STAFF REPORT

Public Works Operations Manager Jennifer Gordon and Environmental Services Manager Richard Sawyer updated the Council on the public works site search. There are two open houses on the subject scheduled soon.

ADJOURNMENT

Mayor Baker adjourned the meeting at approximately 9:30 p.m.

_____
David Baker, Mayor

ATTEST:

_____
Anastasiya Warhol, City Clerk

Voucher Certification and Approval

City of Kenmore
DATE RANGE:
05/29/2021 - 06/11/2021

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and the the claim is a just, due and unpaid obligation against the City of Kenmore and that I am authorized to authenticate and certify to said claim. The following checks and electronic payments are approved for payment:

Total Check #s 47432 through 47514: $539,129.09

Payroll Check #10166 dated 06/04/2021: $ 437.26

Total Payroll/Taxes/Flexible Spending/Retirement & Health Savings Acct Electronic Deposits Dated: 06/04/2021: $168,106.97

Rob Karlinsey
Rob Karlinsey (Jun 14, 2021 11:07 PDT)
City Manager / Date

6/11/21
Finance Director / Date

Vendor Name	Check #	Date	Description	Amount
AMERICAN GENERAL LIFE GPO/400S	47432	06/04/2021	Life Insurance	279.92
CITY OF KENMORE	47433	06/04/2021	Wages Overpayment Reimbursement	50.00
ICMA RETIREMENT C/O ALLFIRST BANK / 109964	47434	06/04/2021	City of Kenmore 401a	18,834.14
ICMA RETIREMENT TRUST 457 / 304745	47435	06/04/2021	ICMA 457 Deferred Comp	8,199.55
STATE OF FLORIDA DISBURSEMENT UNIT	47436	06/04/2021	Employee Deduction	275.00
AMERICALL	47437	06/11/2021	After Hours Call Out Service for May	134.16
AURORA RENTS	47438	06/11/2021	Tool Rental for SWM WO #9772	99.67
AURORA RENTS	47439	06/11/2021	Tool Rental for 61st Ave	132.30
BRIEN, GAYLYNN	47440	06/11/2021	March Sales Tax Data Received in May	50.00
BULGER SAFE & LOCK, INC.	47441	06/11/2021	Key for Rhododendron Park Dumpster	42.99
CALPORTLAND COMPANY	47442	06/11/2021	Crushed Rock for Surface Water Project	249.65
CASCADE PEST CONTROL	47443	06/11/2021	Monthly Rhododendron Park Pest Control	143.13
CHICAGO TITLE	47444	06/11/2021	Earnest Money 6450 NE 202nd Kenmore/PW Shop	250,000.00
DAVID EVANS	47445	06/11/2021	Pop Up Vaccination Site Advertising/Translation	192.33
DAVIDSON MACRI SWEEPING, INC.	47446	06/11/2021	5/17-5/28 Street Sweeping Svcs	10,393.44
DEPARTMENT OF ECOLOGY	47447	06/11/2021	Annual Stormwater Monitoring NPDES Fees	10,561.00
DIVERSIFICATION INC.	47448	06/11/2021	Dev. Svcs Desk Chair Replacements	2,855.55
EARTHCORPS	47449	06/11/2021	18-C1927 Apr. Rhod. Park Mitigation/Maint. Svcs	1,838.67
ELECTRONIC BUSINESS MACHINES	47450	06/11/2021	May 2nd Floor Copier B/W & Color Overage Charges	163.96

FERGUSON ENTERPRISES INC #3011	47451	06/11/2021	Surface Water Materials	369.33
FOSTER GARVEY PC	47452	06/11/2021	4/6-5/19 General Condemnation Legal Svcs	3,520.00
FRUHLING SAND & TOPSOIL	47453	06/11/2021	5/25 & 5/26 Dirt Dumping & Crushed Rock Purchased	514.04
GAMETIME	47454	06/11/2021	Woodchips for Linwood Park Playground	2,614.88
HESTON VISUAL ARTS	47455	06/11/2021	Commercial Photography/Videography	358.15
HOME DEPOT CREDIT SERVICES	47456	06/11/2021	Public Works Supplies & Equipment	175.71
HONEY BUCKET	47457	06/11/2021	5/31-6/27 Rental @ Public Works Yard	156.75
HYDROPOINT DATA SYSTEMS, INC.	47458	06/11/2021	Weathertrak Warranty Extension	897.00
INSLEE, BEST, DOEZIE & RYDER, P.S.	47459	06/11/2021	April Legal Svcs	16,442.27
JET CITY PRINTING	47460	06/11/2021	Sponsor "Thank You" Signs	295.07
KING COUNTY FINANCE	47461	06/11/2021	Apr. & May Indigency Screening	162.00
KING COUNTY FINANCE	47462	06/11/2021	ILA SWM Fee Admin. Jan. - June 2021	7,241.78
KING COUNTY FINANCE	47463	06/11/2021	May Parks & Streets Dump Fees	272.94
KING COUNTY FINANCE W.L.R.D.	47464	06/11/2021	1st Trimester WRIA 8 Services	2,713.00
KING COUNTY RADIO COMM SERVICES	47465	06/11/2021	4/29-7/31/21 Emergency Radio System	300.57
MACDONALD MILLER FACILITY SOLUTIONS	47466	06/11/2021	City Hall Water Heater Repair	1,300.33
MICHAEL O'LEARY	47467	06/11/2021	Advertising Reimbursement/Pop Up Vaccination Site	171.68
MILLER STEPHENS, MARY	47468	06/11/2021	May Public Defense Svcs @ SCORE	1,250.00
MOTT MACDONALD GROUP, INC.	47469	06/11/2021	17-C1656 Apr. Log Boom Park Waterfront Proj.	12,851.01
MOTT MACDONALD GROUP, INC.	47470	06/11/2021	17-C1657 Apr. Squire's Landing Design & Permitting	11,530.46
NORTHSHORE FIRE DEPT	47471	06/11/2021	March Fire Marshal Plan Review	220.00
NORTHSHORE FIRE DEPT	47472	06/11/2021	April Fire Marshal Plan Review	280.00
NORTHSHORE SCHOOL DISTRICT	47473	06/11/2021	May 2021 School Impact Fee Remittance	14,000.00
NORTHSHORE UTILITY DIST	47474	06/11/2021	3/16-5/17 Parks/ROW/Irrigation/Restrooms	5,684.11
NORTHWEST PRECISION BUILDERS	47475	06/11/2021	PRJ2004-034/ENG14-0274 Deposit Reimbursement	37,793.02
NORTHWEST PRECISION BUILDERS	47476	06/11/2021	PRJ2004-035/ENG14-0275 Deposit Reimbursement	22,211.20
OFFICE DEPOT	47477	06/11/2021	Office Supplies	87.47
OSBORN CONSULTING INC.	47478	06/11/2021	19-C2012 Apr. NE 190th Culvert Ph 2 PS&E	8,240.66
PACIFIC TOPSOILS	47479	06/11/2021	Wood Chips/Mulch & Vegetation Disposal	440.73
PUGET SOUND ENERGY	47480	06/11/2021	May City Hall Electricity	1,864.87
PUGET SOUND PLANTS	47481	06/11/2021	Street Tree Replacements	431.20
QUALITY WATER FINANCIAL	47482	06/11/2021	1st Floor City Hall Filtered Water System	66.00
QUALITY WATER FINANCIAL	47483	06/11/2021	Public Works Office Filtered Water System	66.00
QUALITY WATER FINANCIAL	47484	06/11/2021	2nd Floor City Hall Filtered Water System	50.59
RED BARN ENGINEERING, INC.	47485	06/11/2021	21-C2666 5/8-6/6/21 On-Call Engineering Svcs	11,743.75
REPUBLIC SERVICES	47486	06/11/2021	May Rhododendron Park Solid Waste Svcs	675.82

REPUBLIC SERVICES	47487	06/11/2021	May City Hall Solid Waste Svcs	608.34
SCHINDLER ELEVATOR CORPORATION	47488	06/11/2021	City Hall Elevator Maintenance	1,671.73
SCHINDLER ELEVATOR CORPORATION	47489	06/11/2021	City Hall Elevator Preventative Maintenance	1,954.65
SCORE	47490	06/11/2021	April Transport Security/Hospital Transport	260.00
SEATTLE TIMES	47491	06/11/2021	5/4 & 5/11 Log Boom Waterfront Bid Ads	662.31
SMS CLEANING, INC.	47492	06/11/2021	May City Hall, Hangar & PW Office Janitorial Svc	6,495.00
STAPLES ADVANTAGE	47493	06/11/2021	Parks Maintenance Supplies	98.91
STAPLES ADVANTAGE	47494	06/11/2021	City Hall Maintenance Supplies	133.57
STAPLES ADVANTAGE	47495	06/11/2021	City Hall Maintenance Supplies	17.37
STAPLES ADVANTAGE	47496	06/11/2021	Parks Maintenance Supplies	41.38
T MOBILE USA, INC.	47497	06/11/2021	Staff Cell Phones & Data Plans	1,048.09
THOMAS & MARIANNE IVEY	47498	06/11/2021	Refund Deposit PRJ20-0024/ENG20-0263	7,500.00
TOTAL LANDSCAPE CORP	47499	06/11/2021	May NS Summit, Squire's & Moorlands Landscaping	4,514.10
TRUGREEN	47500	06/11/2021	Moorlands Field Lawn Service	302.78
UTILITIES UNDERGROUND LOCATION CTR	47501	06/11/2021	May Utility Locates	228.33
VERIZON WIRELESS	47502	06/11/2021	Staff Cell Phones & Data Plans	224.84
WA STATE DEPT OF TRANSPORTATION	47503	06/11/2021	March W. Sammamish Bridge Engineering Fees	6,521.27
WA STATE DEPT OF TRANSPORTATION	47504	06/11/2021	Apr. 68th & 175th/181st Traffic Signal Maint.	244.49
WA STATE DEPT OF TRANSPORTATION	47505	06/11/2021	April W. Sammamish Bridge Engineering Fees	3,102.88
WASHINGTON ENERGY SERVICES CO. LLC	47506	06/11/2021	Cancellation of MEC21-0231	268.80
WEINSTEIN AU LLC	47507	06/11/2021	21-C2672 City Hall Office Addition Design	3,166.05
WESTLAKE HARDWARE WA-153	47508	06/11/2021	4/26-5/20 PW & Hangar Supplies/Materials	391.93
WILLIAMS, KASTNER & GIBBS PLLC	47509	06/11/2021	April Special Counsel - Ridout	7,383.38
WM CORPORATE SVCS /COLUMBIA RIDGE LANDFILL	47510	06/11/2021	May Street Sweeper Debris Disposal Chgs	1,979.27
ZIPLY FIBER	47511	06/11/2021	5/19-6/18 Public Works Office Internet	122.99
ZIPLY FIBER	47512	06/11/2021	5/28-6/27 City Hall Phone Line	666.12
DEERE & COMPANY	47513	06/11/2021	Surface Water Facility Mower	9,000.56
TRAILER BOSS	47514	06/11/2021	Utility Trailer	9,032.10
DRS 457	DFT0001015	06/04/2021	DRS 457 Deferred Comp	1,100.99
AVIDIA HEALTH	DFT0001016	06/04/2021	Employee Health Savings Contribution	100.00
DEPARTMENT OF RETIREMENT SYSTEMS	DFT0001017-22	06/04/2021	Public Employees Retirement	33,917.51
NAVIA	DFT0001023	06/04/2021	Employee Flexible Spending Account	516.54
BANK OF AMERICA 941	DFT0001024	06/04/2021	Federal Taxes	19,228.40
COLBY NEHER	10166	06/04/2021	Payroll Check	437.26
PAYROLL	Electronic Dep.	6/4/2021	Direct Deposit	113,243.53
				$ 707,673.32

City of Kenmore

Vendor Purchasing Report

For Date Range 01/01/2021 - 06/11/2021

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0014	AMERICAN PLANNING ASSOCIATION	1,232.00
0037	BASTYR UNIVERSITY	50,000.00
0054	BULGER SAFE & LOCK, INC.	42.99
0064	CASCADE PEST CONTROL	858.52
0067	CENTER FOR HUMAN SERVICES	9,300.00
0076	CITY OF BELLEVUE	42,995.67
0081	CITY OF KENMORE	450.00
0083	CITY OF LAKE FOREST PARK	49,950.00
0099	CONSOLIDATED PRESS	8,930.08
0106	CROWN PRODUCTS LLC	514.20
0109	DAILY JOURNAL OF COMMERCE	1,496.55
0111	DEPARTMENT OF ECOLOGY	10,561.00
0121	REPUBLIC SERVICES	4,266.38
0130	EMPLOYMENT SECURITY DEPARTMENT	6,622.22
0137	FERGUSON ENTERPRISES INC #3011	543.00
0145	FRUHLING SAND & TOPSOIL	766.79
0151	CALPORTLAND COMPANY	1,584.91
0169	HERRERA ENVIRONMENTAL CONSULTANTS	4,276.16
0173	HOME DEPOT CREDIT SERVICES	2,301.05
0184	INSLEE, BEST, DOEZIE & RYDER, P.S.	113,607.92
0189	INTERNATIONAL CITY/CNTY MGMT ASSOC	2,765.48
0191	INTERNATIONAL INST OF MUNI CLERKS	210.00
0197	JET CITY PRINTING	1,125.98
0205	KENMORE HERITAGE SOCIETY	75.00
0206	KENMORE MIDDLE SCHOOL	5,400.00
0212	KING COUNTY FINANCE W.L.R.D.	3,765.86
0218	KING COUNTY FINANCE	1,687.01
0219	KING COUNTY FINANCE	52,567.45
0230	KING COUNTY RADIO COMM SERVICES	601.14
0235	KING COUNTY TREASURY	41,217.28
0251	LIGHTHOUSE CONSULTING INC	56,585.98
0261	PENDLETON CONSULTING LLC	3,200.00
0267	MR. T'S TROPHIES & AWARDS LLC	105.84
0285	NORTHSHORE FIRE DEPT	1,660.00
0286	NORTHSHORE SCHOOL DISTRICT	123,213.00
0287	NORTHSHORE SENIOR CENTER	17,900.00
0288	NORTHSHORE UTILITY DIST	70,173.99
0292	HONEY BUCKET	1,986.87
0300	OFFICE DEPOT	1,951.41
0304	OLYMPIC ENVIRONMENTAL RESOURCES INC	2,345.00
0310	PACIFIC TOPSOILS	3,642.01
0327	PUGET SOUND CLEAN AIR AGENCY	19,396.00
0328	PUGET SOUND ENERGY	131,047.47
0345	SEATTLE TIMES	1,666.13
0346	SECRETARY OF STATE	20.00
0355	STAPLES ADVANTAGE	6,250.72
0356	STATE AUDITOR'S OFFICE	2,318.55
0357	STEWART MACNICHOLS HARMELL, INC.	25,000.00
0359	SOUND CITIES ASSOC	15,539.29
0365	TOTAL LANDSCAPE CORP	42,077.98
0371	UNITED STATES POSTMASTER	3,653.82
0375	US POSTAL SERVICE (HASLER)	3,688.02

Vendor Purchasing Report **For Date Range 01/01/2021 - 06/11/2021**

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0385	WA ASSOC OF BUILDING OFFICIALS	2,000.00
0386	WA ASSOC OF CODE ENFORCEMENT	20.00
0387	WA CITIES INSURANCE AUTHORITY	382,432.00
0390	WA FINANCE OFFICERS ASSOCIATION	75.00
0400	WASHINGTON STATE DEPT OF REVENUE	801.79
0401	WA STATE DEPT OF TRANSPORTATION	11,995.34
0405	WASHINGTON STATE OFFICE CASH MGMT	547.00
0412	WM CORPORATE SVCS - COLUMBIA RIDGE LANDFILL	12,625.61
0424	ICMA RETIREMENT TRUST 457 / 304745	86,423.28
0425	DRS 457	11,859.64
0426	AFLAC	1,080.95
0428	BANK OF AMERICA 941	215,481.34
0429	AWC EMPLOYEE BENEFIT TRUST	348,336.10
0431	DEPARTMENT OF RETIREMENT SYSTEMS	365,641.44
0432	DEPARTMENT OF LABOR AND INDUSTRIES	18,168.43
0434	UNITED WAY OF KING COUNTY	592.30
0436	NATIONAL LIFE OF VERMONT	615.85
0448	UPS STORE KENMORE	62.80
0450	AURORA RENTS	2,148.24
0484	CITY WIDE FENCE COMPANY, INC	825.75
0497	DAY WIRELESS SYSTEMS	153.72
0542	AMERICAN SOCIETY OF COMPOSERS	367.00
0558	SNOHOMISH COUNTY	1,476.00
0586	QUADIENT LEASING USA, INC.	710.14
0610	WA STATE DEPT OF TRANSPORTATION	25,419.26
0617	KING COUNTY FINANCE	7,241.78
0685	PACE ENGINEERS, INC.	8,517.00
0689	DIGITAL REPROGRAPHICS SERVICES INC.	984.50
0690	BUILDERS EXCHANGE OF WASHINGTON INC	196.70
0692	HDR ENGINEERING, INC	340,526.53
0696	AMERICAN GENERAL LIFE GPO/400S	1,679.52
0743	BANNER BANK NO	822.51
0781	QUALITY BUSINESS SYSTEMS INC.	1,407.09
0791	NORTHSHORE ROTARY CLUB	120.00
0817	GRAINGER	289.04
0831	NORTHSHORE PARK & REC SERVICE AREA	2,720.00
0892	JACOBS ENGINEERING GROUP	82,837.86
0898	ZONAR SYSTEMS	528.21
0899	SHRED IT, C/O STERICYCLE, INC>	688.51
0913	KENMORE ELEMENTARY	1,250.00
0981	COMCAST BUSINESS	1,367.45
0994	GORDON THOMAS HONEYWELL	15,608.80
1003	iWORQ SYSTEMS	2,800.00
1010	WESTLAKE HARDWARE WA-153	1,040.80
1034	EMERALD FIRE LLC	517.47
1045	HORIZON DISTRIBUTORS INC	1,782.47
1052	FIRE PROTECTION, INC	12,183.34
1068	WA STATE DEPT OF LABOR & INDUSTRIES	147.20
1123	AM TEST, INC	800.00
1148	AGORA REFRESHMENTS	252.84
1152	WASHINGTON ENERGY SERVICES CO. LLC	268.80
1168	SCHINDLER ELEVATOR CORPORATION	9,513.58
1197	MILLER STEPHENS, MARY	5,000.00
1215	STATE OF FLORIDA DISBURSEMENT UNIT	3,025.00
1216	ADVANCE TESTING & SERVICE INC	1,566.00
1222	OLSON BROTHERS PRO VAC	26,247.17
1299	VERIZON WIRELESS	1,216.82
1309	BANNER BANK BAKER	5,277.29

Vendor Purchasing Report **For Date Range 01/01/2021 - 06/11/2021**

Vendor Set: Vendor Set 01

Vendor	Name	Volume
1311	WASHINGTON STATE PATROL	1,107.35
1313	BOTHELL KENMORE CHAMBER OF COMMERCE	3,000.00
1326	JOYCE ZIKER PARKINSON	1,087.50
1331	KBA INC.	418,201.97
1337	STATE OF WA DEPT. OF LICENSING	0.40
1339	STATE OF WA DEPARTMENT OF LICENSING	20.00
1345	SHERWIN WILLIAMS CO. #8099	391.95
1358	ALPHAGRAPHICS	333.31
1359	EVERGREEN FIRE AND SAFETY, INC.	466.95
1383	CHICAGO TITLE	250,000.00
1385	CITYWORKS/ AZTECA SYSTEMS INC.	33,030.00
1387	ST OF WA DEPT OF FISH & WILDLIFE	40.00
1390	UTILITIES UNDERGROUND LOCATION CTR	975.24
1403	OSBORN CONSULTING INC.	118,684.10
1431	BRIEN, GAYLYNN	250.00
1452	CITY OF KENT	500.00
1456	HESTON VISUAL ARTS	358.15
1459	FLEMINGS HOLIDAY LIGHTING LLC	2,547.71
1482	HIGHWIRE	543.12
1492	MACDONALD MILLER FACILITY SOLUTIONS	13,052.95
1504	SCORE	28,905.86
1524	GRANICUS LLC	14,890.46
1544	METROPOLITAN TRANS. COMMISSION	1,500.00
1555	LINCOLN NATIONAL LIFE INSURANCE	7,304.41
1673	KPFF CONSULTING ENGINEERS	202,651.81
1689	MOTT MACDONALD GROUP, INC.	161,081.08
1701	THE SEATTLE TIMES NIE	256.45
1704	BANNER BANK RK	489.46
1708	APPLIED CONCEPTS, INC.	3,512.19
1711	SOFTWAREONE, INC.	11,925.63
1731	NORTHWEST ARBORICULTURE LLC	792.72
1739	FIX AUTO	300.80
1763	REID, JAMES FALCONER	6,772.50
1800	NORTHWEST PRECISION BUILDERS	60,004.22
1814	YSI INCORPORATED, A XYLEM BRAND	1,403.12
1816	NAVIA	12,181.94
1828	QUALITY BUSINESS SYSTEMS / WELLS FARGO	3,380.70
1829	SHI INTERNATIONAL CORP.	1,400.87
1838	AVIDIA HEALTH	1,100.00
1884	CADMAN MATERIALS, INC.	750.12
1885	NATIONAL BARRICADE CO., LLC	1,299.20
1889	WILLIAMS, KASTNER & GIBBS PLLC	28,163.55
1900	ASPECT CONSULTING LLC	1,912.75
1927	GAMETIME	2,614.88
1930	T MOBILE USA, INC.	4,064.43
1932	U.S. BANK N.A. / CUSTODY	164.00
1948	MULTICARE CENTERS OF OCCUPATIONAL MEDICINE	220.00
1961	WESTERN ENTRANCE TECHNOLOGY, LLC	655.10
1964	EARTHWORKS	13,360.72
1979	MSPT XXII, LLC C/O FLYWAY RETAIL + LIVING	3,000.00
1980	HRA VEBA TRUST	18,959.88
1993	HYAS GROUP, LLC	3,750.00
1994	LAKE CITY PARTNERS ENDING HOMELESSNESS	1,125.00
1999	KING COUNTY POLICE CHIEFS ASSOCIATION	50.00
2004	RED BARN ENGINEERING, INC.	66,335.74
2007	HYDROPOINT DATA SYSTEMS, INC.	2,072.00
2010	JUDHA OF LION LANDSCAPING AND SERVICES LLC	4,734.30
2035	JURASSIC PARLIAMENT	1,600.00

Vendor Purchasing Report **For Date Range 01/01/2021 - 06/11/2021**

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2047	PUGET SOUND PLANTS	2,382.38
2048	SMS CLEANING, INC.	32,475.00
2081	SHANNON & WILSON, INC.	5,115.50
2095	TRANSPO GROUP USA INC.	11,073.29
2096	TUPLING, SANDRA	146.50
2113	WA ASSOC. OF SHERIFFS & POLICE CHIEFS	180.00
2142	ICMA RETIREMENT C/O ALLFIRST BANK / 109964	207,845.20
2145	NORTHWEST ELECTRIC AND SOLAR	536.74
2157	SOUND SAFETY PRODUCTS CO.	457.02
2159	TRAILER BOSS	9,032.10
2175	ELECTRONIC BUSINESS MACHINES	934.60
2176	CANON FINANCIAL SERVICES, INC.	1,330.40
2183	SISKUN POWER EQUIPMENT	4,887.97
2184	DIVERSIFICATION INC.	2,855.55
2209	MORUP SIGNS, INC.	3,616.79
2221	O'REILLY/FIRST CALL	69.03
2227	EARTHCORPS	1,838.67
2236	COMCAST	11,812.42
2242	MARY'S PLACE	6,250.00
2249	KING COUNTY BAR ASSOCIATION	250.00
2250	NAMI EASTSIDE	750.00
2252	TRUGREEN	1,023.94
2254	U.S. BANK PURCHASE CARDS	56,307.55
2259	MINUTEMAN PRESS	5,658.60
2270	LAKESIDE INDUSTRIES	914.10
2285	QUALITY WATER FINANCIAL	897.54
2298	WAPRO	145.00
2318	PIXELEYES GRAPHICS & DESIGN	780.00
2327	PACIFIC AIR CONTROL, INC.	5,366.82
2340	MOJO STRATEGIES	1,562.50
2353	NORTHSHORE SCHOOLS FOUNDATION	750.00
2362	CHASEWEST VENTURES, INC.	2,175.00
2379	JENNIFER DIXON	8,473.00
2382	FOCUS TOOLS & ENGINEERING, INC.	11,723.40
2385	TACOMA SCREW PRODUCTS, INC.	47.75
2386	CECCANTI, INC.	8,155,583.78
2393	SEATTLE PUMP & EQUIPMENT CO./JETTERS NORTHWE	1,304.69
2396	ZIPLY FIBER	4,376.99
2402	PACIFIC OFFICE AUTOMATION	418.40
2403	AMERICALL	849.84
2411	STELL ENVIRONMENTAL ENTERPRISES, INC	6,824.10
2413	ICLEI	1,200.00
2416	KIERA CONDON	1,600.00
2425	THOMCO CONSTRUCTION, INC.	2,016,025.89
2434	PSR MECHANICAL	24,665.15
2459	NELSON ELECTRIC, INC.	12,949.55
2468	DAVIDSON MACRI SWEEPING, INC.	10,393.44
2473	THE ROOT OF US LLC	2,000.00
2482	KIMLEY HORN AND ASSOCIATES, INC.	22,410.00
2486	CASCADIA LAW GROUP	16,962.75
2489	THE ORIGINAL POOP BAGS	2,223.79
2508	SERENITY DILLAWAY	100.00
2511	SALCIDO, LETICIA	1,016.68
2512	CARAHSOFT TECHNOLOGY CORPORATION	3,630.00
2513	DGR DEVELOPMENT, INC.	7,500.00
2514	STAN YAO	7,804.00
2517	CLEARVIEW NURSERY, INC.	392.12
2518	CYSTIC FIBROSIS FOUNDATION	100.00

Vendor Purchasing Report **For Date Range 01/01/2021 - 06/11/2021**

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2519	HAMBELL	375.00
2520	KING COUNTY FINANCE	15.00
2521	UNITED PRINT SIGNS GRAPHICS	385.35
2522	TRC ENVIRONMENTAL CORPORATION	11,299.90
2523	ALL AROUND FENCE COMPANY	990.90
2524	VARITECH INDUSTRIES INC.	3,855.02
2525	SERVICE ELECTRIC CO. INC.	743.18
2526	CONVERGINT TECHNOLOGIES	5,259.61
2527	SHOC NETWORKS	8,222.78
2528	HIATT PARK LLC	16,306.20
2529	FORCE AMERICA DISTRIBUTING LLC	440.40
2530	CASCADIA CONSULTING GROUP, INC.	20,101.25
2531	BCN TELECOM, INC.	1,442.80
2532	BIO CLEAN, INC.	1,596.45
2533	JAMES R. WAGNER JR.	500.00
2535	BRASS MONKEY INVESTMENTS LLC	54.90
2536	JOHNSON ELECTRIC, INC.	7,727.92
2537	HUNTINGTON TECHNOLOGY FINANCE	47,388.75
2538	SHAWN PECKHAM	50.90
2539	C + C INC.	1,000.00
2540	CHILD CARE RESOURCES	375.00
2541	TOWN CENTER HARDWARE	115.26
2542	DEERE & COMPANY	9,000.56
2543	FOSTER GARVEY PC	5,170.00
2544	ACTION SERVICES CORPORATION	363.00
2545	KLB CONSTRUCTION, INC.	379,497.88
2546	1901 WLD KENMORE 68TH LLC	31.50
2547	OSW EQUIPMENT & REPAIR, LLC	4,980.85
2548	CAMP UNITY EASTSIDE	6,400.00
2549	DAVID EVANS	192.33
2550	THOMAS & MARIANNE IVEY	7,500.00
2551	MICHAEL O'LEARY	171.68
2552	WEINSTEIN AU LLC	3,166.05
	Vendor Set Vendor Set 01 Total:	**15,745,412.52**

AP 5-29 to 6-11 2021

Final Audit Report 2021-06-14

Created:	2021-06-14
By:	Leticia Salcido (lsalcido@kenmorewa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAWAKQBQiCXZsjFuZ29TNOJ6BAn7-0c8g-

"AP 5-29 to 6-11 2021" History

Document created by Leticia Salcido (lsalcido@kenmorewa.gov)
2021-06-14 - 5:31:08 PM GMT- IP address: 50.235.209.34

Document emailed to Rob Karlinsey (rkarlinsey@kenmorewa.gov) for signature
2021-06-14 - 5:31:29 PM GMT

Email viewed by Rob Karlinsey (rkarlinsey@kenmorewa.gov)
2021-06-14 - 6:05:58 PM GMT- IP address: 50.235.209.34

Document e-signed by Rob Karlinsey (rkarlinsey@kenmorewa.gov)
Signature Date: 2021-06-14 - 6:07:09 PM GMT - Time Source: server- IP address: 50.235.209.34

Agreement completed.
2021-06-14 - 6:07:09 PM GMT

POWERED BY
Adobe Sign

City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: April 2021 Financial Report	For Council Meeting Agenda of: June 28, 2021 **Department**: Finance & Administration **Prepared by**: Leticia Salcido, Director of Finance & Administration
	Initial & Date Approved by Department Head: _____ Approved by City Attorney: N/A Approved by Finance Director: _____ Approved by City Manager: RGK RGK
Proposed Council Action/Motion: Receive & file: April 2021 Financial Report for the City of Kenmore Washington	**Exhibits/Attachments**: April 2021 Financial Report for the City of Kenmore, Washington

INFORMATION/BACKGROUND:

The April 2021 monthly financial report is presented for Council review. This provides the opportunity for the City Council and the community to receive information on the City of Kenmore's biennium to date revenues and expenditures in comparison to the City's 2021-2022 adopted biennial budget. The budget was adopted on November 23, 2020.

FISCAL CONSIDERATION:

April 2021 is the 4th month of the 2021-2022, biennium budget period with 17% of the biennium elapsed.

General Fund:

The General Fund accounts for operational activities and includes all financial resources except those required or elected to be accounted for in another fund. Activities within the General Fund include Public Safety, Public Works Engineering, Community Development, Development Services, Parks, Facility Maintenance, and administrative services such as City Manager, Legal, Finance, City Clerk and City Council.

As of April 2021, biennium to date, revenues exceeded expenditures by $2,069,086. Revenues, total $4.7 million while expenditures total $2.6 million. Revenues in the amount of $4.7 million represent 17.4% of the budgeted revenues in the amount of $27.1 million. Major revenue sources in the General Fund include property taxes, sales taxes, utility taxes, franchise fees, building related fees and other.

Property, tax which is the major revenue source for the City, generated $1.9 million through April 2021. This represents 18% of the biennium budget for this revenue source in the amount of $10.9 million.

Sales Tax revenue generated $1.2 million during the same time period. This amount represents 22% of the amount budgeted for the biennium ($5.3 million). The major increase came from the industries in construction, retail, and services.

Utility Taxes totaled $338,584 or 4% of the amount budgeted of $2.4 million.

Development fees & permits revenue totaled $362,649 or 21% of the amount budgeted for the biennium ($1.7 million).

Franchise fee totaled $353,538 or 20% of the amount budgeted for the biennium ($1.7 million)

Expenditures totaled $2.6 million through April 2021. This is 10% of the budgeted amount of $27.1 million

Street Fund:
As of April 2021, biennium to date revenues totaled $162,945 or 5.3% of the amount budgeted for the biennium in the amount of $3.1 million. Revenues from Gas Tax for the month of April totaled $28,332 and this amount is 20% lower than the amount received same month last calendar year.

Expenditures as of April 2021 totaled $449,347 or 13.5% of the biennium budget amount ($3.3 million).

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Kenmore budget Policy 9a: A revenue/expenditure report will be produced monthly so that it can be directly compared to the actual results of the fiscal year to date.
Kenmore Budget Policy 9b: All budget amendments, both revenues and expenditures, will be noted in the monthly report.
Priority Based budgeting Result: Governance: Supports decision making with timely and accurate short term and long range analysis that enhances vision and planning.

18120 68TH AVE. NE
KENMORE, WASHINGTON 98028

MEMORANDUM

TO: Rob Karlinsey, City Manager
FROM: Leticia Salcido, Finance Director
DATE: June 10, 2021
RE: April 2021 Financial Reports for the City of Kenmore, Washington

April 2021 financial information is presented for your review and delivery to the City Council. Attached you will find the following reports:

- General Fund Summary
- General Fund Revenue Graphs
- General Fund Expenditure Graphs
- Street Fund Summary
- Cash and Investment Report
- Investment Schedule and Portfolio Analysis
- Sales Tax Receipts by Business Type
- Retail Sales and Use Tax Distribution

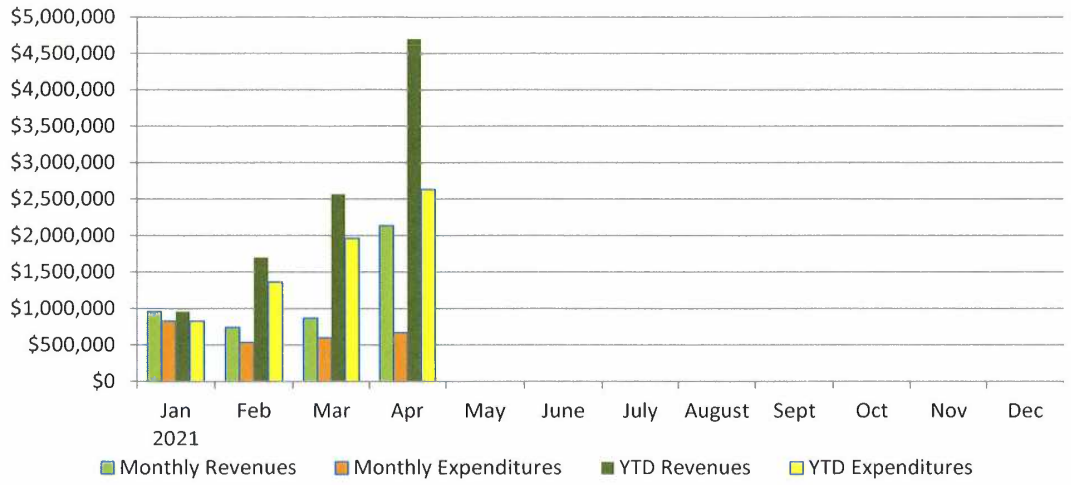
If you would like additional information or have any questions regarding the financial reports, please feel free to contact me.

GENERAL FUND

The first section of the monthly financial report is a review of the General Fund. This fund accounts for operational activities and includes all financial resources except those required or elected to be accounted for in another fund. Revenues include various taxes, per capita distributions from the State, fines and forfeitures, permits and licenses, and fees for service. In the context of the biennial budget, April is the fourth month (16%) of the 2021-2022 biennial budget period. For the month of April, revenues exceeded expenditures in the General Fund by $1,465,192. Biennium to date, revenues exceed expenditures by $2,069,086.

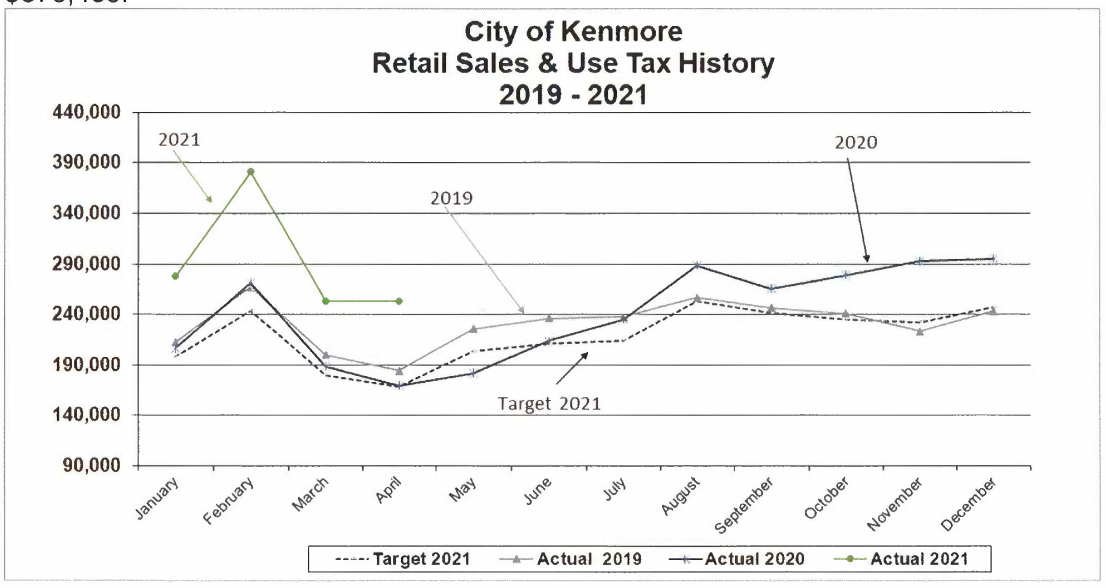
The following chart illustrates the monthly revenue and expenditure activity in the General Fund through April 2021.

City of Kenmore, Washington
Monthly Financial Report
April 2021

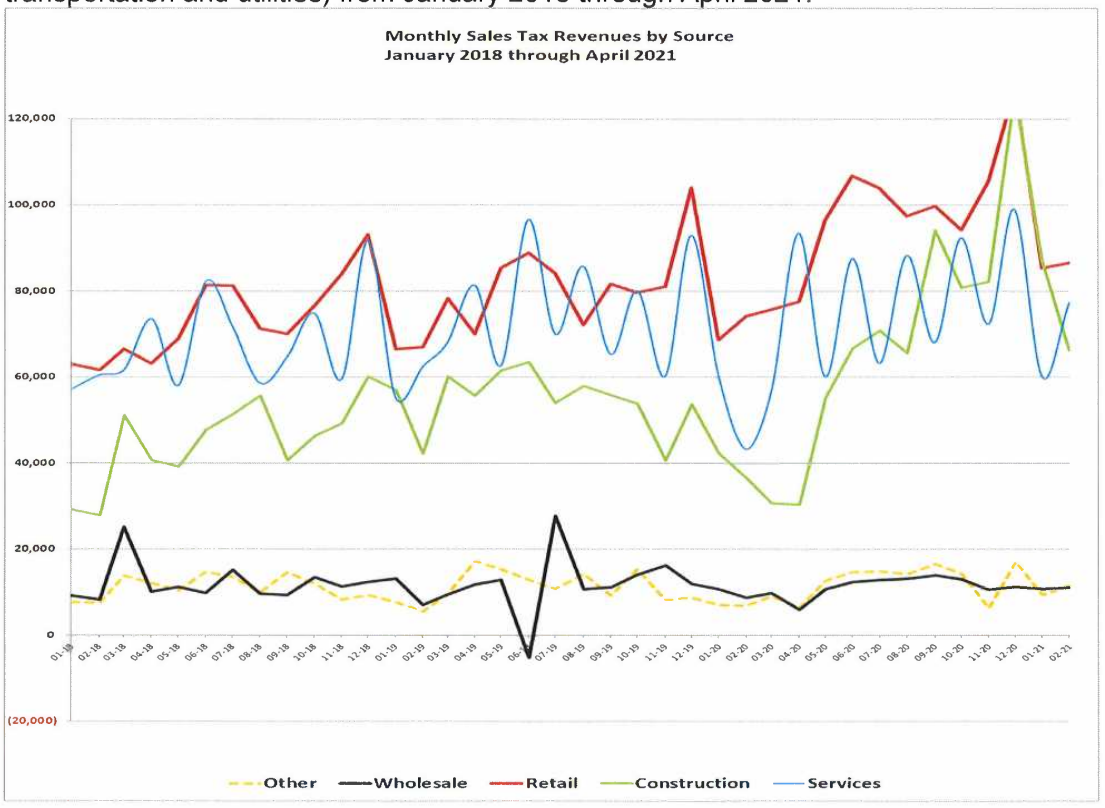


Total **revenues** for the month were **$2,133,951.** Biennium to date revenues are $4,701,3143 which is 17.4% of the budgeted revenues of $27,067,770. Primary sources of revenue for the month included property taxes in the amount of $1,559,728, development fees & permits in the amount of $66,580, retail sales and use taxes in the amount of $252,692, intergovernment & grants in the amount of 115,875, and utility taxes in the amount of $15,821.

A summary of sales tax revenues received in **April** is attached. These receipts are based on **February** sales activity. The chart below gives a historical perspective of monthly sales tax receipts over the last several years. The black dotted Target 2021 line is a monthly average of actual receipts during 2018, 2019, and 2020. The green line represents 2021 actual receipts, which are $327,087 above 2020 and ahead of the 2021 target by $373,466.



The following chart illustrates the historical trends of sales tax receipts from the major segments: construction, retail, wholesale, other (agriculture, services, manufacturing, transportation and utilities) from January 2018 through April 2021.

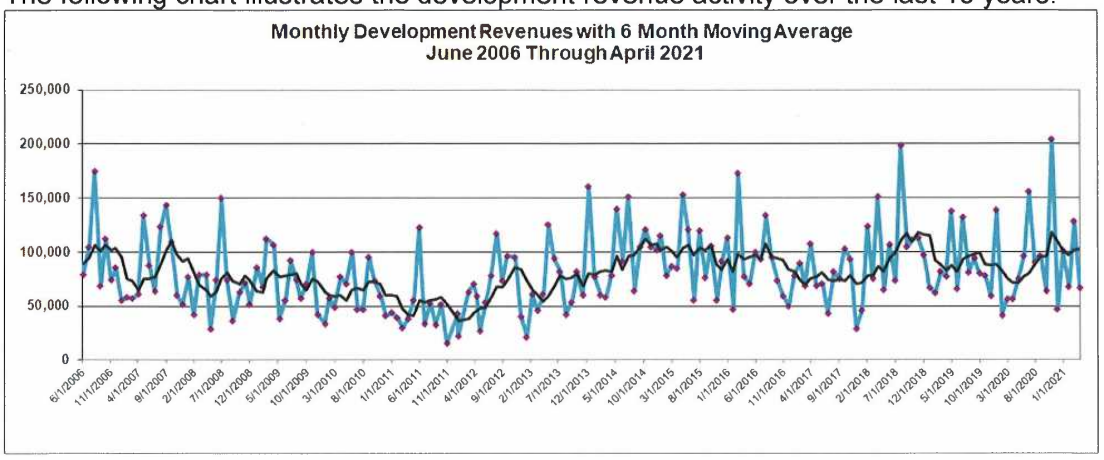


In April, the top 512 sales tax remitters, accounting for 89% or $225,244 of total remittances, were reviewed for internet sales activity.

Of the $225,244 of sales tax remitted by these companies in April, $49,894 (22% of the total) was generated from internet-based companies. Below is a chart that illustrates the amount of internet based sale tax in the major segments that include it:

	Total Sales Tax Remitted in April	Internet Based Companies	% of Total Internet Sales Tax Collected
Retail Trade	$65,642	$33,729	51%
Information	6,980	2,035	29%
Services	62,674	12,029	19%
Wholesale	8,137	2,101	26%
		$49,894	

The following chart illustrates the development revenue activity over the last 15 years.



April 2021 expenditures were **$668,759.** Biennium to date expenditures are $2,632,229, which is 9.7% of the biennial budget expenditures of $27,067,770.

Total City cash ($19,008,430) and long-term investments ($6,068,350), at the end of April, totaled $25,076,780. Proposition 1 levy funds are included in this cash balance.

Total non-General Fund revenues were $3,119,610 and total non-General Fund expenditures were $3,309,046.

In the **Street Fund** revenue from gas tax distributions were $28,332. $65,258 was expended for maintenance and operations during the month.

In the **Transportation Capital Fund,** there were expenditures in the amount of $851,118 on pedestrian safety projects & street maintenance. The fund received $214,814 in grant reimbursements during the month.

The **Sammamish Bridge Replacement Fund** had $2,121,358 in expenditures during the month. The fund received $1,472,739 in bridge grant reimbursements during the month.

The **Park Impact Fee** fund received $0 in revenues during the month.

There were $0 in revenues for the **Transportation Impact Fee** fund during the month.

The **Real Estate Excise Tax** Fund received $222,981 of real estate excise taxes (REET) in April from sales activity that occurred in March. 53 transactions were reported during the month. The 2021 year to date revenue is higher than the 2020 revenue by $121,237.

The **Park Capital** fund had $54,858 in Park improvement expenditures during the month.

The **Walkways & Waterways Debt Service** Fund collected $226,394 in property taxes related to the Prop 1 Bond for a biennium to date total revenue of $276,396.

The **Transportation Benefit District** Fund received $31,442 in vehicle license fees during the month.

SUMMARY

This concludes the financial report for the City of Kenmore as of **April 30, 2021.** I appreciate your feedback and encourage you to contact me if you have any questions prior to the City Council meeting.

City of Kenmore, Washington
General Fund Summary Report
April 30, 2021

	CURRENT PERIOD 2021-2022				PREVIOUS PERIOD 2019-2020			
	MONTH April 2021	BIENNIUM TO DATE 2021-2022	% of BUDGET	BIENNIUM BUDGET 2021-2022	MONTH April 2019	BIENNIUM TO DATE 2019-2020	% of BUDGET	AMENDED BIENNIUM BUDGET 2019-2020
REVENUES								
Beginning Fund Balance		**2,748,005**		**2,748,005**		**4,934,368**		**4,934,368**
Property Taxes	1,559,728	1,917,848	17.7%	10,865,654	1,752,007	1,997,487	19.5%	10,224,205
Sales and Use Taxes	252,692	1,163,287	22.0%	5,282,280	231,322	1,088,185	17.5%	6,212,000
Utility Taxes	15,821	338,584	14.1%	2,399,290	114,841	451,726	18.3%	2,466,355
Other Taxes	983	21,439	11.8%	182,200	5,014	39,637	21.8%	181,868
Development Fees & Permits	66,580	362,649	21.1%	1,720,003	77,314	287,371	15.5%	1,854,042
Franchise Fees	112,830	353,538	20.2%	1,746,569	74,180	326,352	17.8%	1,831,835
Intergovernmental and Grants	115,875	434,090	17.7%	2,452,594	53,334	163,004	7.6%	2,142,292
Investment Interest	460	76,464	115.9%	66,000	5,532	22,339	23.4%	95,300
Fines and Forfeitures	0	2,336	0.0%	0	0	0	0.0%	0
Transfers and Other Revenues	8,983	31,080	1.3%	2,353,180	9,870	132,037	6.1%	2,155,352
Total Revenues	2,133,951	4,701,314	17.4%	27,067,770	2,323,415	4,508,138	16.6%	27,163,249

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City of Kenmore, Washington
General Fund Summary Report
April 30, 2021

	CURRENT PERIOD 2021-2022				PREVIOUS PERIOD 2019-2020			
	MONTH April 2021	BIENNIUM TO DATE 2021-2022	% of BUDGET	BIENNIUM BUDGET 2021-2022	MONTH April 2019	BIENNIUM TO DATE 2019-2020	% of BUDGET	AMENDED BIENNIUM BUDGET 2019-2020
EXPENDITURES								
Cost Center								
City Council	6,725	65,250	19.6%	332,711	12,209	75,001	22.3%	336,208
City Manager	99,516	404,553	13.0%	3,121,846	100,912	457,138	14.4%	3,170,520
City Clerk	66,324	109,588	11.7%	937,052	33,348	136,471	14.8%	919,466
Finance	51,278	518,995	20.8%	2,490,440	45,808	445,746	23.1%	1,925,756
Human Resources	6,773	6,773	0.0%	0		0	0.0%	0
Legal	45,009	127,665	22.6%	565,000	0	66,212	10.1%	654,782
Coronavirus Relief Fund Expenditures	0	0	0.0%	0		0	0.0%	1,084,615
Interfund Transfers	0	0	0.0%	1,560,617	0	0	0.0%	3,226,484
Public Safety	18,612	66,345	0.7%	9,152,371	66,746	206,168	2.3%	8,967,044
Engineering & Environmental Services	49,094	192,196	11.4%	1,689,574	72,751	237,584	15.3%	1,555,790
Community Development	59,562	238,199	14.0%	1,695,828	57,311	263,084	16.6%	1,580,826
Developmental Services	112,187	446,157	15.7%	2,845,428	64,950	328,719	17.5%	1,874,061
Parks & Facility Maintenance	153,680	456,508	17.1%	2,676,904	183,269	760,555	23.4%	3,247,606
Total Expenditures	668,759	2,632,229	9.7%	27,067,770	637,304	2,976,679	10.4%	28,543,158
Revenues over Expenditures	1,465,192	2,069,086		0	1,686,111	1,531,460		(1,379,909)
Ending Fund Balance		**4,817,091**		**2,748,005**	**1,686,111**	**6,465,828**	**0**	**3,554,460**

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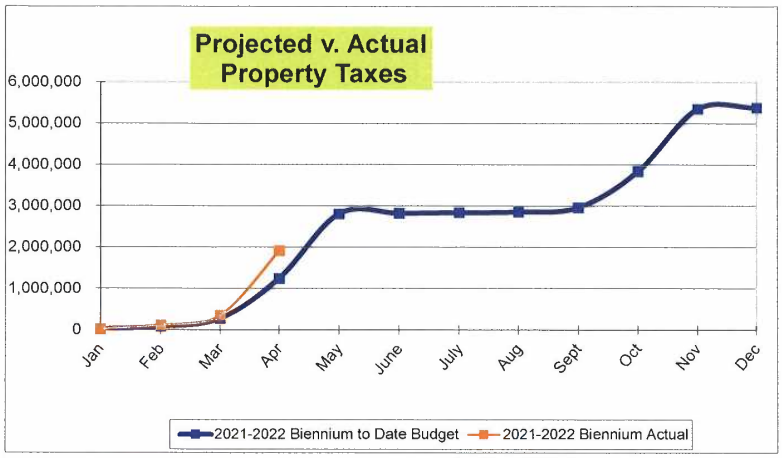
City of Kenmore, Washington
General Fund Revenue Graphs
April 30, 2021

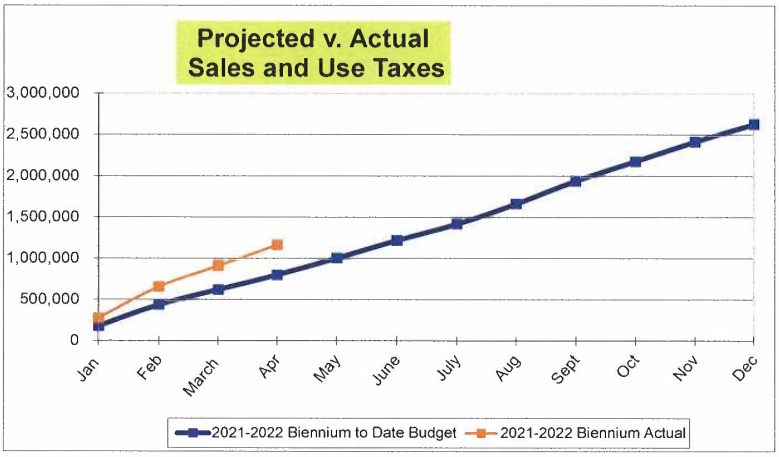
PROPERTY TAXES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	17,296	20,302
Feb	83,909	114,444
Mar	281,719	358,120
Apr	1,246,162	1,917,848
May	2,809,153	
June	2,824,201	
July	2,839,121	
Aug	2,854,978	
Sept	2,963,277	
Oct	3,837,148	
Nov	5,352,815	
Dec	5,383,410	
2021-22	10,865,654	
Year To Date Actual v. Projected		154%



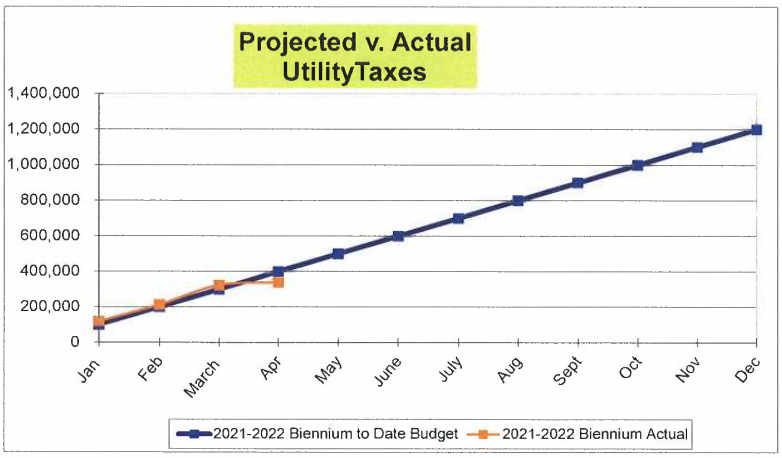
SALES & USE TAXES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	179,696	276,941
Feb	438,515	657,631
March	622,724	910,595
Apr	800,553	1,163,287
May	1,005,035	
June	1,218,052	
July	1,416,425	
Aug	1,662,043	
Sept	1,939,335	
Oct	2,175,980	
Nov	2,415,377	
Dec	2,628,000	
2021-22	5,282,280	
Year To Date Actual v. Projected		145%



UTILITY TAXES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	99,970	118,064
Feb	199,940	213,229
March	299,910	322,764
Apr	399,880	338,584
May	499,850	
June	599,820	
July	699,790	
Aug	799,760	
Sept	899,730	
Oct	999,700	
Nov	1,099,670	
Dec	1,199,640	
2021-22	2,399,290	
Year To Date Actual v. Projected		85%



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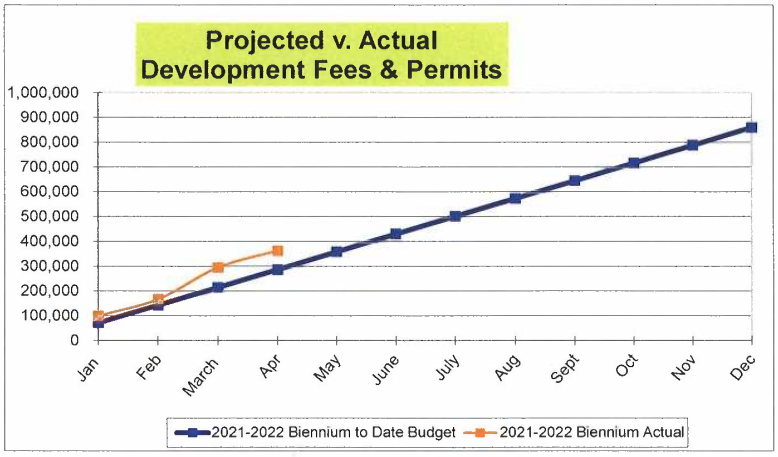
City of Kenmore, Washington
General Fund Revenue Graphs
April 30, 2021

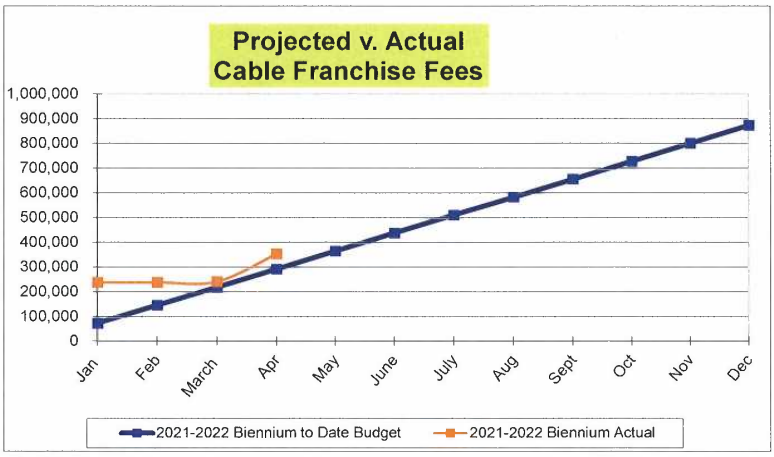
DEVELOPMENT FEES & PERMITS

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	71,667	100,365
Feb	143,334	167,642
March	215,001	296,069
Apr	286,668	362,649
May	358,335	
June	430,002	
July	501,669	
Aug	573,336	
Sept	645,003	
Oct	716,670	
Nov	788,337	
Dec	860,004	
'2021-22	1,720,003	
Year To Date Actual v. Projected		127%



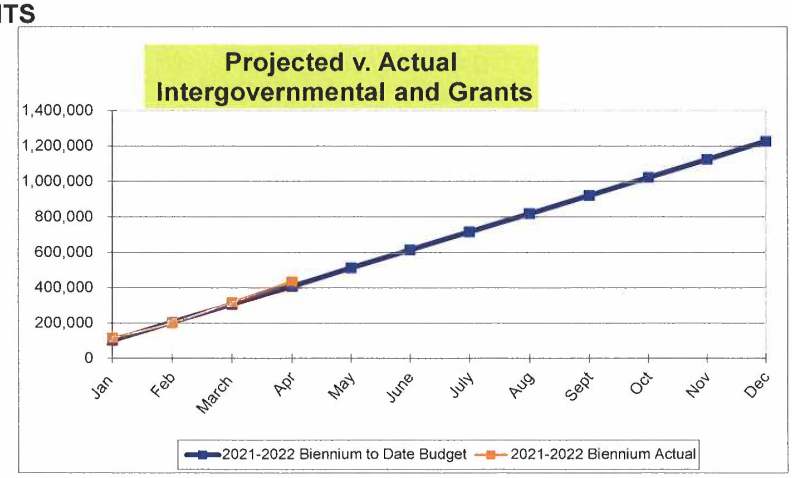
CABLE/WATER/SEWER FRANCHISE FEES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	72,774	237,631
Feb	145,548	237,631
March	218,322	240,707
Apr	291,096	353,538
May	363,870	
June	436,644	
July	509,418	
Aug	582,192	
Sept	654,966	
Oct	727,740	
Nov	800,514	
Dec	873,288	
'2021-22	1,746,569	
Year To Date Actual v. Projected		121%



INTERGOVERNMENTAL & GRANTS

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	102,191	115,861
Feb	204,382	200,346
March	306,573	318,216
Apr	408,764	434,090
May	510,955	
June	613,146	
July	715,337	
Aug	817,528	
Sept	919,719	
Oct	1,021,910	
Nov	1,124,101	
Dec	1,226,292	
'2021-22	2,452,594	
Year To Date Actual v. Projected		106%



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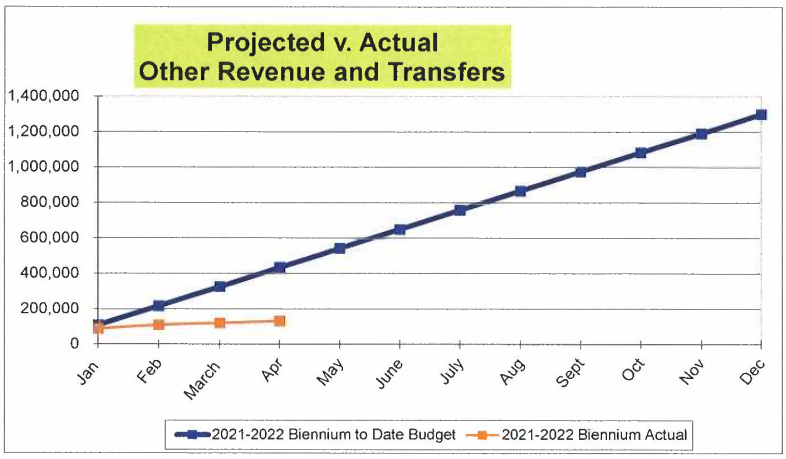
City of Kenmore, Washington
General Fund Revenue Graphs
April 30, 2021

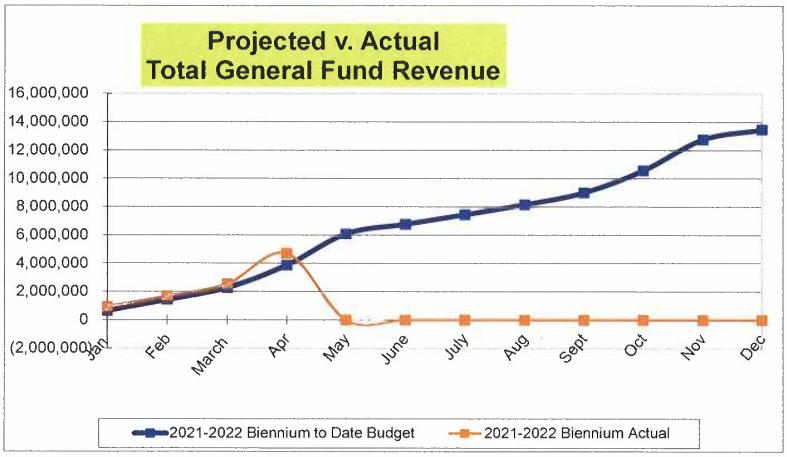
OTHER REVENUES AND TRANSFERS

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	108,391	88,547
Feb	216,782	109,548
March	325,173	120,893
Apr	433,564	131,319
May	541,955	
June	650,346	
July	758,737	
Aug	867,128	
Sept	975,519	
Oct	1,083,910	
Nov	1,192,301	
Dec	1,300,692	
'2021-22	2,601,380	
Year To Date		
Actual v. Projected		30%



TOTAL GENERAL FUND REVENUE

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	651,985	957,711
Feb	1,432,410	1,700,470
March	2,269,422	2,567,363
Apr	3,866,688	4,701,314
May	6,089,153	0
June	6,772,211	0
July	7,440,498	0
Aug	8,156,965	0
Sept	8,997,549	0
Oct	10,563,059	0
Nov	12,773,116	0
Dec	13,471,326	0
'2021-22	27,067,770	
Year To Date		
Actual v. Projected		122%



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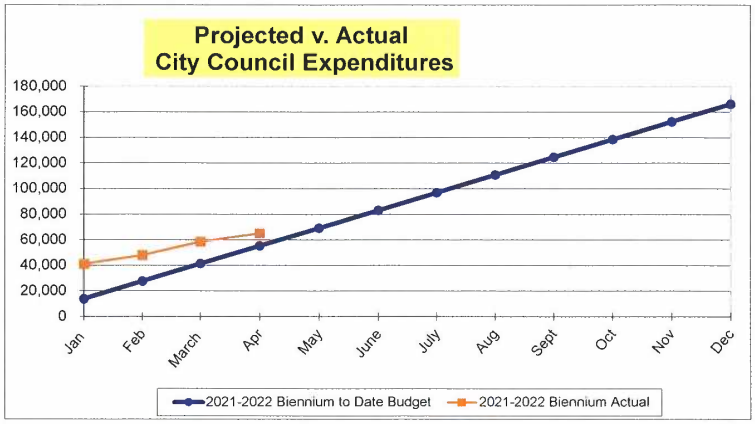
City of Kenmore, Washington
General Fund Expenditure Graphs*
April 30, 2021

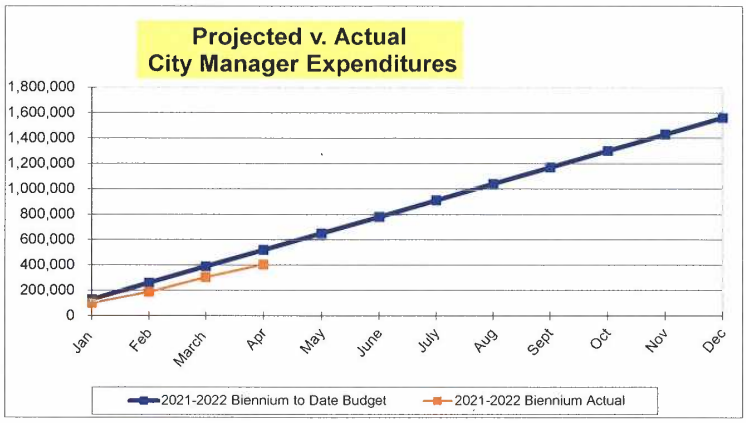
CITY COUNCIL

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	13,863	41,298
Feb	27,726	48,025
March	41,589	58,526
Apr	55,452	65,250
May	69,315	
June	83,178	
July	97,041	
Aug	110,904	
Sept	124,767	
Oct	138,630	
Nov	152,493	
Dec	166,356	
2021-22	332,711	
Year To Date		
Actual v. Projected		118%



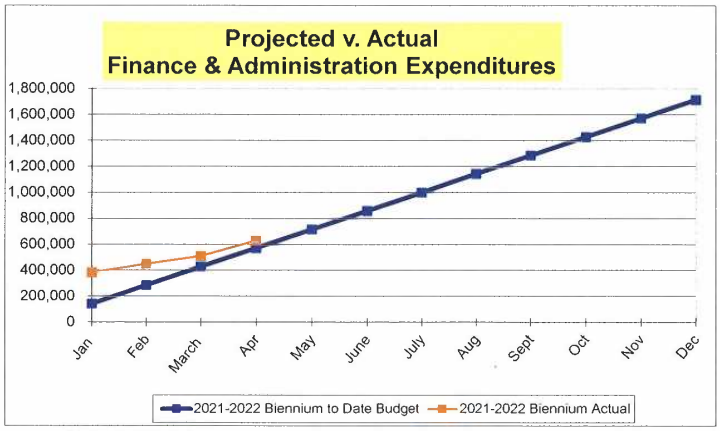
CITY MANAGER

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	130,077	100,082
Feb	260,154	189,398
March	390,231	305,038
Apr	520,308	404,553
May	650,385	
June	780,462	
July	910,539	
Aug	1,040,616	
Sept	1,170,693	
Oct	1,300,770	
Nov	1,430,847	
Dec	1,560,924	
2021-22	3,121,846	
Year To Date		
Actual v. Projected		78%



FINANCE & ADMINISTRATION

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	142,812	384,213
Feb	285,624	449,756
March	428,436	510,982
Apr	571,248	628,583
May	714,060	
June	856,872	
July	999,684	
Aug	1,142,496	
Sept	1,285,308	
Oct	1,428,120	
Nov	1,570,932	
Dec	1,713,744	
2021-22	3,427,491	
Year To Date		
Actual v. Projected		110%



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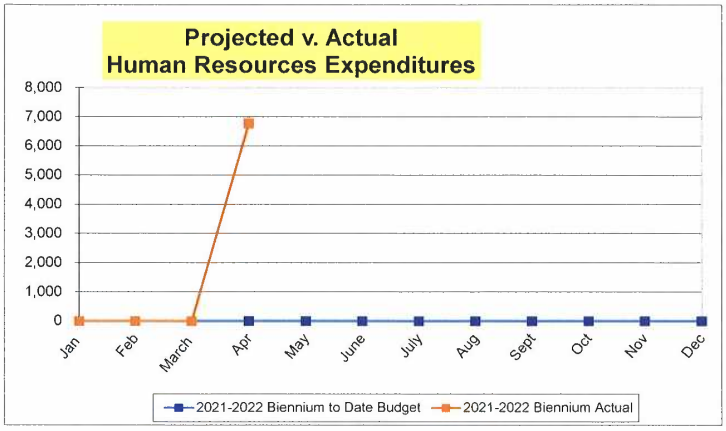
City of Kenmore, Washington
General Fund Expenditure Graphs*
April 30, 2021

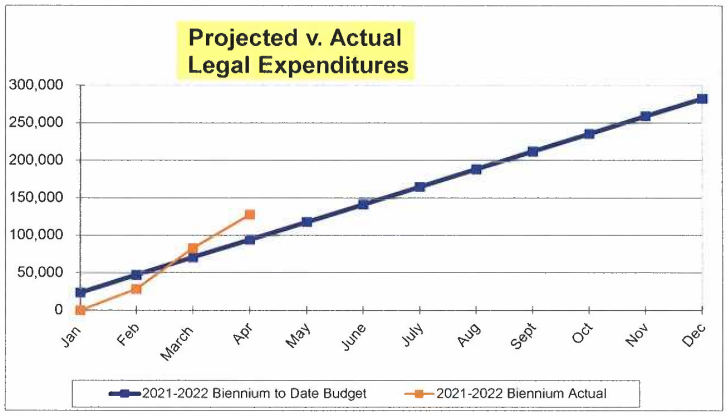
HUMAN RESOURCES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	0	0
Feb	0	0
March	0	0
Apr	0	6,773
May	0	
June	0	
July	0	
Aug	0	
Sept	0	
Oct	0	
Nov	0	
Dec	0	
2021-22	0	
Year To Date		
Actual v. Projected		0%



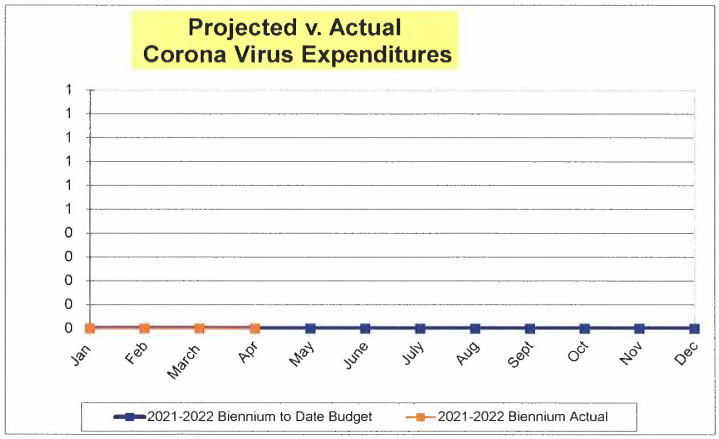
LEGAL

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	23,542	0
Feb	47,084	28,346
March	70,626	82,657
Apr	94,168	127,665
May	117,710	
June	141,252	
July	164,794	
Aug	188,336	
Sept	211,878	
Oct	235,420	
Nov	258,962	
Dec	282,504	
2021-22	565,000	
Year To Date		
Actual v. Projected		136%



Coronavirus Relief

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	0	0
Feb	0	0
March	0	0
Apr	0	0
May	0	
June	0	
July	0	
Aug	0	
Sept	0	
Oct	0	
Nov	0	
Dec	0	
2021-22	0	
Year To Date		
Actual v. Projected		0%



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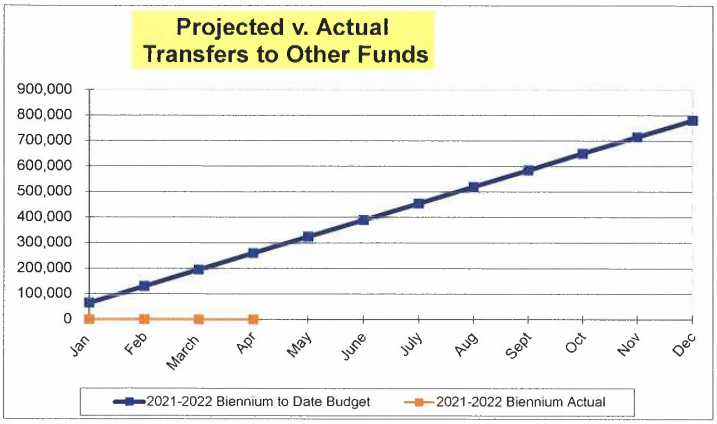
City of Kenmore, Washington
General Fund Expenditure Graphs*
April 30, 2021

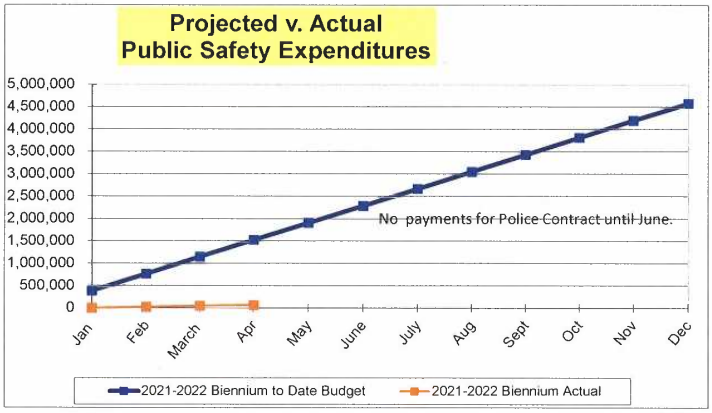
TRANSFERS TO OTHER FUNDS

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	65,026	0
Feb	130,052	0
March	195,078	0
Apr	260,104	0
May	325,130	
June	390,156	
July	455,182	
Aug	520,208	
Sept	585,234	
Oct	650,260	
Nov	715,286	
Dec	780,312	
2021-22	1,560,617	
Year To Date Actual v. Projected		0%



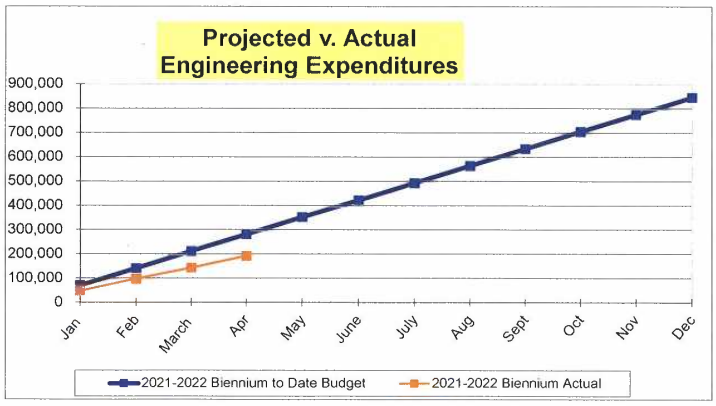
PUBLIC SAFETY

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	381,349	230
Feb	762,698	22,715
March	1,144,047	47,733
Apr	1,525,396	66,345
May	1,906,745	
June	2,288,094	
July	2,669,443	
Aug	3,050,792	
Sept	3,432,141	
Oct	3,813,490	
Nov	4,194,839	
Dec	4,576,188	
2021-22	9,152,371	
Year To Date Actual v. Projected		4%



ENGINEERING

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	70,399	47,917
Feb	140,798	97,475
March	211,197	143,101
Apr	281,596	192,196
May	351,995	
June	422,394	
July	492,793	
Aug	563,192	
Sept	633,591	
Oct	703,990	
Nov	774,389	
Dec	844,788	
2021-22	1,689,574	
Year To Date Actual v. Projected		68%



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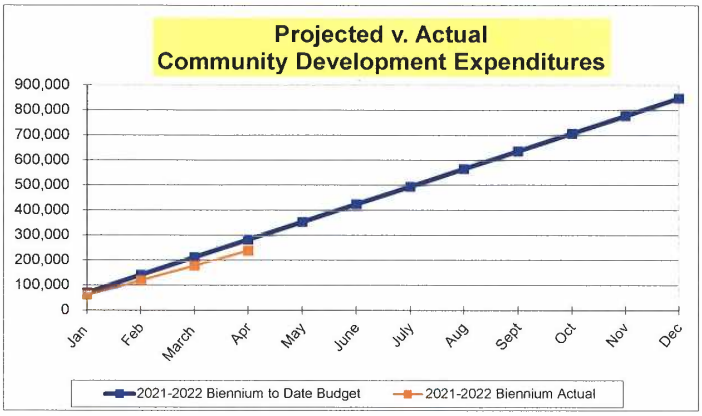
City of Kenmore, Washington
General Fund Expenditure Graphs*
April 30, 2021

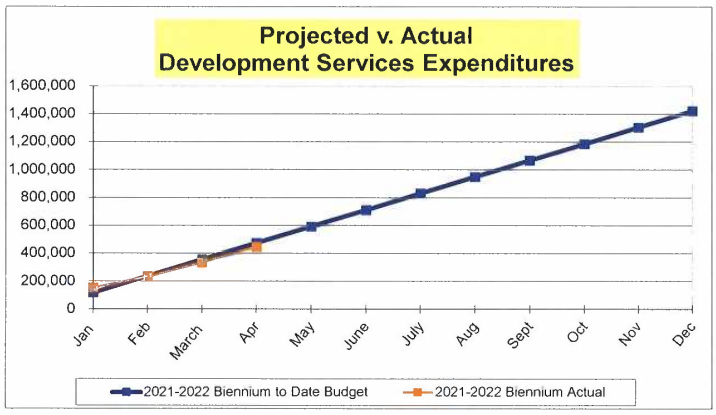
COMMUNITY DEVELOPMENT

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	70,659	60,865
Feb	141,318	119,485
March	211,977	178,637
Apr	282,636	238,199
May	353,295	
June	423,954	
July	494,613	
Aug	565,272	
Sept	635,931	
Oct	706,590	
Nov	777,249	
Dec	847,908	
2021-22	1,695,828	
Year To Date		
Actual v. Projected		84%



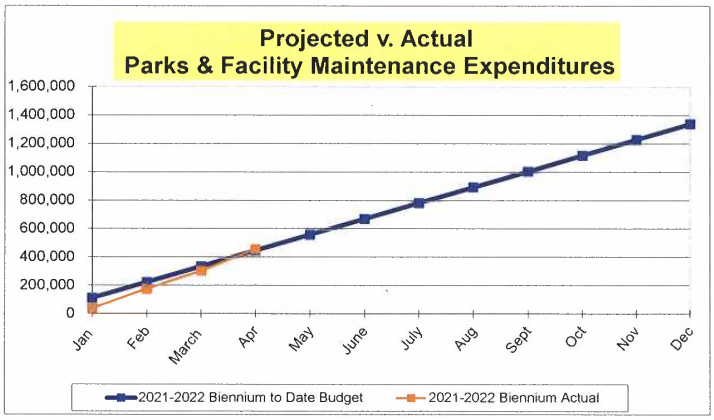
DEVELOPMENT SERVICES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	118,559	153,789
Feb	237,118	233,352
March	355,677	333,970
Apr	474,236	446,157
May	592,795	
June	711,354	
July	829,913	
Aug	948,472	
Sept	1,067,031	
Oct	1,185,590	
Nov	1,304,149	
Dec	1,422,708	
2021-22	2,845,428	
Year To Date		
Actual v. Projected		94%



PARKS & FACILITY MAINTENANCE

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	111,538	39,100
Feb	223,076	176,065
March	334,614	302,828
Apr	446,152	456,508
May	557,690	
June	669,228	
July	780,766	
Aug	892,304	
Sept	1,003,842	
Oct	1,115,380	
Nov	1,226,918	
Dec	1,338,456	
2021-22	2,676,904	
Year To Date		
Actual v. Projected		102%



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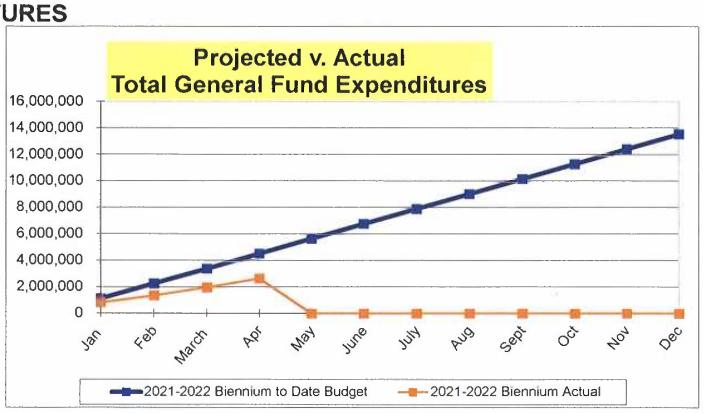
City of Kenmore, Washington
General Fund Expenditure Graphs*
April 30, 2021

TOTAL GENERAL FUND EXPENDITURES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
Jan	1,127,824	827,494
Feb	2,255,648	1,364,616
March	3,383,472	1,963,470
Apr	4,511,296	2,632,229
May	5,639,120	0
June	6,766,944	0
July	7,894,768	0
Aug	9,022,592	0
Sept	10,150,416	0
Oct	11,278,240	0
Nov	12,406,064	0
Dec	13,533,888	0
2021-22	27,067,770	
Year To Date		
Actual v. Projected		58%



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City of Kenmore, Washington
Street Fund Summary Report
April 30, 2021

	2021 - 2022			
	MONTH April 2021	BIENNIUM TO DATE 2021-2022	% of BUDGET	BUDGET 2021-2022
REVENUES				
Beginning Fund Balance		**1,605,323**		**1,311,996**
Fuel Tax	28,332	120,967	12.9%	938,058
Investment Interest	94	399	12.9%	3,100
Miscellaneous	0	526	7.4%	7,131
ROW Permit Fees/Inspections	0	26,300	9.0%	293,460
Multimodal Transportation	0	7,868	12.5%	63,160
MVA Transpo City	0	6,885	0.0%	0
Transfer from General Fund	0	0	0.0%	1,560,617
Transfer from REET	0	0	0.0%	200,000
Total Revenues	28,426	162,945	5.3%	3,065,526

	2021 - 2022			
	MONTH April 2021	BIENNIUM TO DATE 2021-2022	% of BUDGET	BUDGET 2021-2022
EXPENDITURES				
Salary and Benefits	51,413	213,826	15.8%	1,355,214
Maintenance & Operations	65,258	234,833	12.5%	1,872,953
Capital	0	688	0.7%	100,000
Total Expenditures	116,671	449,347	13.5%	3,328,167
Revenues over Expenditures	(88,245)	(286,402)		(262,641)
Ending Fund Balance		**1,318,921**		**1,049,355**

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City of Kenmore, Washington
Cash and Investment Report
April 30, 2021

Fund	Beg. Cash & Inv. from Prev. Mo.	Monthly Revenues	Monthly Expenditures	End. Cash & Inv. Current Month
General	$3,217,222	$2,133,951	$668,759	4,682,414
Street	1,408,642	28,426	116,671	1,320,397
Transportation Capital	73,421	214,814	851,118	(562,883)
Public Art	154,074	15	0	154,089
Park Impact Fee	401,160	29	0	401,189
Transportation Impact Fee	2,750,133	201	0	2,750,334
Swamp Creek Basin	1,092,506	80	0	1,092,586
Transportation Benefit District	217,258	31,459	0	248,717
Sammamish Bridge Replacement	-536,358	1,472,739	2,121,358	(1,184,977)
Walkways & Waterways Debt Service	239,436	226,394	0	465,830
Real Estate Excise Tax	2,408,831	223,180	0	2,632,011
Park Capital	1,345,945	0	54,858	1,291,087
Walkways & Waterways Bond	3,349,160	269	0	3,349,429
Surface Water Management	2,075,005	818,949	109,728	2,784,225
Surface Water Capital	330,329	81,117	353	411,094
Public Works Shop Fund	0	0	0	0
Strategic Reserve	1,345,697	98	0	1,345,796
Strategic Opportunities	2,558,111	186	16,609	2,541,687
Equipment Replacement	470,591	33	12,949	457,676
Trust & Agency	899,858	21,622	25,402	896,078
Totals	$23,801,023	$5,253,561	$3,977,805	$25,076,779

Fund	Cash, Savings, Local Govt Investment Pool	(> One Year) Fixed Investments	Total
General	$3,749,064	$933,350	4,682,414
Street	470,397	850,000	1,320,397
Transportation Capital	-562,883	0	(562,883)
Public Art	139,089	15,000	154,089
Park Impact Fee	-528,808	930,000	401,192
Transportation Impact Fee	2,720,337	30,000	2,750,337
Swamp Creek Basin	-307,413	1,400,000	1,092,587
Transportation Benefit District	248,717	0	248,717
Sammamish Bridge Replacement	-1,184,977	0	(1,184,977)
Walkways & Waterways Debt Service	465,830	0	465,830
Real Estate Excise Tax	2,632,009	0	2,632,009
Park Capital	1,291,087	0	1,291,087
Walkways & Waterways Bond	3,349,428	0	3,349,428
Surface Water Management	2,274,227	510,000	2,784,227
Surface Water Capital	411,094	0	411,094
Public Works Shop Fund	0	0	0
Strategic Reserve	495,796	850,000	1,345,796
Strategic Opportunities	2,541,688	0	2,541,688
Equipment Replacement	7,675	450,000	457,675
Trust & Agency	796,073	100,000	896,073
Totals	$19,008,430	$6,068,350	$25,076,781

note: negative balances are due to pending transfers from other funds, not yet recorded.

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City of Kenmore, Washington
Investment Schedule
April 30, 2021

Report by Security	Investment #	Type	Maturity Date	Purchase Date	Rate	Yield	Principal or Balance	Yield Equivalents
		Average Yield to Maturity-Securities				0.87%	Overall Average Yield	0.28%
Morgan Stanley								
Total Morgan Stanley Purchases							0.00	0.00
Time Value Investments								
	9128286Z8	US TREAS	6/30/2024	1/25/2021	1.75%	1.75%	1,065,261.38	18,642.07
	3135G05G4	FNMA	7/10/2023	11/9/2020	0.20%	0.20%	1,501,588.50	3,003.18
	3133EMHL9	FFCB	11/30/2023	11/24/2020	0.30%	0.30%	1,501,500.00	4,504.50
	3133EMMN9	FFCB	1/11/2024	1/25/2021	0.19%	0.19%	1,000,000.00	1,900.00
Total TVI Purchases							5,068,349.88	28,049.75
Pacific Premier CD's								
	11495975	CD	8/10/2021	8/10/2019	2.50%	2.50%	1,000,000.00	24,970.00
Total Cascade Bank CD's							1,000,000.00	24,970.00
TOTAL ALL SECURITIES							$ 6,068,349.88	$ 53,019.75
		Banner Checking and Savings				0.03% Banner	4,080,554.92	1,224.17
		Pacific Premier Savings				0.13% Pacific Premie	3,155,041.69	3,984.82
		LGIP - Primary Account				0.10% LGIP	8,567,565.01	8,738.92
		LGIP - Bond Proceeds Account				0.10% LGIP	3,205,268.64	3,269.37
		Total Accounts					$ 25,076,780.14	70,237.03

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City of Kenmore, Washington

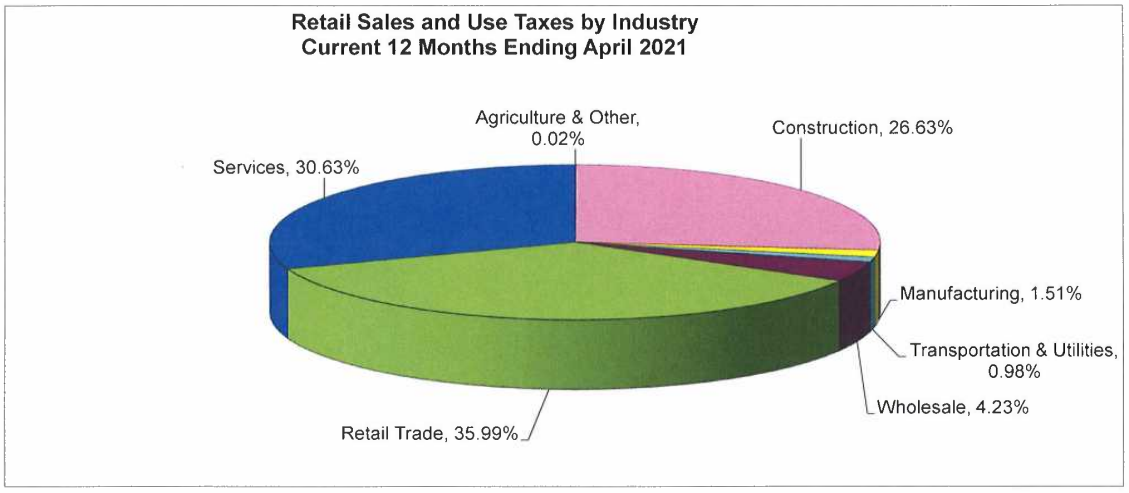
SALES TAX RECEIPTS BY BUSINESS TYPE

April 2021

	SALES TAX	USE TAX	TOTAL	PERCENT
AGRICULTURE & OTHER	128.55	0.00	128.55	0.1%
CONSTRUCTION	61,261.57	5,005.73	66,267.30	26.2%
MANUFACTURING	4,150.37	0.16	4,150.53	1.6%
TRANSPORTATION & UTILITIES	1,511.29	122.68	1,633.97	0.6%
WHOLESALE	10,955.21	67.66	11,022.87	4.4%
RETAIL TRADE	86,250.32	368.96	86,619.28	34.3%
SERVICES	67,966.55	1,058.22	69,024.77	27.3%
INFORMATION	8,181.70	71.47	8,253.17	3.3%
PUBLIC SERVICES	5.37	5,585.99	5,591.37	2.2%
	240,410.93	12,280.88	252,691.81	100.0%

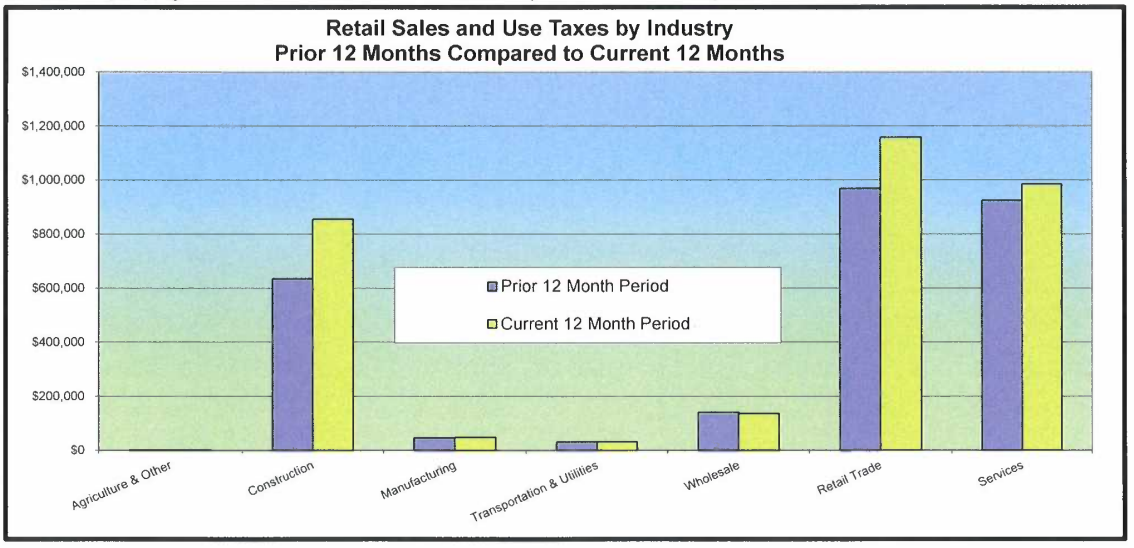
City of Kenmore, Washington
Retail Sales and Use Tax Distribution
April 30, 2021

Industry	Prior 12 Months ending April 2020	Current 12 Months ending April 2021	% Increase/ (Decrease)	% of Total
Agriculture & Other (Landscaping, Animal Hospitals)	$603	$727	20.53%	0.02%
Construction	635,335	856,120	34.75%	26.63%
Manufacturing (Printing, Publishing, Other Manuf.)	46,159	48,661	5.42%	1.51%
Transp/Comm/Utilities (Telecomm., Air Transport.)	30,577	31,422	2.76%	0.98%
Wholesale (Lumber, Other Wholesale)	140,922	136,115	-3.41%	4.23%
Retail Trade (Eating, Merchandise, Food Stores)	968,576	1,157,102	19.46%	35.99%
Services (Auction, Recreation, Auto Repair, Financial)	924,650	984,695	6.49%	30.63%
Totals	$2,746,821	$3,214,842	17.04%	100%
Increase/(Decrease)		$468,021	17.04%	



NOTE: Due to the City's Confidentiality Agreement with the Department of Revenue, specific business information cannot be disclosed.

There is a sixty-day lag between sales taxes collected and when they are remitted to the City



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Signature: Rob Karlinsey
Rob Karlinsey (Jun 14, 2021 13:50 PDT)

Email: rkarlinsey@kenmorewa.gov

Monthly Financial Report - April 2021

Final Audit Report 2021-06-14

Created:	2021-06-14
By:	Leticia Salcido (lsalcido@kenmorewa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAB2wGk28bvaRnYUzElwzGSd1Fy0cZVetM

"Monthly Financial Report - April 2021" History

Document created by Leticia Salcido (lsalcido@kenmorewa.gov)
2021-06-14 - 8:44:34 PM GMT- IP address: 50.235.209.34

Document emailed to Rob Karlinsey (rkarlinsey@kenmorewa.gov) for signature
2021-06-14 - 8:44:56 PM GMT

Email viewed by Rob Karlinsey (rkarlinsey@kenmorewa.gov)
2021-06-14 - 8:48:33 PM GMT- IP address: 24.22.167.111

Document e-signed by Rob Karlinsey (rkarlinsey@kenmorewa.gov)
Signature Date: 2021-06-14 - 8:50:17 PM GMT - Time Source: server- IP address: 24.22.167.111

Agreement completed.
2021-06-14 - 8:50:17 PM GMT

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City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Public Hearing and Resolution Adopting the 2022-2027 Six-Year Transportation Improvement Program	**For Council Meeting Agenda of: June 28, 2021** **Department: Public Works/Engineering** **Prepared by: John Vicente, PE**
	Initial & Date **Approved by Department Head:** JFV 6/2/2021 **Approved by City Attorney:** VIA Email **Approved by Finance Director:** _____ **Approved by City Manager:** RGK 6/2/2021
Proposed Council Action/Motion: Public Hearing and Adoption of Resolution No. 21-21-365 for the 2022-2027 Six-Year Transportation Improvement Program	**Exhibits/Attachments:** A: Resolution No. 21-365

INFORMATION/BACKGROUND:

In accordance with RCW 35.77.010, the legislative body of each city in Washington State must prepare and adopt a six-year comprehensive transportation improvement program (TIP) annually. The TIP may also be modified at any time during the year as needed. The purpose of the TIP is to assure that each city "perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program." The 6-year TIP has been prepared and is attached to Resolution No 21-365 (Exhibit A).

A public hearing has been scheduled for June 28, 2021 to receive public comment and to consider adoption of the TIP.

The TIP provides a summary of potential transportation projects and funding for each project. The projects listed in the TIP are consistent with Transportation element of the City's adopted Comprehensive Plan. The revenue sources are categorized into three groups: Local funds; secured Federal and State Funds; and funding not secured. The TIP is a planning document that is not fiscally constrained, meaning all funds identified do not need to be "in hand" to include a project in the TIP.

The recommended TIP continues the City's emphasis on multimodal transportation safety such as maintaining our City infrastructure (including sidewalks and pavement), adding new sidewalks in school walk route areas, and completing the West Sammamish River Bridge replacement, Juanita Drive Ped/Bike project and 68th Ave NE Ped/Bike project.

FISCAL CONSIDERATION: Funding secured for projects are noted on the attached TIP. For projects with unsecured funding, additional local funds will be needed and/or Federal/State funding would be required to complete the projects. Staff will continue to actively pursue funding for those projects currently not fully funded. For those projects listed that do not get full funding, they will be pushed out to subsequent years with each TIP amendment.
COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED: Goal #6: Focus on and emphasize multimodal transportation in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel.

Attachment A

CITY OF KENMORE
WASHINGTON
RESOLUTION NO. 21-365

A RESOLUTION OF THE CITY COUNCIL OF KENMORE, WASHINGTON, ADOPTING THE 2022-2027 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM.

WHEREAS, RCW 35.77.010 requires the City to review and adopt annually a revised and extended six-year comprehensive transportation program; and

WHEREAS, on June 28, 2021, the City Council held a public hearing and took public comment on the proposed 2022-2027 Six-Year Transportation Improvement Program; and

WHEREAS, the City Council finds that the proposed 2022-2027 Six-Year Transportation Improvement Program is consistent with the Transportation Element of the City of Kenmore Comprehensive Plan, and includes the facilities, projects, programs and information required by RCW 35.77.010;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. Program Adopted. The 2022-2027 Six-Year Transportation Improvement Program for the City of Kenmore, attached as an Exhibit and incorporated by this reference, is approved and adopted.

Section 2. Filing of Program. As required by RCW 35.77.010, the City Manager or designee is authorized and directed to file a copy of this resolution, together with the attached Exhibit, with the Secretary of the Washington Department of Transportation within thirty (30) days of adoption of this resolution.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, AT A REGULAR MEETING THEREOF THIS 28TH DAY OF JUNE 2021

CITY OF KENMORE

_____
David Baker, Mayor

ATTEST/AUTHENTICATED:

_____
Anastasiya Warhol, City Clerk

APPROVED AS TO FORM:

_____
Dawn Reitan, City Attorney

EXHIBIT A

CITY OF KENMORE

6-Year TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

2022-2027

June 28, 2021

CITY OF KENMORE

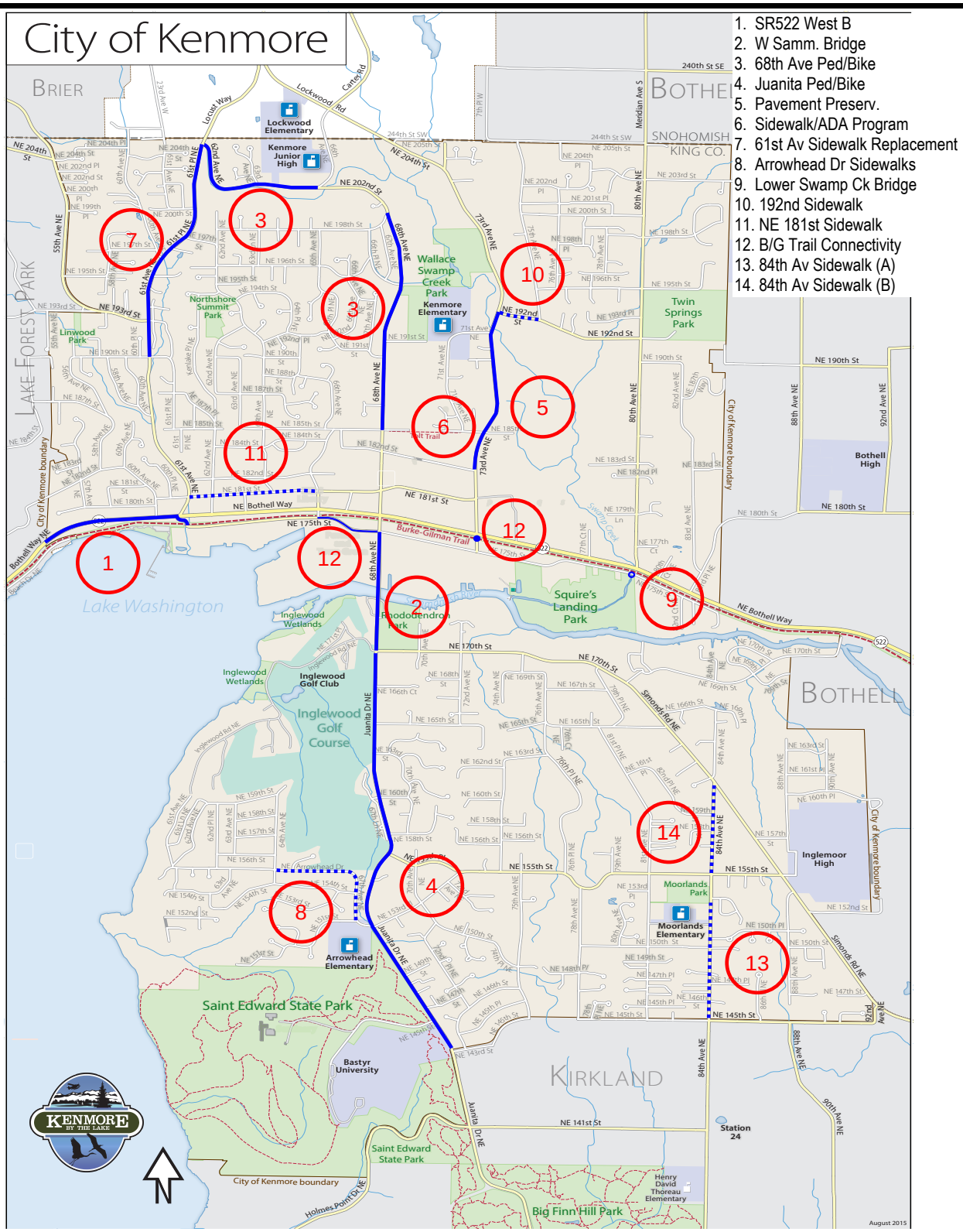
2022-2027 Transportation Improvement Program

Project name	Funding	Year							2022-2027 Totals	Project Totals
		Prior Years	2022	2023	2024	2025	2026	2027		
SR 522 West B (57th to 61st)	Local	$ -							$ -	$ -
	Federal/State	$ 5,000	$ 250,000	$ 250,000	$ 900,000	$ 585,000	$ 10,000		$ 1,995,000	$ 2,000,000
	Unsecured	$ -			$ 1,000,000	$ 650,000			$ 1,650,000	$ 1,650,000
	Subtotal	$ 5,000	$ 250,000	$ 250,000	$ 1,900,000	$ 1,235,000	$ 10,000	$ -	$ 3,645,000	$ 3,650,000
West Sammamish River Bridge Replacement	Local (incl. Utilties)	$ 1,839,054	$ 2,337,316	$ 852,770	$ 9,759	$ 9,759	$ 9,759	$ 68,873	$ 3,288,236	$ 5,127,290
	Federal/State	$ 31,621,554	$ 6,306,631	$ 40,406					$ 6,347,037	$ 37,968,591
	Unsecured								$ -	$ -
	Subtotal	$ 33,460,608	$ 8,643,947	$ 893,176	$ 9,759	$ 9,759	$ 9,759	$ 68,873	$ 9,635,273	$ 43,095,881
68th Avenue NE Pedestrian and Bicycle Improvements	Local	$ 9,233,422	$ 2,733,503						$ 2,733,503	$ 11,966,925
	Federal/State	$ 1,054,950							$ -	$ 1,054,950
	Unsecured								$ -	$ -
	Subtotal	$ 10,288,372	$ 2,733,503	$ -	$ -	$ -	$ -	$ -	$ 2,733,503	$ 13,021,875
Juanita Drive Pedestrian and Bicycle Improvements	Local	$ 10,809,059	$ 358,699						$ 358,699	$ 11,167,758
	Federal/State	$ 5,676,350							$ -	$ 5,676,350
	Unsecured								$ -	$ -
	Subtotal	$ 16,485,409	$ 358,699	$ -	$ -	$ -	$ -	$ -	$ 358,699	$ 16,844,108
Pavement Preservation Program ($1.0M/year in local funds allocated to Pavement Seals which are not reflected in this Program)	Local	$ 7,006,258	$ 1,018,554	$ 150,000	$ 2,990,000	$ 150,000	$ 2,990,000	$ 150,000	$ 7,448,554	$ 14,454,812
	Federal/State	$ 355,351							$ -	$ 355,351
	Unsecured				$ 60,000		$ 60,000		$ 120,000	$ 120,000
	Subtotal	$ 7,361,609	$ 1,018,554	$ 150,000	$ 3,050,000	$ 150,000	$ 3,050,000	$ 150,000	$ 7,568,554	$ 14,930,163
Sidewalk Replacement/Gap Program	Local	$ 406,584	$ 150,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 650,000	$ 1,056,584
	Federal/State								$ -	$ -
	Unsecured								$ -	$ -
	Subtotal	$ 406,584	$ 150,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 650,000	$ 1,056,584
61st Ave NE Sidewalk Replacement Project	Local	$ 121,988		$ 30,000					$ 30,000	$ 151,988
	Federal/State	$ 55,000	$ 165,000	$ 1,144,265					$ 1,309,265	$ 1,364,265
	Unsecured			$ 3,500,000					$ 3,500,000	$ 3,500,000
	Subtotal	$ 176,988	$ 165,000	$ 4,674,265	$ -	$ -	$ -	$ -	$ 4,839,265	$ 5,016,253
NE Arrowhead Drive Sidewalk Improvements	Local								$ -	$ -
	Federal/State								$ -	$ -
	Unsecured			$ 61,000	$ 85,900	$ 980,348			$ 1,127,248	$ 1,127,248
	Subtotal	$ -	$ -	$ 61,000	$ 85,900	$ 980,348	$ -	$ -	$ 1,127,248	$ 1,127,248

CITY OF KENMORE

2022-2027 Transportation Improvement Program

Project name	Funding	Year							2022-2027 Totals	Project Totals
		Prior Years	2022	2023	2024	2025	2026	2027		
Lower Swamp Creek Bridge Replacement	Local	$ 23,218	$ 25,000						$ 25,000	$ 48,218
	Federal/State								$ -	$ -
	Unsecured			$ 25,000	$ 175,000	$ 200,000	$ 2,200,000		$ 2,600,000	$ 2,600,000
	Subtotal	$ 23,218	$ 25,000	$ 25,000	$ 175,000	$ 200,000	$ 2,200,000	$ -	$ 2,625,000	$ 2,648,218
192nd St Sidewalk Project (73rd - 75th)	Local								$ -	$ -
	Federal/State								$ -	$ -
	Unsecured			$ 86,800	$ 344,200				$ 431,000	$ 431,000
	Subtotal	$ -	$ -	$ 86,800	$ 344,200	$ -	$ -	$ -	$ 431,000	$ 431,000
NE 181st St Sidewalks (61st Ave NE - 65th Ave NE, south side)	Local								$ -	$ -
	Federal/State								$ -	$ -
	Unsecured					$ 200,000	$ 270,000	$ 2,880,500	$ 3,350,500	$ 3,350,500
	Subtotal	$ -	$ -	$ -	$ -	$ 200,000	$ 270,000	$ 2,880,500	$ 3,350,500	$ 3,350,500



CITY OF KENMORE

ENGINEERING DEPARTMENT
(425) 398-8900

2022-2027 Transportation Improvement Program

FIGURE 1
NOT TO SCALE
Date: 6/28/2021

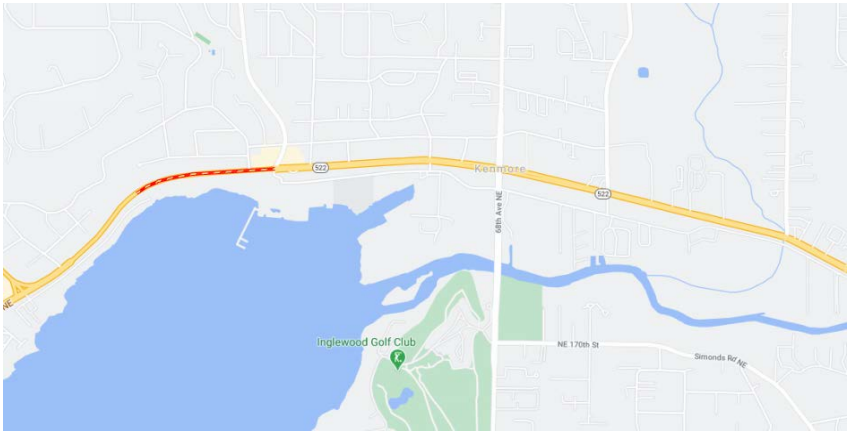
City of Kenmore Capital Improvement Program
Project Name: SR 522 West B (57 Avenue NE to 61 Avenue NE)
Project No. T-8

Project Location: SR 522 from 57 Avenue NE to 61 Avenue NE

Project Description: This project will widen Highway 522 west of 61 Avenue NE to provide eastbound-to-westbound U-turn capability at the 61st Ave NE intersection, widening along the south side of SR 522 for new sidewalk and amenity strip, and provide access management to SR522.

Background: Since its incorporation, the City of Kenmore has completed improvements to SR 522 (Bothell Way) between 61st Avenue NE and the east city limits to increase safety, improve transit reliability, and ease congestion. Improvements included adding new traffic signals, street lighting and sidewalks, widening SR 522 for Business Access and Transit lanes, enhancing the corridor with new landscaping and medians to improve access management, replacing the Swamp Creek Bridge, undergrounding utilities, and more. The final segment, SR 522 West B (57 Avenue NE to 61 Avenue NE) will complete corridor improvements to the west City limits.

Funding Sources: This project is funded with $2M from the State's Connecting WA program. Additional City funds may be needed to supplement the grant funds. Staff will apply for additional grant funds as they become available.



City of Kenmore Transportation Improvement Program

Project Name: West Sammamish River Bridge Replacement Project
Project No: T-37

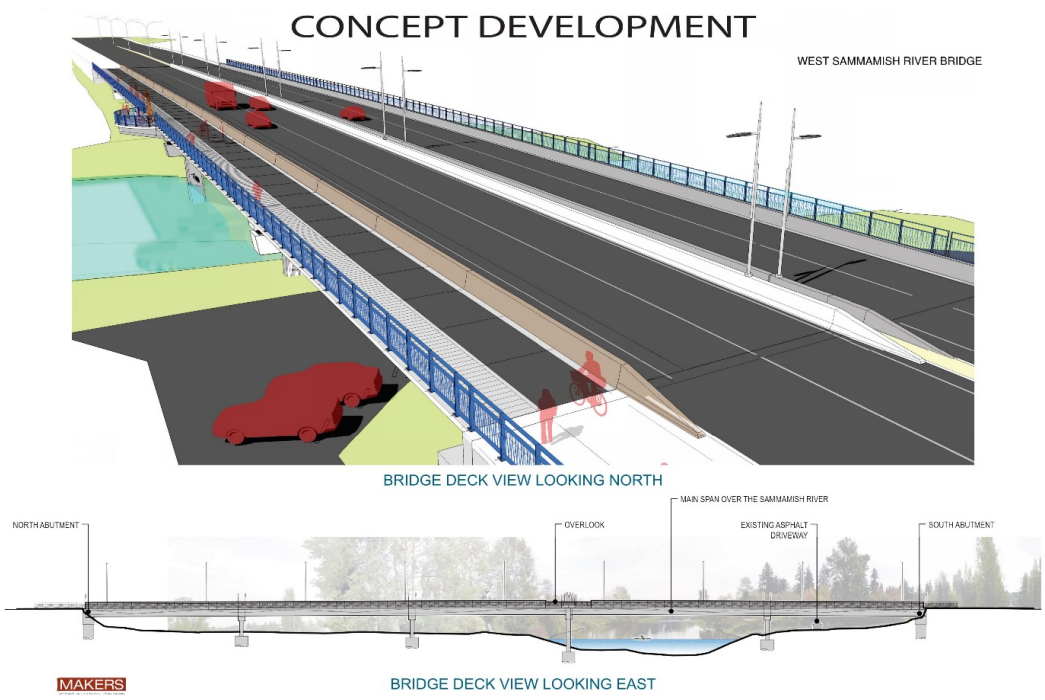
Project Location: 68th Avenue NE between NE 170th Street and NE 175th Street

Project Description: Replace the West Sammamish River Bridge (southbound traffic) that crosses the Sammamish River on 68th Avenue NE. The project will also include new sidewalk and bike path, landscaping, lighting, and utility undergrounding on 68th Avenue NE between NE 170th Street and NE 175th Street.

Background: The West Sammamish River Bridge was constructed in the 1930's and is at the end of its life. It is considered to be structurally obsolete. To date, the City has completed an alternatives analysis, a scour analysis, a load rating analysis, and has applied load restrictions on the bridge (weight limits went into effect in 2014). The bridge continues to be monitored during the design of the new bridge.

Funding Sources: The City has been awarded several grants for the project. The City was awarded $12M in Bridge Program funds, $1.06M in Surface Transportation funds, $18M in Connecting Washington funds, and $7M in TIB funds.

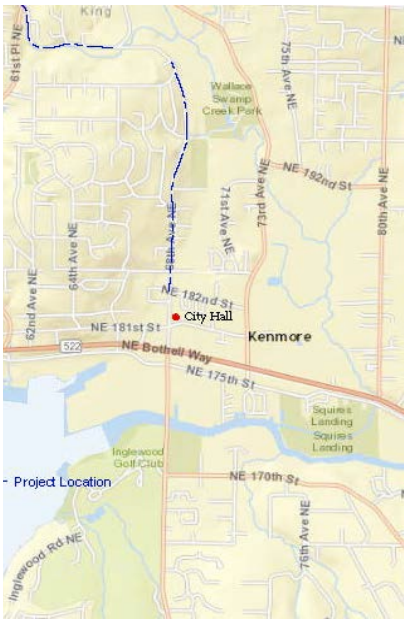
Project Location



City of Kenmore Transportation Improvement Program

Project Name: 68 Avenue NE Pedestrian and Bicycle Improvements

Project Location: 68 Avenue NE / NE 202 Street
Segment a: West side of 68 Avenue NE from NE 182 Street to NE 185 Street
Segment b: East side of 68 Avenue NE from NE 185 Street to existing sidewalk
Segment c: West side of 68 Avenue NE from NE 185 Street to NE 201 Street
Segment d: North side of NE 202 Street from 66 Avenue NE to 61 Avenue NE

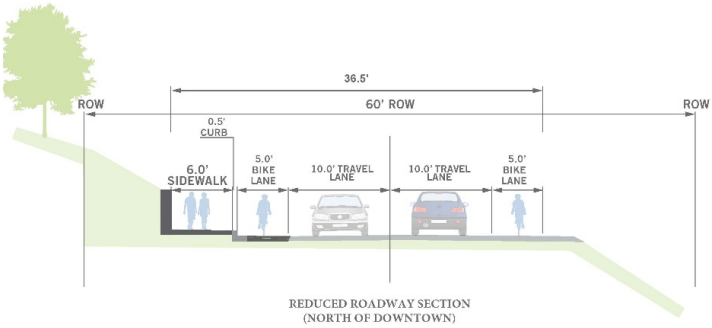


Project Description: This project provides continuous ADA accessible sidewalk and bike lanes on 68 Avenue NE and NE 202 Streets respectively between NE 182 Street and 61 Avenue NE. Other project components include new storm drainage, LED street lighting, landscaping in downtown area, RRFB ped crossing at NE185th Street, retaining walls and utility relocation where necessary.

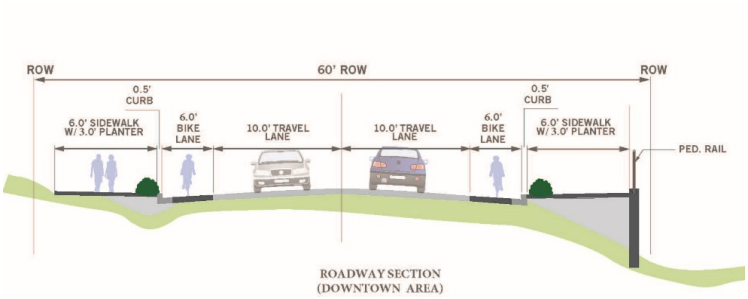
Background: 68 Avenue NE / NE 202 Street is a collector arterial roadway that runs north/south through the City of Kenmore. This roadway serves as a primary connector to Downtown Kenmore and City Hall for residences and Kenmore Middle School. The current street configuration allows for only one travel lane in each direction and intermittent asphalt shoulders. The posted speed is 35 mph.

Funding Sources: This project is funded through the Walkways and Waterways bond measure, Department of Ecology grant, Northshore Utility District, and local dollars.

Proposed Improvements:



REDUCED ROADWAY SECTION
(NORTH OF DOWNTOWN)



ROADWAY SECTION
(DOWNTOWN AREA)

City of Kenmore Transportation Improvement Program

Project Name: Juanita Drive NE Pedestrian and Bicycle Improvements
Project No. T-41

Project Location: Juanita Drive NE (NE 143 Street to NE 170 Street)

Project Description: This project provides continuous ADA accessible sidewalk and buffered bike lanes on Juanita Drive NE between NE 143 Street and NE 170 Street. Specific project components include:

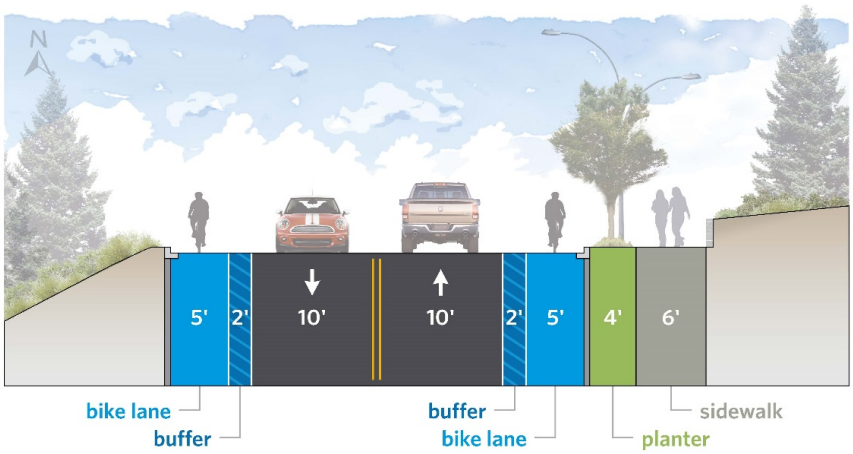
- Sidewalk along the east side of Juanita Drive NE where residential neighborhoods are located. Sidewalk improvements and pedestrian crossings on west side of street will be limited to bus stops only.
- Bike lanes with buffer on the east and west side of Juanita Drive NE;
- Additional or extensions of left turn lanes where warranted;
- Pedestrian crossing treatments to improve nonmotorized safety, connectivity, and comfort;
- Improved storm drainage, LED street lighting, landscaping and aesthetics and;
- Utility relocation and/or retaining structures, where necessary.

Background: Juanita Drive NE serves as a north-south critical link to the City's Downtown, SR 522 Corridor, Burke-Gilman Trail, Bastyr University, Kenmore Senior Center, Parks, and Arrowhead Elementary School for thousands of local residents and is part of the Lake Washington Loop, one of the region's most popular recreational cycling routes. Juanita Drive NE is an existing minor arterial roadway with mostly one travel lane in each direction and asphalt shoulders. The posted speed is 35 mph. This roadway experiences a high number of accidents per year and contains several geometric deficiencies including lack of continuous sidewalks and bicycle lanes. Up to 250 bicycles and 15,000 vehicles use this corridor daily.

Funding Status: This project is funded through the Walkways and Waterways bond measure, WSDOT Pedestrian and Bicycle Safety Program, Sound Transit System Access Fund, WA State Department of Ecology, WA State Department of Commerce, Northshore Utility District, and local City dollars.

Project Delivery Status: Construction began on July 6, 2020 and is expected to continue through 2021.

Typical Section – two lanes *(Looking North)*



City of Kenmore Transportation Improvement Program

Project Name: Sidewalk Gap/ADA Replacement Program
Project No.: T-27

Project Location(s): Citywide

Project Description: These projects are intended to complete gaps in existing sidewalk, replace non-compliant curb ramps and sidewalks at the identified locations throughout the city. Typical projects include new 5-6 foot wide sidewalk and ADA ramp improvements, curb ramp replacement, and sidewalk panel replacement.

Background: The City completed an inventory and assessment of its pedestrian facilities within the right of way. Several locations were identified as not being compliant with the American with Disabilities Act (ADA) standards. Also, filling sidewalk gaps is a cost effective way to improve mobility within the City. In 2013, the City completed its first Sidewalk Priority Plan. This plan will be updated in 2021 and will included a priority list for completing short sidewalk gaps within the City. Staff will utilize the pedestrian facility inventory completed in 2015 to identify priorities for replacing noncompliant accessible routes.

Funding Sources: $100K per year of local City funds are allocated to this project. $75K each year will be diverted to sidewalk replacement on 61st Ave NE (Project No. T-44).

Figure A

City of Kenmore Transportation Capital Improvement Program

Project Name: 61st Avenue Sidewalk Replacement Project
Project No. T-44

Project Location: 61st Avenue NE (NE 190th Street north to 62nd Ave NE)

Project Description:
This project will update the alternatives analysis and include other possible scenarios. Sidewalk panels will be replaced as funding allows.

Background: 61st Avenue NE is an arterial that runs north to south (north of SR 522). The intersection with NE 193rd Street is a major intersection that could utilize additional control. The sidewalks north of NE 190th Street do not meet American with Disability Act (ADA) compliance and have suffered from street tree damage. In 2017, an alternatives analysis was completed evaluating options for replacement of the sidewalk in this area.

Funding Sources:
This project would be funded with a combination of City resources and WSDOT Ped/Bike grant funds.

Existing Conditions: Traffic volumes on 61st Avenue NE will continue to increase as regional traffic grows. Over 70 locations along this corridor are experiencing sidewalk uplift due to nearby trees and several other panels have shifted and pedestrians with accessibility issues are sometimes forced into the existing shoulder/travel lane.

City of Kenmore Transportation Improvement Program

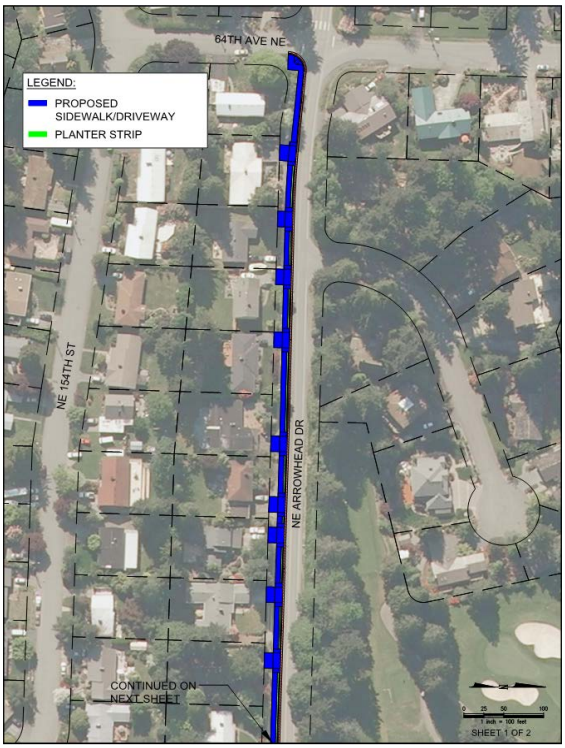
Project Name: NE Arrowhead Drive Sidewalks
Project No.: T-47

Project Location: NE Arrowhead Drive between NE 151st Street and 64th Avenue NE.

Project Description: This project builds approximately 2,050 LF of new sidewalks on west side/south side of NE Arrowhead drive from NE 151st St to 64th Ave NE.

Background: NE Arrowhead Drive varies from 3-foot wide to 5-foot wide shoulder with two way traffic. NE Arrowhead Drive is a designated walking route for Arrowhead Elementary School students. Sidewalks along this road were identified as a high priority during the neighborhood meetings held for this area as part of the Neighborhood Transportation Program Plan and is listed as a high priority sidewalk in the Sidewalk Program.

Funding Sources: This project is currently unfunded. In May 2020, staff applied for a WSDOT Safe Route to Schools grant to fund this project. Grant results will be announced in the fall of 2020.



Proposed Improvements

City of Kenmore Capital Improvement Program

Project Name: Lower Swamp Creek Bridge Replacement
Project No.: T-38

Project Location: NE 175th Street/Swamp Creek Crossing

Project Description: The bridge over Swamp Creek at NE 175th Street has reaching its expected lifespan and is in need of replacement. An update of the alternatives analysis, cost estimates, funding alternatives will be conducted prior to design/construction.

Figure A: Existing Bridge

Background: This structure is on NE 175th Street, adjacent to the Burke Gilman Trail and crosses Swamp Creek. This structure currently is wide enough for two way vehicle traffic. The existing structure is routinely evaluated by the King County Bridge Engineering group. Maintenance is provided to the structure as needed. King County recommended evaluation of the structure for rehabilitation vs. replacement. A study and alternatives analysis was performed in 2016 that recommended replacement of the bridge within the next 10 years.

Funding Status:
There is no funding set aside for design or construction for a new bridge. Local dollars are included to research and evaluate funding alternatives for the bridge.

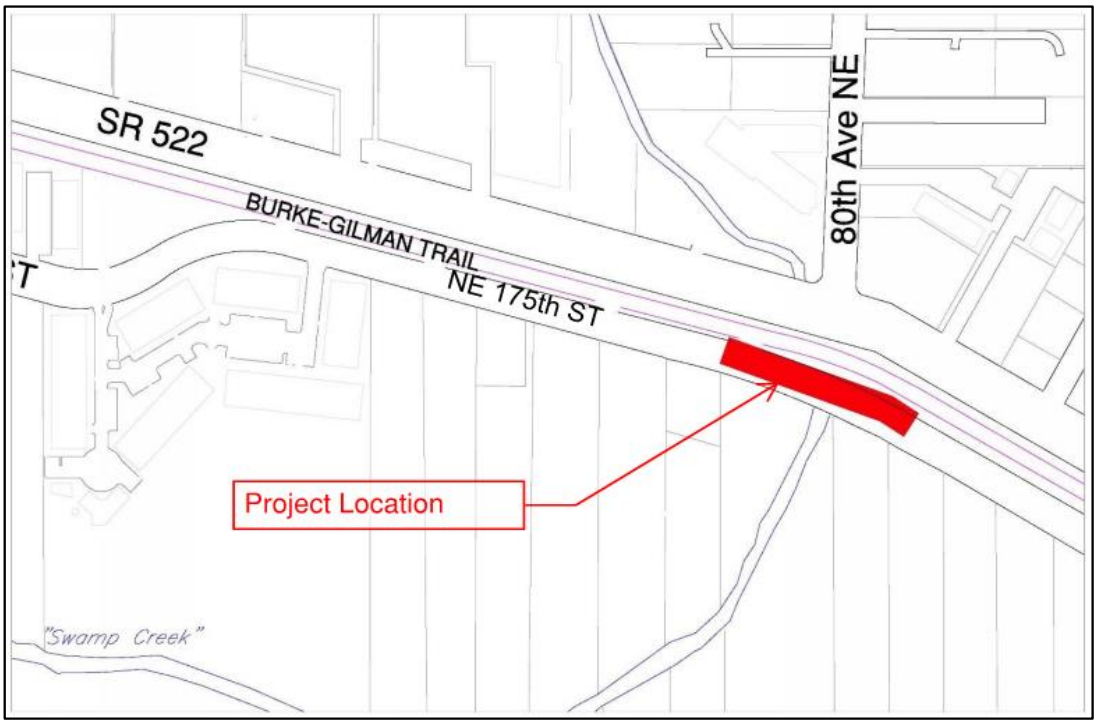


Figure B: Project Location

City of Kenmore Transportation Improvement Program

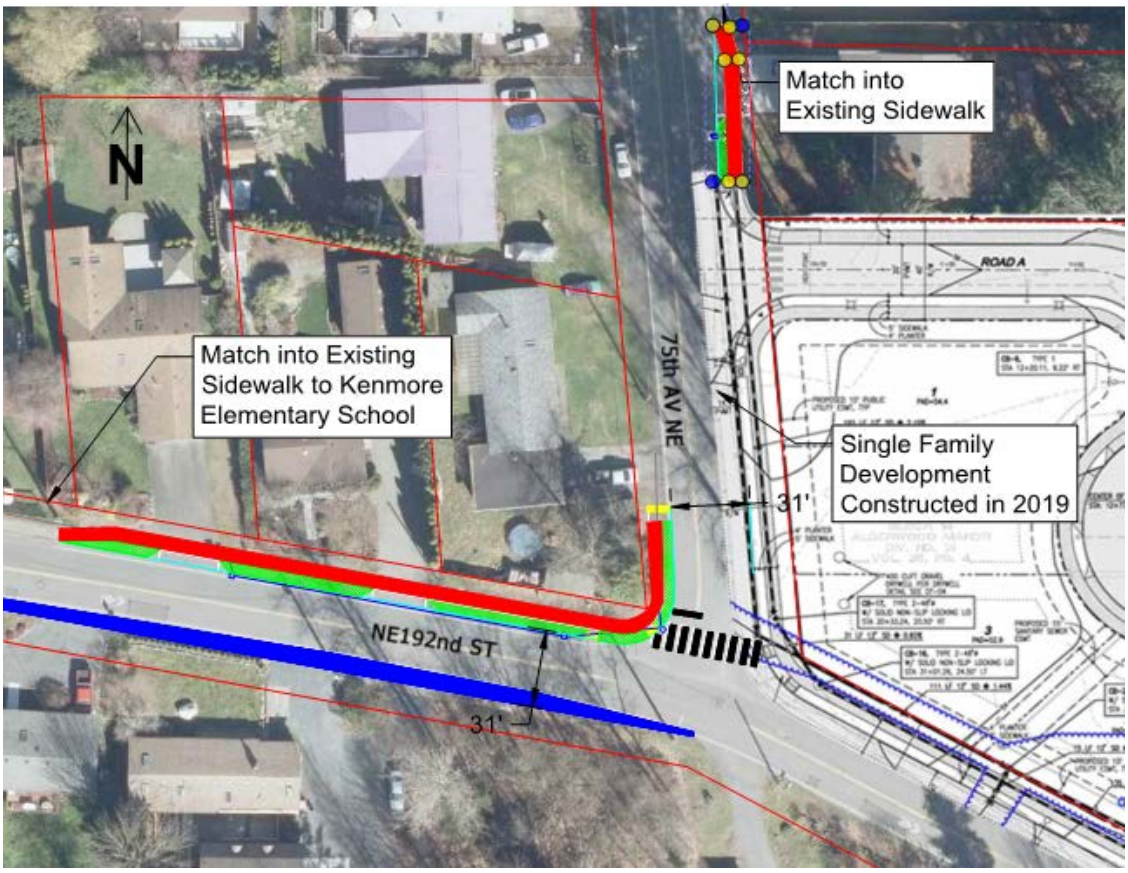
Project Name: NE 192nd St Sidewalks (73rd Ave – 75th Ave)
Project No.: T-27x

Project Location: NE 192nd Street between 73rd Ave NE and 75th Avenue NE.

Project Description: This project builds approximately 275 LF of new sidewalks on north side of NE192nd Street from 73rd Ave – 75th Ave and approximately 75 LF of sidewalk on the east side of 75th Ave NE to close the sidewalk gap.

Background: Sidewalk exists on NE 192nd Street at 73rd Avenue NE and terminates approximately 240 feet from 75th Ave NE. Approximately 500 LF of sidewalks were installed east of 75th Ave NE as part of private developments. Sidewalk also exists up 75th Ave NE. This project will close gaps and create a continuous sidewalk to Kenmore Elementary in this area. NE 192nd St is a designated walking route for Kenmore Elementary School students. Sidewalks at this location were identified as a high priority sidewalk in the Sidewalk Program.

Funding Sources: This project is currently unfunded. In May 2020, staff applied for a WSDOT Safe Route to Schools grant to fund this project. Grant results will be announced in the fall of 2020.



City of Kenmore Transportation Improvement Program

Project Name: Pavement Overlay Program
Project No.: T-35

Project Location: Citywide.

Project Description: This program includes grind and overlay of selected streets within the City. Typically grind and overlay projects are completed on roadways with pavement ratings between 60 and 70 while pavement seal operations are completed on roadways with ratings above 70. As part of any pavement overlay, curb ramps within the project limits are upgraded to comply with the American's with Disabilities Act (ADA). In addition, pavement overlay may also include major pavement repairs, utility adjustments and pavement markings.

Background: The City of Kenmore Comprehensive Plan promotes a fiscally constrained Transportation Element that prioritizes operation and maintenance of existing facilities within the City. Focus is typically on arterials within the City. In addition, there are 3 goals listed in the Comprehensive Plan that support this program:

1. Provide a complete transportation network serving local and regional circulation needs, safely accommodating all users;
2. Promote a transportation system that contributes to fiscal and environmental sustainability;
3. Facilitate freight mobility and economic prosperity.

City of Kenmore Transportation Improvement Program

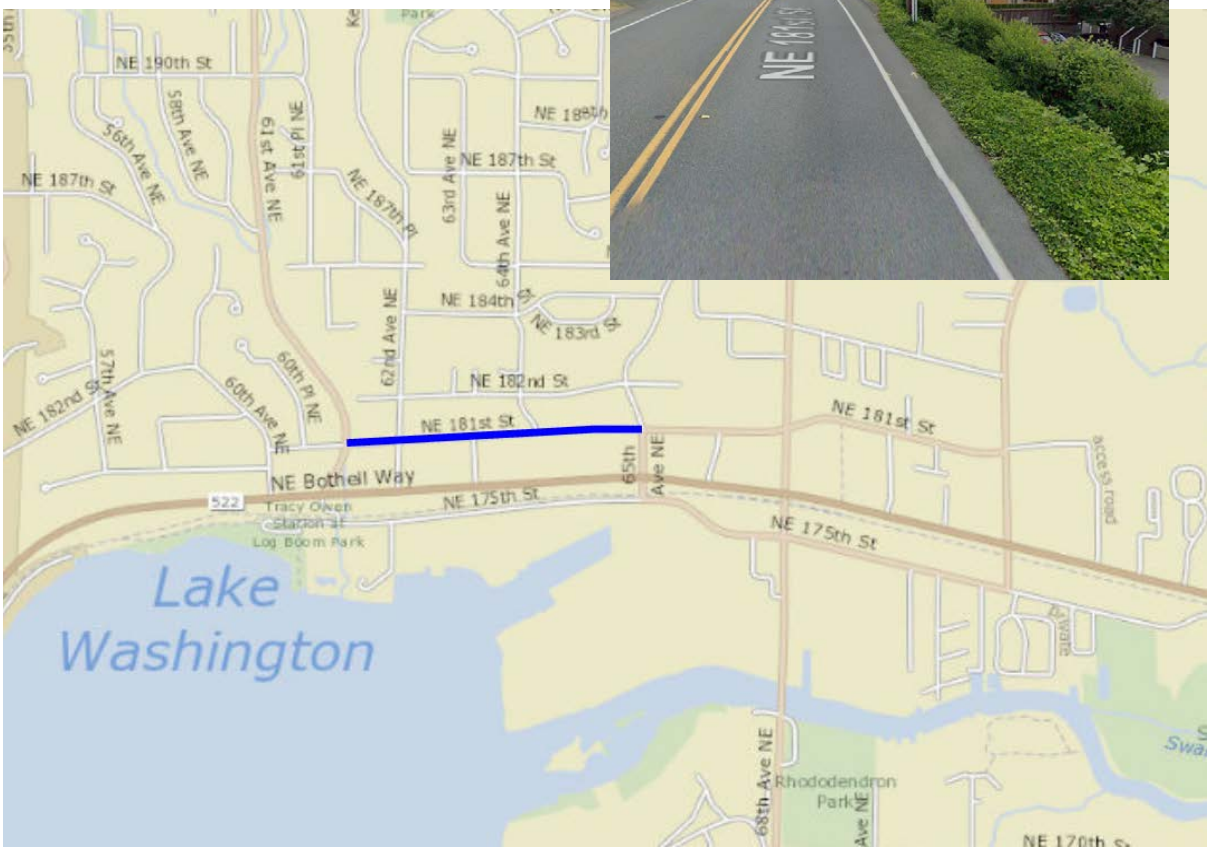
Project Name: NE 181st St Sidewalks (61st Ave – 65th Ave)
Project No.: T-27x

Project Location: NE 181st Street between 61st Ave NE and 65th Avenue NE.

Project Description: This project builds approximately 2,000 LF of new sidewalks on south side of NE 181st Street from 61st Ave – 65th Ave. Project will include undergrounding of utilities if funding is available.

Background: There are limited sidewalks and pedestrian facilities along this section of NE 181st. Adding sidewalk would provide a continuous sidewalk connection along NE 181st and connect the City's downtown area to the east to this community business zoned area. This sidewalk would provide connectivity to the neighborhood to the north with Downtown, City Hall, the library and other key public areas.

Funding Sources: This project is currently unfunded. Staff will leverage granting sources to fund this project.



City of Kenmore Transportation Capital Improvement Program

Project Name: Burke-Gilman Trail/NE 175th St Wayfinding and Connectivity
Project No.: T-51

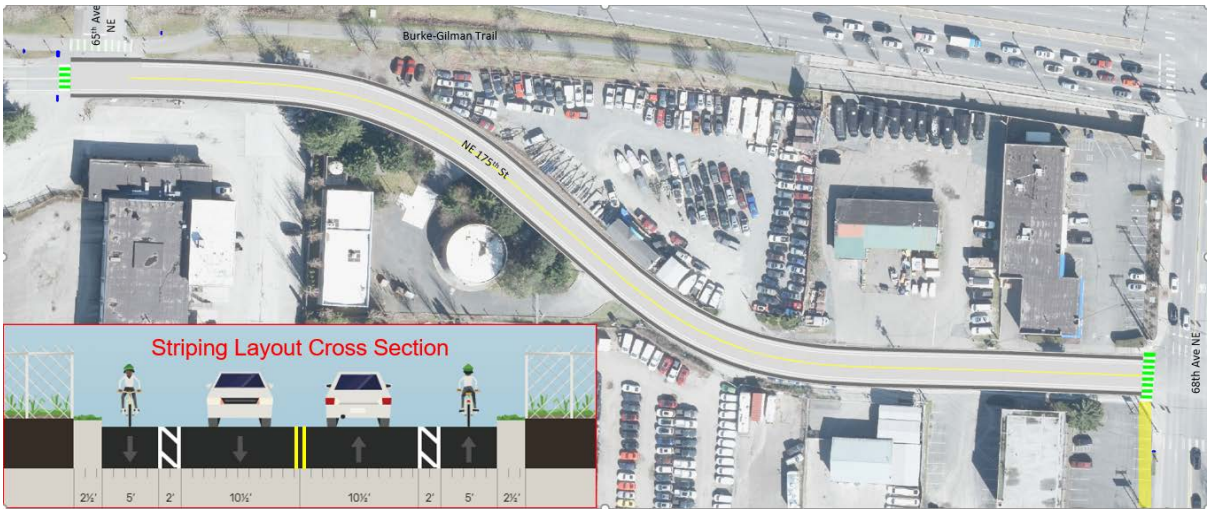
Project Location: NE 175th St

Project Description:

1. Install bike lanes between 65th Ave NE and 68th Ave NE.
2. Install green paint crossing treatments at 65th Ave NE and 68th Ave NE
3. Install wayfinding signs at the following locations:
   a) 68th Ave NE intersection
   b) Burke-Gilman Trail at 65th Ave NE
   c) Burke-Gilman Trail just east of 73rd Ave NE
4. Install RRFB at 65th Ave NE intersection
5. Install pedestrian scale lighting at the 65th Ave NE intersection

Background: In 2015, the Local Road Safety Plan was created to identify improvements to enhance safety for pedestrians and bicyclists. There is limited connectivity with the Burke-Gilman Trail and other pedestrian/bicycle areas within the City. New bike lanes and sidewalks are under construction along 68th Ave NE and Juanita Dr. NE 175th St. experiences regular industry related traffic. This project will address the risk factors associated with the mixing of zones between the regionally significant Burke Gilman Trail and 68th Ave NE.

Funding Sources: This project is funded by the WSDOT Ped/Bike Program grant.



City of Kenmore Transportation Improvement Program

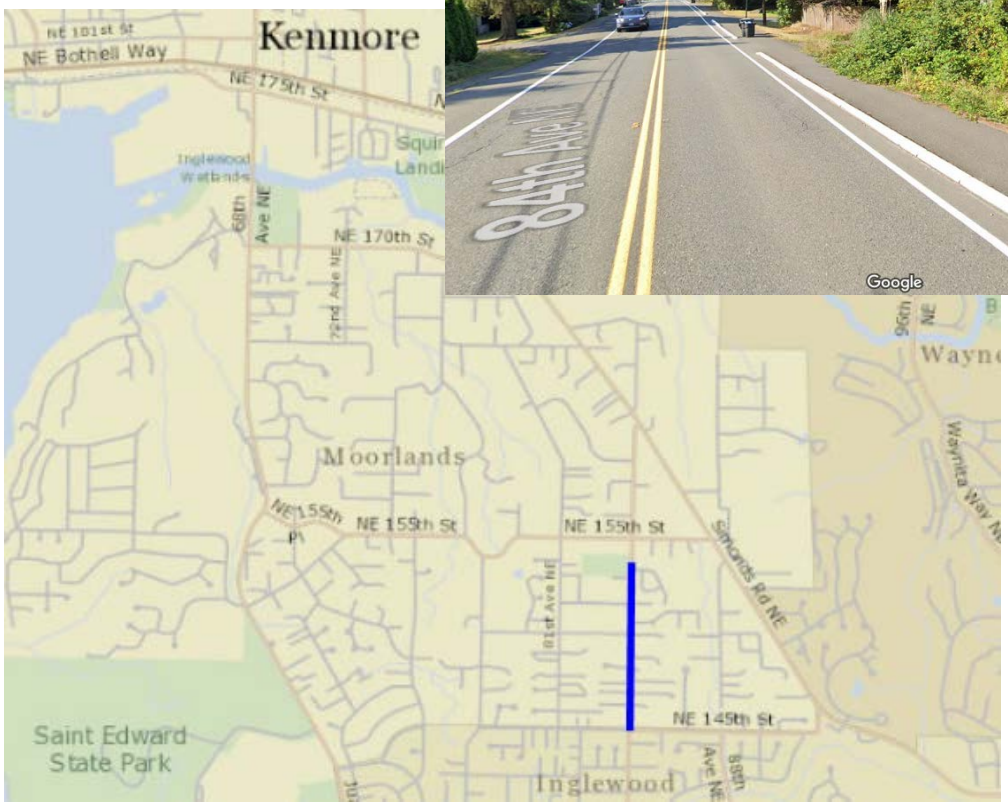
Project Name: 84th Ave NE Sidewalks (145th St – 155th St)
Project No.: T-27x

Project Location: 84th Ave NE between 145th St and 155th St.

Project Description: This project builds approximately 2,100 LF of new sidewalks on west side of 84th Ave NE from NE 145th St – NE 155th St. Project will also include buffered bike lanes on both sides of the street.

Background: Sidewalk exists on the west side of 84th Ave NE at NE 155th St. and terminates approximately 500 feet south of NE 155th St. This project will extend the sidewalk south and create a continuous sidewalk to Moorlands Elementary in this area. 84th Ave NE is a designated walking route for Moorlands Elementary School students. Sidewalks at this location were identified as a high priority sidewalk in the Sidewalk Program left to be completed.

Funding Sources: This project is currently unfunded. Staff will leverage granting sources to fund this project.



City of Kenmore Transportation Improvement Program

Project Name: 84th Ave NE Sidewalks (155th St – Simonds Rd)
Project No.: T-27x

Project Location: 84th Ave NE between NE 155th St and Simonds Rd.

Project Description: This project builds approximately 1,500 LF of new sidewalks on west side of 84th Ave NE from NE 155th St to Simonds Rd. Project will also include buffered bike lanes on both sides of the street and reconfigure the southern intersection with Simonds Rd to reduce the crossing distance of 84th at this location.

Background: An extruded curb separated shoulder exists on the west side of 84th Ave NE separating pedestrians from the travel lane. A large "paved desert" exists at the northern end of this segment resulting in a long crossing and excess impervious surfacing. This project will reconfigure the southern intersection by removing the pavement and narrowing the crossing of 84th and extending sidewalk south to 155th St to connect to the existing sidewalk to Moorlands Elementary. 84th Ave NE is a designated walking route for Moorlands Elementary School students. Sidewalks at this location were identified as a high priority sidewalk in the Sidewalk Program left to be completed.

Funding Sources: This project is currently unfunded. Staff will leverage granting sources to fund this project.

Six Year Transportation
Improvement Program
2022-2027

Background

- RCW 35.77.010 requires municipalities to create a Transportation Improvement Program (TIP)
- TIP must show how a City proposes to utilize funds for transportation related projects in the ensuing 6 years
- Consistent with the City's Comprehensive Plan
- Update must be performed each year
- TIP is a planning document and not fiscally restrained
- TIP filed with WA State Secretary of Transportation
- A public hearing is required prior to approval

TIP Update

- No update done in 2020
- 8 projects from the 2020-2025 TIP were carried over
  - SR522 West B
  - W Sammamish River Bridge
  - Juanita Dr Ped/Bike
  - 68th Ave Ped/Bike
  - Pavement Preservation
  - Sidewalk Gaps/ADA Replacement Program
  - Lower Swamp Creek Bridge Replacement
  - NE Arrowhead Dr Sidewalk

TIP Update, Continued

- 6 new projects added
  - 61st Ave NE Sidewalk Replacement
  - BGT/175th Wayfinding & Connectivity
  - 192nd St Sidewalks
  - NE 181st Sidewalks (61st-65th)
  - 84th Ave NE Sidewalks (145th-155th & 155th to Simonds Rd)
- 4 projects removed
  - 2018 Local Road Safety - Signing
  - 2018 Local Road Safety – Lighting
  - SR522 Crossing Study
  - 73rd Ave NE Restriping and Widening for Bike Lanes

Project Map

1. SR522 West B
2. W Samm. Bridge
3. 68th Ave Ped/Bike
4. Juanita Ped/Bike
5. Pavement Preserv.
6. Sidewalk/ADA Program
7. 61st Av Sidewalk Replacement
8. Arrowhead Dr Sidewalks
9. Lower Swamp Ck Bridge
10. 192nd Sidewalk
11. NE 181st Sidewalk
12. B/G Trail Connectivity
13. 84th Av Sidewalk (A)
14. 84th Av Sidewalk (B)

Recommendation

- Recommendation to Adopt Resolution 20-365 and approve the 2022-2027 Six-Year Transportation Improvement Program

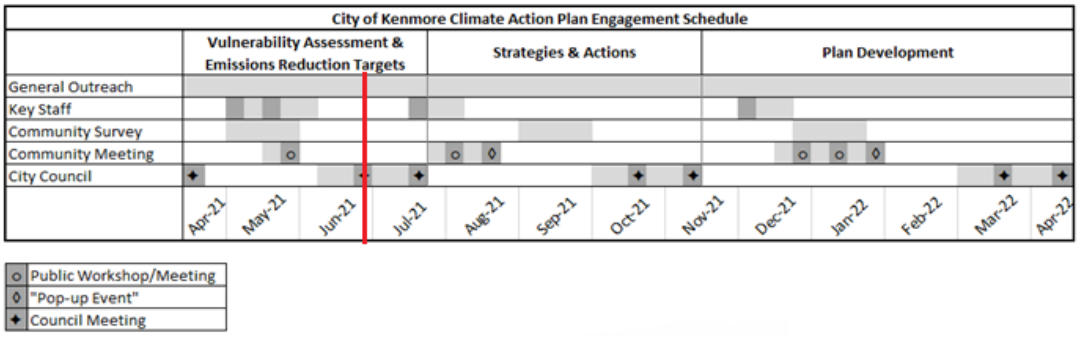
City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Climate Action Plan	**For Council Meeting Agenda of:** June 28, 2021
	Department:_Public Works, Env Services Division
	Prepared by: Richard Sawyer, Env Services Manager Sammie Roeun, Env Services Adm Spec
	Initial & Date **Approved by Department Head:** RS **Approved by City Attorney:** NA **Approved by Finance Director:** NA **Approved by City Manager:** RK
Proposed Council Action/Motion: Provide direction to staff in regards to 1) changes/updates to the proposed climate action plan reduction targets, and 2) changes/updates to the proposed climate action plan vulnerability assessment. If Council has no changes/updates to the proposed items then staff request that Council approve the adoption of these two climate action plan components.	**Exhibits/Attachments:** GHG Reduction Targets Memo Vulnerability Assessment Memo

Introduction

The City of Kenmore is working with Cascadia Consulting Group (CCG) to develop its first Climate Action Plan (CAP). Currently, staff are nearing completion of Phase 1 of the CAP development process, which includes 1) setting greenhouse gas (GHG) emissions reduction targets and 2) conducting a vulnerability assessment. These sections, in addition to the GHG emissions inventory completed in 2020, will be included as components of the final CAP.

The schedule below, which was presented to Council at their April 19, 2021 meeting, shows staff's progress in the CAP development process (current progress highlighted with red line).



CAP Engagement Plan Update

Engagement activities included under Phase 1 included a community survey, community roundtable meeting and staff interviews. The community survey (online) was active from May 24, 2021 through June 11, 2021 and the City received 1,559 responses during this period. Survey results will be critical in providing guidance during the development of the CAP and a summary of the results will be posted on the City's CAP website (www.kenmorewa.gov/CAP). Additionally, CCG, with Staff support led a successful initial community roundtable. Community members attendees included two NSD teachers and one NSD administrator, a representative from a local church, local representative of a climate advocacy group, as well as a resident in the City. A summary of the results from the community roundtable meeting will also be available on the City's CAP website.

Greenhouse Gas Emissions Reduction Targets

Based on feedback from the City of Kenmore community and the City's partnership with King County-Cities Climate Collaboration (K4C) staff are recommending that Council adopt GHG emissions reduction targets to reduce baseline emissions (as compared to the City's 2019 GHG inventory) 50% by 2030; 75% by 2040; and 95% by 2050 (and achieve net zero emissions, which can be met through offsets).

These goals are consistent with the proposed emissions reduction targets being voted on by the Growth Management Planning Council (GMPC) at their June 23, 2021 meeting. The City, along with King County, the Port of Seattle and several other member K4C cities, signed a Joint Climate Action Commitments letter stating that each member commits to adopting GHG reduction targets consistent with those established by the GMPC, therefore, the proposed GHG reduction targets fulfill the City's commitment to its regional partners. For more information, please refer to the attached GHG Reduction Targets Memo.

Vulnerability Assessment

In addition to reducing GHG emissions moving forward, the City recognizes that adverse impacts from climate change are unavoidable and the City needs to assess its ability to adapt and cope with these future impacts. Staff have worked with CCG to develop a vulnerability assessment that identifies the potential impacts and consequences of climate change and evaluates the level or risk presented to the community (including its people, natural resources and infrastructure). Understanding the City's vulnerabilities plays a crucial role in developing appropriate strategies during Phase 2 of CAP development, particularly with anticipating and planning for how climate impacts will affect different members of the community because climate change does not affect everyone equally. For more information, please refer to the attached Vulnerability Assessment Memo.

FISCAL CONSIDERATION:

The approved 2021-2022 budget allocates $118,294 for professional services and memberships, such as the City's agreements with Cascadia Consulting Group, King County-Cities Climate Collaboration (K4C), and the International Council for Local Environmental Initiatives (ICLEI). The budget also provides $86,196 for a 24-month temporary 0.5 FTE Administrative Specialist position to provide staff support for development and implementation of climate action activities during the biennium. CAP funding will be provided from both the Surface Water Fund (22%) and Strategic Opportunities (78%).

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Council's 2021-2022 Priority #2 "Develop a Kenmore Climate Plan and promote Environmental Stewardship, including water, air, forest, and habitat restoration."

TO:	Richard Sawyer, City of Kenmore Environmental Services Manager
FROM:	Angela Pietschmann, Cascadia Consulting Group
DATE:	June 3, 2021
SUBJECT:	Summary of Forecasted Emissions & Recommended Reduction Targets

INTRODUCTION

The following memo was prepared by Cascadia Consulting Group ("Cascadia") for the City of Kenmore ("Kenmore") to (1) provide a summary of the city's total forecasted greenhouse gas (GHG) emissions through 2050; and (2) propose GHG emissions reduction targets for City Council adoption as part of Kenmore's 2021 Climate Action Plan (CAP). This memo focuses on communitywide emissions; information related to City operations emissions are included in *Appendix A. City Operations Emissions*.

Detailed calculations are available here for review: T2_Forecast&Model.xlsx

EMISSIONS BASELINE

In 2020, City of Kenmore completed communitywide GHG emissions inventories for years 2017 and 2019. These inventories include emissions that could be reliably estimated/calculated using (1) best available data; and (2) the standard methodology outlined in the U.S. Community Protocol.

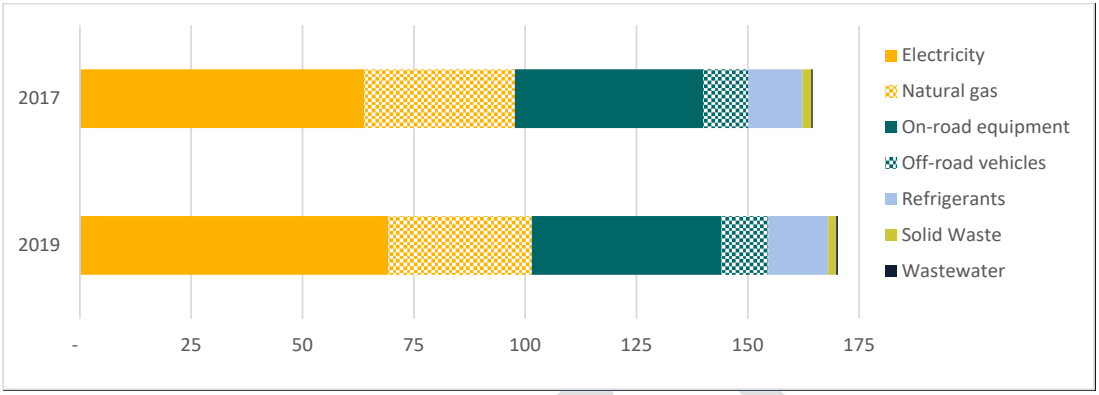
The City chose 2019 as its baseline inventory year (and completed the 2017 inventory for historical trending). The 2019 baseline provides context for target-setting, allows the City to measure progress over time, and informs which actions will have the greatest GHG emissions reduction benefits.

Figure 1 compares Kenmore's total communitywide emissions for 2017 and 2019 in thousands of metric tons of carbon dioxide equivalent (MT CO_2e):

- Estimated **total communitywide emissions increased** from 164,578 MT CO_2e in 2017 to 170,255 MT CO_2e in 2019 (3.43% increase).[1]
- **Electricity** (41%), **natural gas** (19%), and **on-road transportation** (25%) contribute the largest percentages of total communitywide baseline emissions (2019).

[1] During this same time period, Kenmore's population increased 3.28%. On a per-capita basis (controlling for population growth), emissions increased 0.15%. This indicates that the increase in emissions cannot be attributed solely to population growth. In the absence of climate action, we can expect Kenmore's emissions to increase into the future as the population grows.

Figure 1. Summary of Kenmore's 2017 and 2019 communitywide GHG emissions (in thousands of MT CO_2e).



EMISSIONS FORECAST

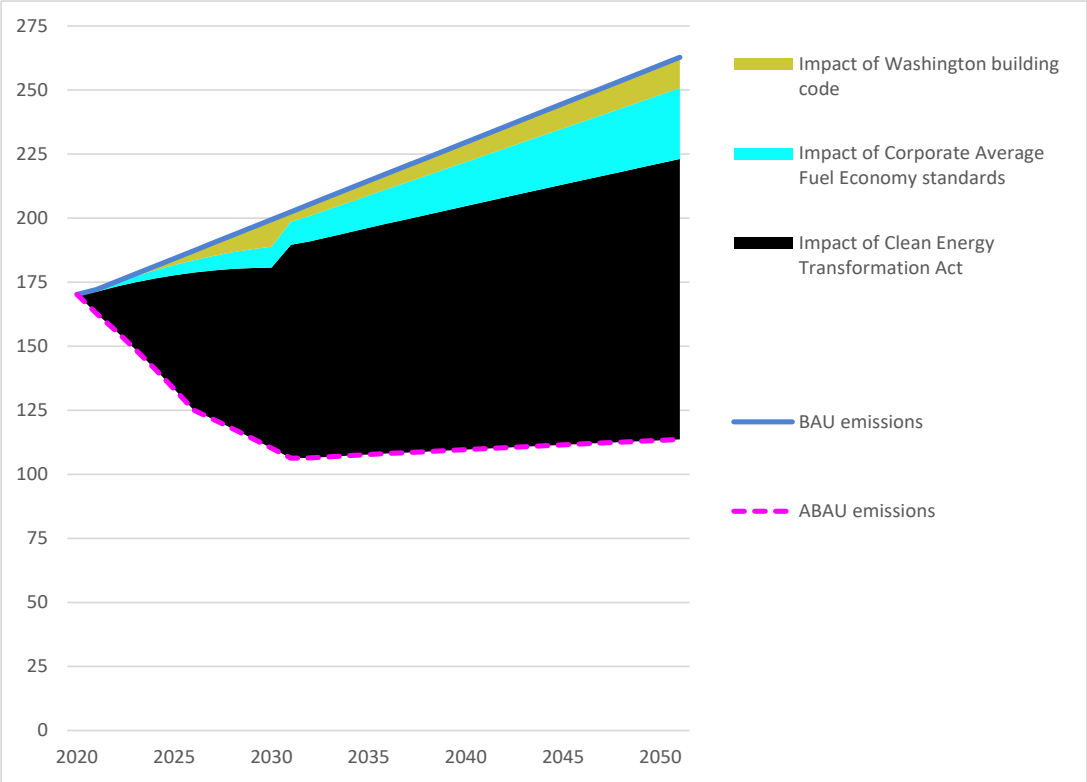
To provide context for selecting GHG emissions reduction targets, Cascadia forecasted two future GHG emissions scenarios, described in detail below and presented in Figure 2. Key takeaways include:

- Without federal, state, or local climate action, Kenmore's total GHG emissions are expected to **increase** by 54% from 2019 to 2050 (92,522 MT CO_2e).
- When considering the anticipated impacts of state and federal policies, Kenmore's total GHG emissions are expected to **decrease** overall by 17% from 2019 to 2050 (28,983 MT CO_2e).

Table 1. Summary of emissions forecast estimates (in MT CO_2e).

Description	2019	2030	2040	2050
Business-as-usual (BAU) emissions – emissions forecast based on Kenmore's 2019 GHG emissions profile, assuming no climate action (programs, policies, standards) at the local, state, or federal level.	170,225	202,468	232,659	262,776
Impact of Washington building code – see Table 3.	-	- 3,817	- 8,088	- 11,995
Impact of Clean Energy Transformation Act (CETA) – see Table 3.	-	- 83,271	- 96,398	- 109,476
Impact of Corporate Average Fuel Economy (CAFE) standards – see Table 3.	-	- 9,076	- 18,139	- 27,679
Adjusted business-as-usual (ABAU) emissions – adjusted BAU forecast to account for the impacts of adopted federal and state policies (still assuming no climate action at the local level).	170,225	106,304	110,033	113,627
Difference between BAU and ABAU emissions	-	96,163	122,626	149,150

Figure 2. Kenmore Communitywide BAU and ABAU Emissions Forecast through 2050 (in thousands of MT CO_2e).



Business-as-usual (BAU) scenario

The "business-as-usual" (BAU) scenario presented in Figure 2 forecasts emissions through 2050 based on Kenmore's 2019 GHG emissions profile, assuming no climate action (programs, policies, standards) at the local, state, or federal level. As Kenmore's population grows and there are more jobs in the community, the amount of energy used, vehicle miles traveled, waste generated, and other activities that produce GHG emissions will increase.

The forecast uses the projected changes in demographics in Table 2 to approximate growth in activity (Table 3) and associated GHG emissions over time:

- The number of people who live in Kenmore (Population)
- The number of people who work in Kenmore (Jobs)
- The number of people who live and/or work in Kenmore (Service Population)
- The number of residential housing units in Kenmore (Housing Units)

Table 2. Projected changes in Kenmore demographics.

	2020	2030	2040	2050
Population	23,450	26,799	30,080	33,363
Jobs	4,180	5,460	6,740	8,020
Service population	27,630	32,259	36,820	41,383
Housing units	9,066	10,324	11,583	12,832

Data Sources:
- Kenmore's January 2021 Comprehensive Plan
- Washington Office of Financial Management population data
- Input from Kenmore Planning Department staff

Table 3. Growth factors used to estimate future GHG-related activities.

Activity	Units	Growth Factor
Residential electricity consumption	kilowatt hour (kWh)	Household units
Commercial/industrial electricity consumption	kWh	Jobs
Residential natural gas consumption	therms	Household units
Commercial/industrial natural gas consumption	therms	Jobs
On-road vehicle miles travelled (VMT)	VMT	Service population
Off-road vehicle emissions	MT CO_2e	Service population
Solid waste generated	tons	Service population
Wastewater treated	gallons	Service population
Refrigerants	MT CO_2e	Service population

Adjusted business-as-usual (ABAU) scenario

The "adjusted business-as-usual" (ABAU) forecast adjusts the BAU forecast to account for the impacts of adopted federal and state policies (still assuming no climate action at the local level). The emissions reductions associated with these policies count toward Kenmore's overall emissions reductions and progress towards targets.

Table 4 summarizes three key policies reflected in the ABAU forecast. Figure 2 illustrates the impact each of these policies is expected to have on reducing BAU emissions and highlights the importance of supporting state and federal climate policies to reduce emissions and motivate local action.

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Table 4. Key federal and state policies reflected in ABAU forecast.

Policy	Level	Key Assumptions in Forecast/Model
Clean Energy Transformation Act (CETA) Requires all electric utilities to eliminate coal-fired electricity from their state portfolios by 2025 and GHG neutral by 2030.	State	– Adjust the Puget Sound Energy (PSE) emissions factor used to calculate MT CO_2e per kWh consumed to reflect the following adjustments in PSE's energy mix: (1) coal decreases linearly to zero from 2019 to 2025; (2) other fossil fuels decrease linearly to zero from 2019 to 2030. – Assume fossil fuels are replaced with renewables in PSE's energy mix.
Energy-Related Building Standards Requires adoption of state energy codes (new buildings) from 2013 through 2031 that incrementally move towards achieving a 70% reduction in annual net energy consumption.	State	– Reduce projected BAU electricity and natural gas consumption associated with *new* buildings linearly up to 70% by 2031. – Assume no energy consumption reductions in existing buildings.
Corporate Average Fuel Economy (CAFE) standards National Highway Traffic Safety Administration standards regulate light- and heavy-duty vehicle fuel economy standards (how many miles the vehicle can drive per gallon of fuel).	Federal	– Assume emissions factor (MT CO_2e per VMT) for total vehicles on the road will decrease incrementally over time in accordance with U.S. Environmental Protection Agency's (EPA) OMEGA 1.4.1 Model to determine the impact of CAFE standards for the 2017-2025 model years.

PROPOSED EMISSIONS REDUCTION TARGETS

Cascadia recommends the City of Kenmore adopt the GHG emissions reduction targets highlighted in Table 5 (and shown in Figure 3) as part of its 2021 CAP. These recommended targets reflect:

- Forecasted GHG emissions trends
- Feedback from City of Kenmore staff and the Kenmore community
- Review of federal, state, and regional emissions reduction targets (Table 5)

Cascadia recommends City of Kenmore adopt targets to reduce baseline emissions 50% by 2030; 75% by 2040; and 95% by 2050 (and achieve net zero emissions, which can be met through offsets). In the context of GHG emissions reduction targets, "net zero emissions" refers to emitting the same amount of GHGs into the atmosphere that you offset by some other means. Net zero emissions can be achieved by (1) reducing GHGs to zero through active measures; (2) offsetting GHGs through carbon offset credits or carbon sequestration; or (3) some combination of both.

For example, Washington State has committed to reducing at least 95% of 1990 emissions by 2050 while also achieving "net zero" emissions. The State could choose to reduce GHGs to net zero exclusively through active measures or offset the remaining 5% of emissions through carbon offset credits/carbon sequestration.

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Considerations

City of Kenmore is a member of the King County-Cities Climate Collaboration (K4C). Through K4C, King County and partner cities work to coordinate and enhance the effectiveness of local government climate and sustainability action. One of the "Shared Goals – Policy Commitments" outlined in K4C's *Joint Letter of Commitment: Climate Change Actions in King County* is to "adopt GHG reduction targets that are consistent with those established by the Growth Management Planning Council (GMPC) and that support countywide emissions reduction goals." The GMPC will vote on the "GMPC – Proposed" targets (Table 5) during their June 23, 2021 meeting.

The proposed emissions reduction targets (1) align with K4C's proposed targets, and (2) meet or exceed state and federal targets.

Table 5. Summary of GHG emissions reduction targets as a percentage of baseline emissions.

Jurisdiction	Baseline Year	2030	2040	2050
United States	2005	50%	-	Net zero
Washington State	1990	45%	70%	95% + net zero
K4C – Current	2007	50%	-	80%
GMPC – Proposed	2007	50%	75%	95% + net zero
Kenmore – Proposed	2019	50%	75%	95% + net zero

Data Sources:

- https://www.whitehouse.gov/briefing-room/statements-releases/2021/04/22/fact-sheet-president-biden-sets-2030-greenhouse-gas-pollution-reduction-target-aimed-at-creating-good-paying-union-jobs-and-securing-u-s-leadership-on-clean-energy-technologies/
- https://ecology.wa.gov/Air-Climate/Climate-change/Greenhouse-gases
- https://your.kingcounty.gov/dnrp/library/dnrp-directors-office/climate/joint-commitments-update-with-signatures-final.pdf
- https://kingcounty.gov/~/media/depts/executive/performance-strategy-budget/regional-planning/GrowthManagement/GMPC-2021/GMPC-Meeting-033121/4b_2021-CPP-Update-Matrix-GMPC-Draft-033121.ashx?la=en

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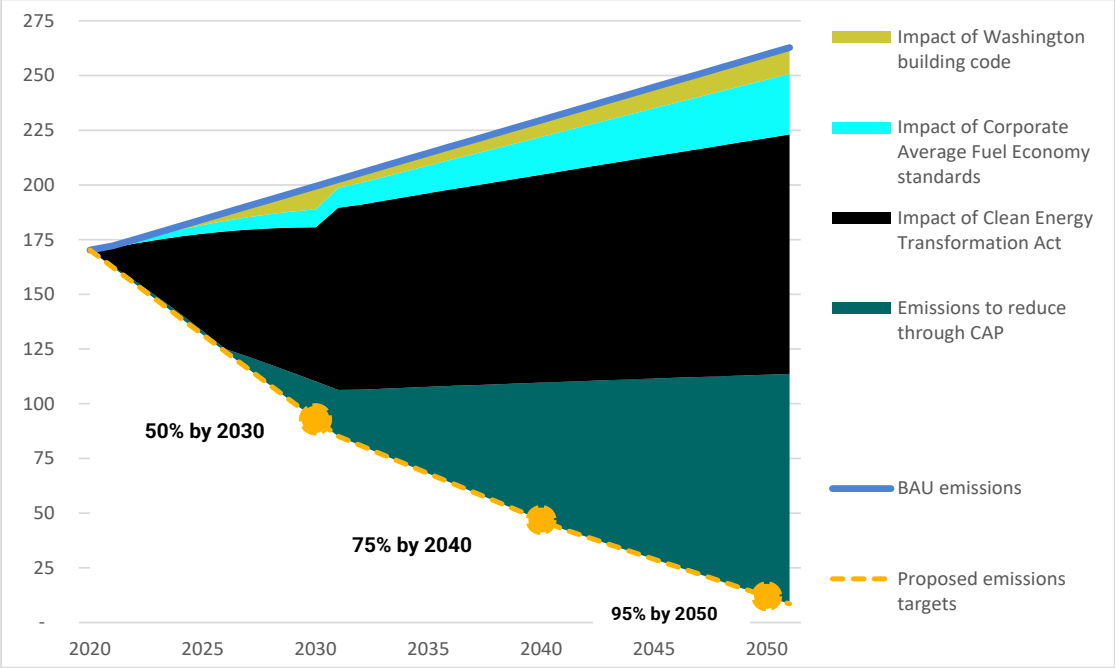
Figure 3. Kenmore Communitywide Emissions Forecast and Proposed Targets through 2050 (in thousands of MT CO_2e).



Outreach and Engagement

In addition to the considerations above, Cascadia conducted internal and external engagement with Kenmore's staff, City Council, and the community to understand Kenmore's preferences and recommendations for setting communitywide GHG emissions reduction targets. Table 6 provides an overview of these engagement efforts and related findings.

Table 6. Summary of outreach on emissions reduction targets.

Outreach Opportunity	Timeline	Participants	Findings
Public online survey	05/24 – 06/11	1,559 total respondents	Align with King County's proposed targets.
Community Roundtable	06/10	– Northshore School District teachers (2) – Northshore School District administrator (1) – Religious organization (1) – Climate advocacy group (1) – Kenmore resident (1)	Align with King County's proposed targets.
City Council feedback session	06/28	Kenmore City Council	[Populate after 6/28 meeting]

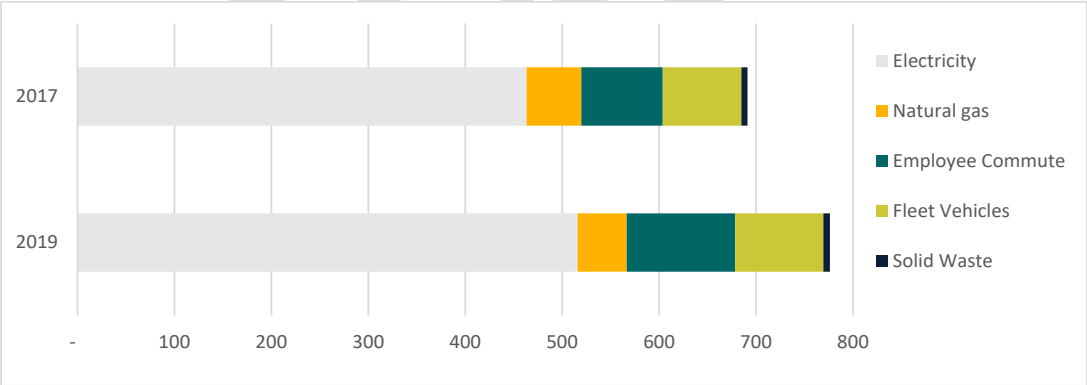
APPENDIX A. CITY OPERATIONS EMISSIONS

In 2020, City of Kenmore completed 2017 and 2019 GHG inventories its City operations. The City chose 2019 as its baseline inventory year (and completed the 2017 inventory for historical trending). The 2019 baseline provides context for target-setting, allows the City to measure progress over time, and informs which actions will have the greatest GHG emissions reduction benefits. These inventories include emissions that could be reliably estimated/calculated using (1) best available data; and (2) the standard methodology outlined in the Local Government Operations Protocol.

Figure 4 compares the City's operations emissions for 2017 and 2019 in MT CO_2e:

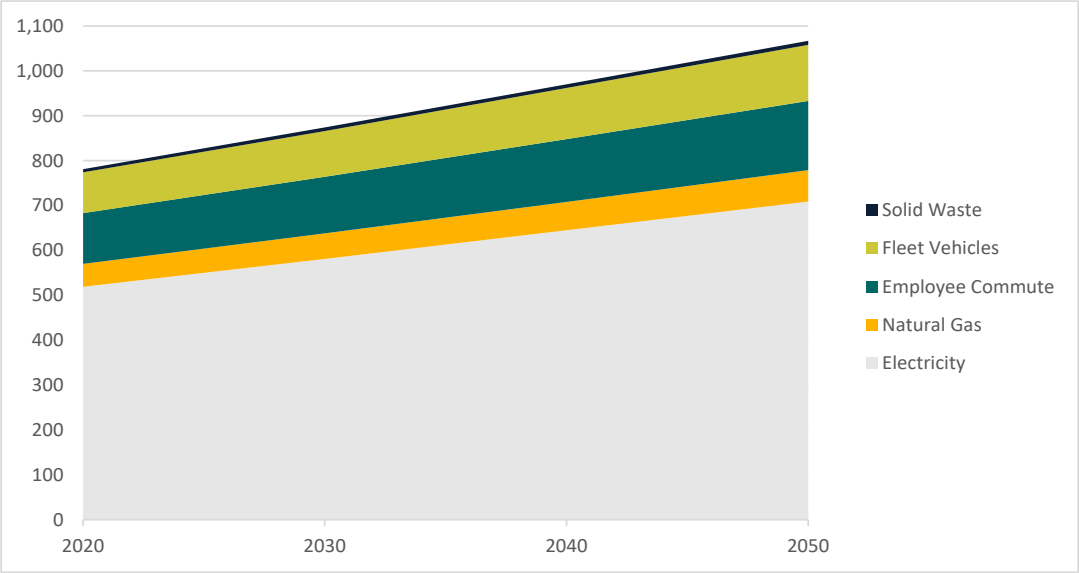
- Estimated total **City operations emissions increased** from 691 MT CO_2e in 2017 to 776 MT CO_2e in 2019 (12% increase).
- 2017 emissions from City operations (691 MT CO_2e) made up approximately 0.4% of 2017 communitywide emissions (164,578 MT CO_2e). 2019 emissions from City operations (776 MT CO_2e) made up approximately 0.5% of 2019 communitywide emissions (170,255 MT CO_2e).
- **On a per-capita basis** (controlling for population growth), emissions increased 9%.
- **Electricity** (66%), **employee commute** (14%), and **fleet vehicles** (12%) contribute the largest percentages of total City operations baseline emissions (2019).

Figure 4. Summary of Kenmore's 2017 and 2019 City operations GHG emissions (in MT CO_2e).



Cascadia forecasted BAU emissions for City operations (Figure 5), noting that without federal, state, or local climate action, the City's GHG emissions are expected to **increase** overall by 37% from 2019 to 2050 (291 MT CO_2e).

Figure 5. Forecasted City operations GHG emissions through 2050 (in MT CO_2e).

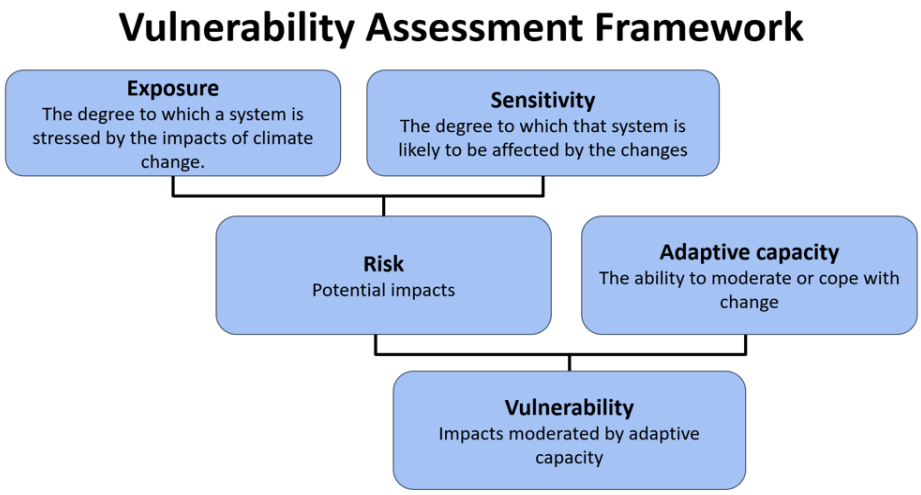


DRAFT

TO:	Richard Sawyer, City of Kenmore Environmental Services Manager
FROM:	Mike Chang, Cascadia Consulting Group
DATE:	June 14, 2021
SUBJECT:	Kenmore Vulnerability Assessment

The following climate vulnerability assessment will directly inform which climate adaptation actions Kenmore should prioritize in its Climate Action Plan (CAP). A climate vulnerability assessment identifies the impacts and consequences of climate change and evaluates the level or risk presented to a community by following the framework outlined in Figure 1. Vulnerability refers to the degree to which people, natural resources, infrastructure, or other things Kenmore values are susceptible to the adverse impacts of climate change.[1] These actions will be designed to reduce climate vulnerabilities while enhancing Kenmore's ability to adapt and cope with future climate change impacts. Key climate vulnerabilities are summarized below.

Figure 1. Climate Vulnerability Framework.[2]



[1] https://www.e-education.psu.edu/geog438w/node/252#:~:text=Human%20Vulnerability%20to%20Climate%20Impacts%201%20Exposure%20is,by%20taking%20action%20to%20reduce%20exposure%20or%20sensitivity

[2] Adapted from W.N. Adger (2006). Vulnerability. Global Environmental Change. 16(3): 268-281.

Extreme Heat

Increases in greenhouse gas (GHG) emissions are projected to increase temperatures around the globe, putting increased stress on human and ecosystem health, energy systems, water resources and other assets. By 2100, the **average high temperatures in Kenmore are expected to increase by 7.4°F**. Additionally, the **annual maximum temperature high[3] will increase 8.7° F and heat waves[4] will increase by 21 additional days**.

Under these conditions, some specific groups within the Kenmore community will be at **higher risk of heat related illnesses and premature mortality**. For example, elderly people and people with underlying health conditions (e.g., diabetes, obesity, respiratory illness, cardiovascular disease) are generally more sensitive to extreme heat and poor air quality.

Increased temperatures combined with more intense heat waves **will likely increase stress and demand for energy**, especially during summer months. The City's energy supplier, Puget Sound Energy (PSE), has implemented proactive strategies to ensure its energy systems are resilient to future climate change. However, older homes typically use more energy and are more at risk for future brownouts due to mismatch of energy supply and demand.

Extreme heat can also **increase the corrosion** of building structures, leading to shorter lifespans or increased needs for maintenance.

Heavy Rains, Flooding, and Landslides

Climate change is expected to **exacerbate flooding due to heavy rain events[5]**, especially during the winter months as more precipitation will fall as rain rather than snow. Kenmore is already at risk of flooding, especially around the Swamp Creek area. Future climate change and subsequent increases in heavy rain events, decreased winter snowpack, and earlier snowmelt will likely expand current flood hazard areas.

Expanding flood hazard areas could also affect access to green spaces, habitats, and infrastructure in Kenmore. Disrupted access to parks and other open spaces can also result in negative health outcomes, as studies have linked access to green spaces with mental and emotional wellbeing. Flooding and heavy rain events can also expose the houseless population to infectious diseases.

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[3] Annual maximum temperature high refers to the highest temperature observed at a location throughout the course of a year.

[4] A heatwave is a period of unusually and uncomfortably hot weather that typically lasts two or more days. https://w1.weather.gov/glossary/index.php?word=heat+wave

[5] Heavy rain events refer to instances during which the amount of rain or snow experienced in an area substantially exceeds what is normal (https://www.epa.gov/climate-indicators/climate-change-indicators-heavy-precipitation#:~:text=Heavy%20precipitation%20refers%20to%20instances%20during%20which%20the,heavy%20precipitation%20varies%20according%20to%20location%20and%20season)

Heavy rain events can also destabilize soil, which is associated with an **increase in landslides** (shifts in sediment). Most landslides are small or low-impact and overall risk is minimal to existing buildings (there are currently no key facilities within landslide prone areas). However, **landslide prone areas may expand** due to changing climate and future development may encroach into landslide prone areas.

More frequent landslides can affect several **key transportation routes.** Increased landslide and storm frequencies have already affected parts of SR522, as noted in a 2011 climate vulnerability assessment conducted by the Washington State Department of Transportation (WSDOT). Predicted increases in flooding and landslides will likely extend to parts of key local and arterial roads such as 61st Pl NE, Simonds Rd NE, NE 153rd Pl, and Juanita Dr NE. These effects have significant implications for the local workforce, regional trade of goods, and emergency services.

Wildfire Smoke

While Kenmore is not at risk for experiencing wildfires, the city will continue to experience **multiple days of wildfire smoke**, which can severely degrade local air quality. Without proper air filtration devices, Kenmore's community members can experience acute respiratory challenges. Additionally, people who have chronic respiratory illnesses like asthma will be more sensitive to and experience higher rates of respiratory illnesses.

Building Resilience

While Kenmore will face the climate risks summarized above, the City has already implemented several climate resilience actions through its existing programs and processes. This vulnerability assessment is intended to help the city strategically enhance its ability to cope with and capitalize on future climate change impacts.

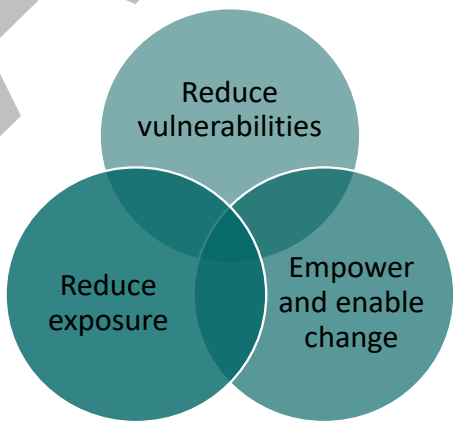

Figure 2: The goal of this vulnerability assessment is to reduce Kenmore's overall climate vulnerability and exposure to empower sustainable change for years to come.

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APPENDIX A: DETAILED VULNERABILITY ASSESSMENT

Climate Change Drivers and Future Impacts

Climate change is the long-term changes in environmental and extreme weather conditions associated with human activities. Across the Puget Sound region, climate change has already shifted the environmental landscape and the ways in which our communities interact with it. In the Puget Sound region, we have seen a diversity of climatic and environmental changes—**warmer temperatures, shifting rainfall patterns, and less winter snowpack**—that have altered flooding risk and exacerbated environmental health challenges.[6] For the City of Kenmore, key anticipated changes we will see include:

	Warmer summers with longer and more intense heat waves.
	More intense rainfall events, with more rain when we don't need it and less rain when we do.
	Less winter snowpack, meaning rivers and streams will be more dependent on seasonal rain rather than snowpack for water flow and temperature regulation.

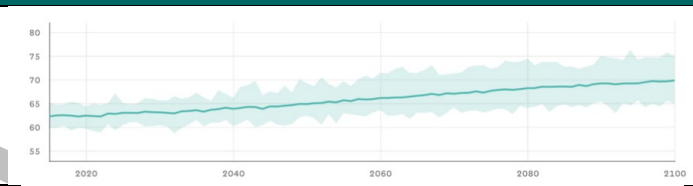
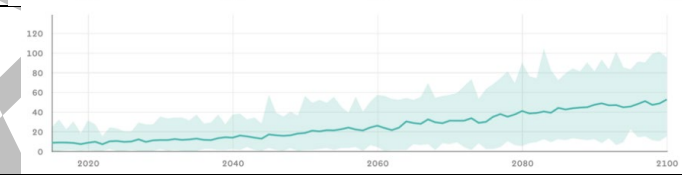
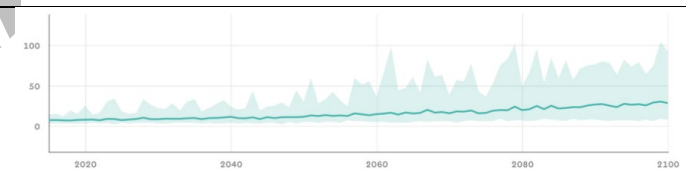
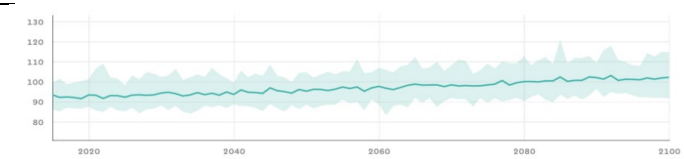
While we have seen climate impacts already manifest, climate change impacts will worsen in the future without ambitious climate mitigation strategies. We will likely see[7]:

- More frequent flooding events that affects key infrastructure.
- More wildfires and wildfire smoke that exacerbates respiratory and cardiac health problems.
- Increased habitat degradation that affects local flora and fauna.
- Increased frequency of natural hazards resulting from climate change.

[6] Mauger, G.S., J.H. Casola, H.A. Morgan, R.L. Strauch, B. Jones, B. Curry, T.M. Busch Isaksen, L. Whitley Binder, M.B. Krosby, and A.K. Snover. (2015). State of Knowledge: Climate Change in Puget Sound. https://data.cig.uw.edu/picea/mauger/ps-sok/ps-sok_cover_and_execsumm_2015.pdf.
[7] May, C., C. Luce, J. Casola, M. Chang, J. Cuhaciyan, M. Dalton, S. Lowe, G. Morishima, P. Mote, A. Petersen, G. Roesch-McNally, and E. York. (2018). Northwest. In *Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment*, Volume II.

Future Climate Change Projections

Kenmore's climate will change in multiple ways over the next several decades. In assessing future climate impacts, we have used a high emissions scenario (equivalent to RCP8.5 scenario) through the end of the century.

Climate Impact		Future Climate Change Projections			Visualization of Future Climate Change Projections
		2020	2050	2100	
	Average High Temperature[a]	62.39 °F	64.83 °F	69.81 °F	
	Number of Extreme Heat Days[a, b]	8.38	17.72	52.38	
	Heat Wave Duration[a, c]	7.69 days	11.31 days	28.21 days	
	Maximum High Temperature[a]	93.30 °F	95.19 °F	102.07 °F	

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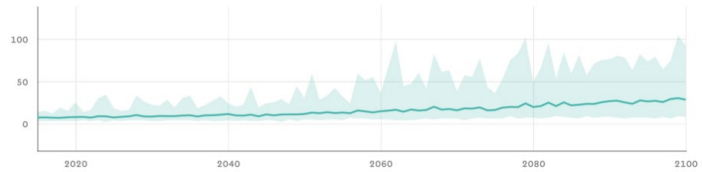
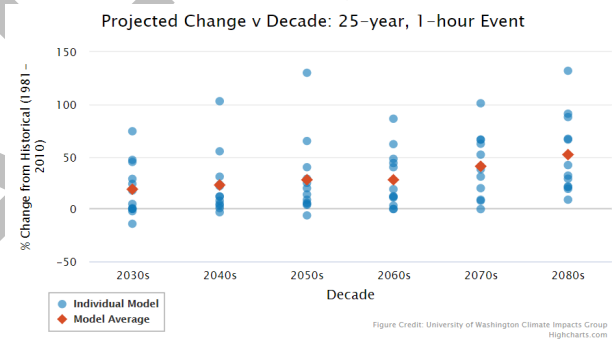
Climate Impact		Future Climate Change Projections			Visualization of Future Climate Change Projections
		2020	2050	2100	
	Extreme Precipitation Events per Year[a, d]	2.84	4.16	4.97	
	Precipitation Intensity[e]	–	28% increase	52% increase	
	Snow Water Equivalent[f]	–	-73.38%	-92.38%	–

[a] From the ICLEI Adaptation Tool, which has downscaled climate projections for the City of Kenmore. The ICLEI Adaptation Tool is a subscription service provided by ICLEI for local jurisdictions across the country. This is a pilot project by ICLEI and the City of Kenmore was able to access this tool.
[b] Extreme heat days is defined as a day with a high temperature that exceeds the 99th percentile of historical high temperatures, using 1971 as a baseline year.
[c] A heat wave is defined as the period of consecutive days with a daily high temperature greater than 9 °F (5 °C) above historical norms, using 1971 as a baseline year.
[d] Extreme precipitation events are defined as the number of events where the daily average precipitation exceeds the 99th percentile of historical average precipitation, using 1971 as a baseline year.
[e] From UW Climate Impact Group's Heavy Precipitation Projections. To access this data, click the "Extreme Precipitation Tool" and select cell 74-61 to access Kenmore specific projections.
[f] The percent decrease in April 1st snow water equivalent—or the measure of total amount of water contained in snowpack. From Hamlet et al. 2013.

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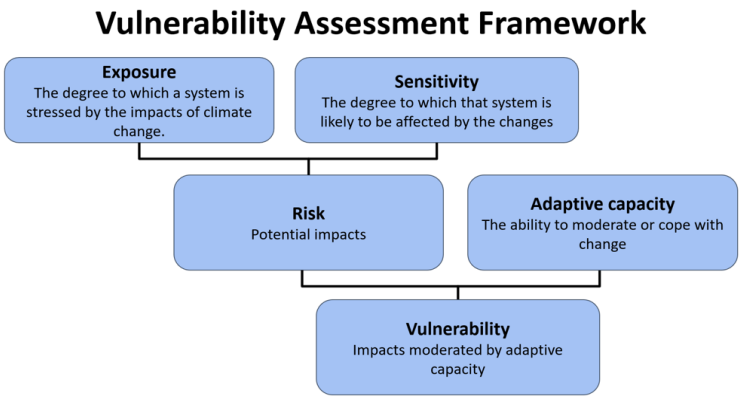
Kenmore's Vulnerability to Climate Change

Introduction to Climate Vulnerability

Assessing climate vulnerability can help Kenmore (1) identify current exposure and sensitivity, (2) anticipate areas of future risk and the potential to adapt to climate impacts, and (3) assess strategies to prepare and adapt to future climate conditions.

In assessing climate change vulnerability, Cascadia Consulting Group[8] ("Cascadia") utilized a combination of downscaled climate models, local plans that identified current risks and hazards, and other scientific research that contextualized Kenmore's climate risk within the broader Puget Sound region.

Figure 3. Climate Vulnerability Framework.[9]



In particular, we focused our climate vulnerability assessment on four primary focus areas:

- **Water and Natural Resources** such as parks, green spaces, local habitat and native wildlife, waterways, recreational opportunities, and water infrastructure.
- **Buildings and Energy** such as energy reliability, building maintenance, and other infrastructure impacts.
- **Transportation and Economy** such as local and state roads, public transportation, and its associated impacts for Kenmore's jobs and economy.
- **Public Health, Safety, and Wellbeing** such as physical health and mental health, with particular attention to disproportionately impacted community members such as elders or people with chronic illnesses.

[8] This vulnerability assessment was prepared by Cascadia Consulting Group.
[9] Adapted from W.N. Adger (2006). Vulnerability. Global Environmental Change. 16(3): 268-281.

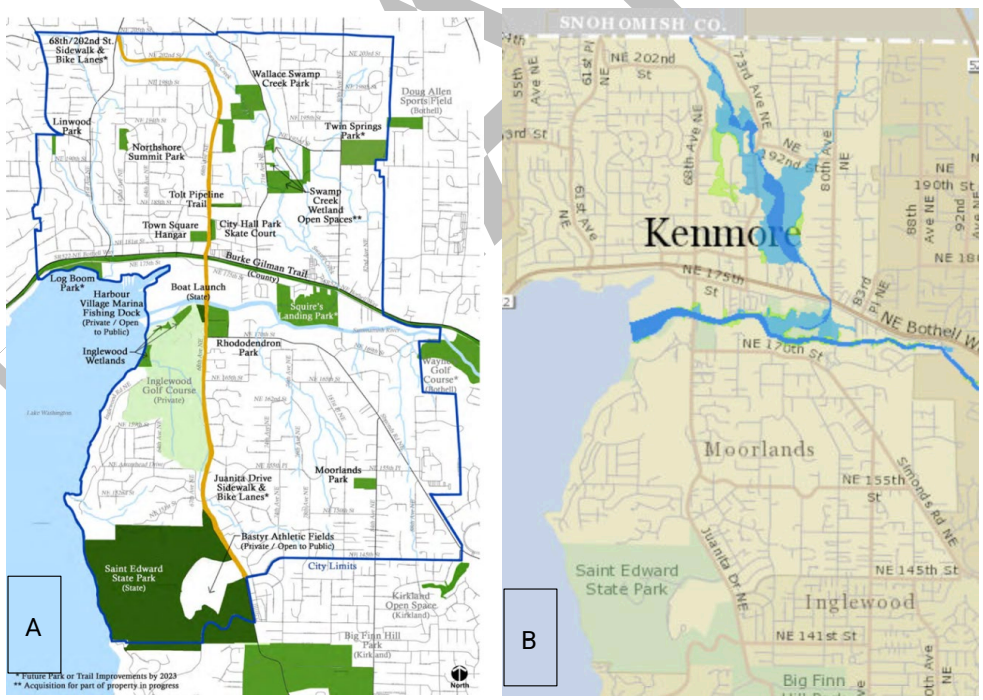
Water and Natural Resources

Climate Vulnerability	Moderate
Climate Risk	High
Adaptive Capacity	Moderate

Climate Risks

Kenmore's water and natural resources are likely at high risk to the impacts of climate change. The City of Kenmore manages over a dozen parks, many of which support **native habitats and wildlife**—such as nesting habitats for the great blue heron and important salmon habitat—other **recreational opportunities** for community members, and community services and events. Preserving green spaces and natural habitat is consistently one of the top priorities of Kenmore's residents. A 2016 City-wide survey found that the second highest funding priority for residents was acquiring and protecting natural open space areas such as forested, creekside, and wetland areas. Another 2019 Parks and Recreation Survey ranked natural trails, areas, and reserves as a top investment priority for the City's park system.

Figure 4. City parks (A) and FEMA floodways in dark blue, 100-year flood area in light blue, and 500-year flood area in green (B). Figure A is from the City of Kenmore's 2020 Parks, Recreation and Open Space Plan and Figure B is from King County's iMap application that maps flood hazard areas.



Areas along Swamp Creek and the Sammamish River are already routinely flooded during peak flows (Figure 4). Currently, about 60% of Kenmore's water drains into these two water basins.

Furthermore, areas around Swamp Creek are particularly at risk for flooding because of impervious surfaces.[10] **Flooding risk in these current areas will likely be significantly amplified** due to earlier and higher peak flows associated with more frequent and intense rain events, less winter snowpack, and earlier snowmelt. Additionally, the current range of flood hazard areas are likely to expand, affecting more green spaces, habitats, and infrastructure across Kenmore.

Adaptive Capacity

Generally, the **adaptive capacity of the City's water and natural resources is moderate**. Kenmore currently houses multiple stormwater treatment facilities that can address increased pressures from heavy rains and flows on the water conveyance system. Further, City regulations require on-site stormwater flow control to match between 8-50% of the two-year flow.

However, several stormwater facilities are outdated, or older neighborhoods are lacking facilities altogether because they were developed prior to implementation of surface water management requirements. These facilities are generally located on Kenmore's West side and were previously operated by King County. Additionally, while there are natural floodplain areas that can mitigate flooding risks, anticipated future growth and development of Kenmore will likely mean fewer options for natural flood management.[11] Due to these limitations, Kenmore's adaptive capacity for water and natural resources is ranked as "moderate" instead of "high."

Climate Vulnerability: What is at stake?

Considering climate risk and adaptive capacity, **Kenmore's overall climate vulnerability is moderate**. **Increased flooding frequency will likely negatively impact critical habitat** for iconic and endangered species such as the blue heron and salmon. These negative habitat impacts will likely be amplified by other stressors, such as development and growth.

Access to parks and other open spaces may be disrupted, especially if natural and built drainage systems are overwhelmed during heavy rain events, which can result in standing water that accumulates in parks, key roads, and other facilities. Furthermore, studies from the University of Washington have shown there may be corresponding physical and mental health challenges that emerge as climate change disrupts access to green spaces.[12] Recognizing the importance of natural areas, King County has prioritized the protection of green spaces and restoration of habitats in key areas—such as lower income communities—to provide mitigation and health co-benefits for the community.[13]

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[10] City of Kenmore. (2015). Surface Water Master Plan. https://www.kenmorewa.gov/home/showpublisheddocument/380/637222444505570000.

[11] City of Kenmore. (2015). Surface Water Master Plan. https://www.kenmorewa.gov/home/showpublisheddocument/380/637222444505570000.

[12] Bratman, G.N. et al. (2019). Nature and mental health: An ecosystem service perspective. *Science Advances*. https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6656547/.

[13] King County. Blueprint for addressing climate change and health. https://kingcounty.gov/depts/health//~/media/depts/health/environmental-health/documents/publications/blueprint-climate-change-and-health.ashx.

Buildings and Energy

Climate Vulnerability	Low to Moderate
Climate Risk	Moderate
Adaptive Capacity	Moderate to High

Climate Risks

Overall, Kenmore's climate risk for buildings and energy is **moderate**. The City of Kenmore and its partner jurisdictions (such as King County and Northshore School District) owns and maintains facilities that provide human services, education, a library, utility, and public safety services (Figure 5). Puget Sound Energy (PSE) provides electricity and natural gas to Kenmore, serving approximately 9,468 metered customers. PSE is also in charge of electric transmission to deliver energy to Kenmore. Furthermore, Northshore Utility District (NUD) provides public water service and operates local wastewater operations for the City of Kenmore. To date, the City has no critical facilities or structures in hazard areas.[14]

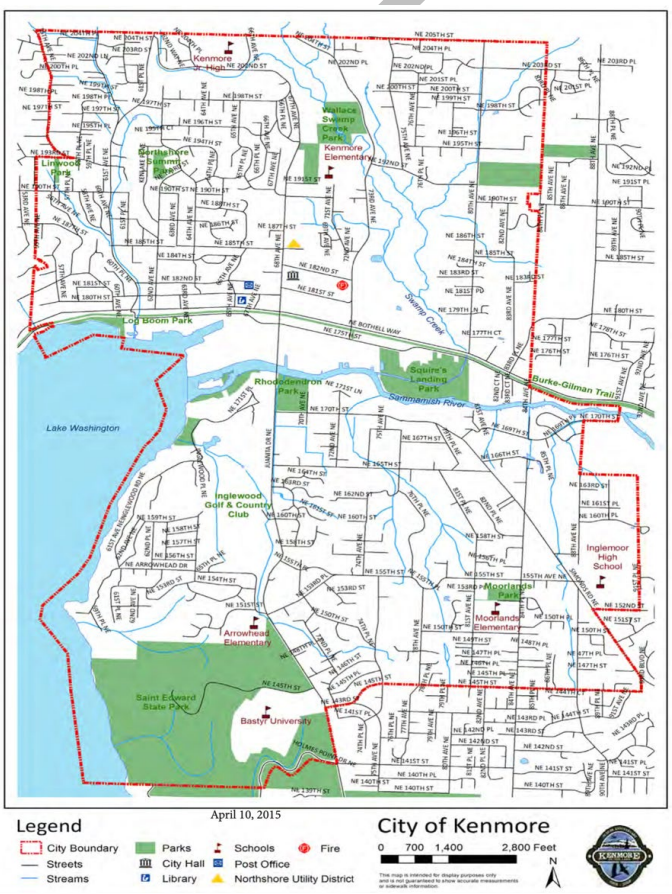


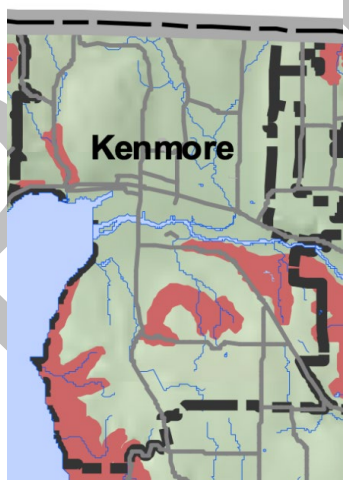
Figure 5. Government facilities in Kenmore.

Currently, there are likely minor to moderate climate impacts for the building and energy sector. While extreme heat days are associated with spikes in electricity demand, PSE currently has sufficient energy supply and transmission capacity to deal with these spikes. While there are currently no key facilities within landslide prone areas, there are some facilities—such as park or recreation facilities—in flood prone areas.

[14] City of Kenmore. (2015). Comprehensive Plan. https://www.ezview.wa.gov/Portals/_1976/Documents/ElementExamples/Kenmore%20Comprehensive%20Plan.pdf.

While current climate impacts remain low to moderate, **projected increases in flooding, landslides, and temperatures will likely put additional stress on building structures and energy demand**. For example, flood prone areas will likely experience amplified flooding risk due to earlier and higher peak flows associated with more frequent and intense rain events, less winter snowpack, and earlier snowmelt. Furthermore, flood hazard areas are likely to expand beyond their current range, affecting more building structures or water infrastructure systems. Finally, Kenmore is also likely to experience heavier rain events; heavier rains often destabilize soil, which is associated with more frequent landslide events. While current landslide risk if minimal to existing buildings, landslide prone areas may expand due to changing climate factors or future development may encroach into landslide prone areas. Projected temperature increases also pose a risk to Kenmore. Higher temperatures combined with longer and more intense heat waves will likely increase stress and demand for energy, especially during summer months.[15] Coupled impacts of extreme heat and precipitation can also increase corrosion of building structures, leading to shorter lifespans or increased need for maintenance or retrofits.[16]

Figure 6. Landslide Hazard Areas, or areas subject to sever landslide risk identified in the Sensitive Areas Ordinance by King County. Landslide hazard areas identified by King County, US Geological Survey, and WA State Department of Natural Resources. Map created in 2010.



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Adaptive Capacity

Generally, Kenmore's adaptive capacity for buildings and energy is **moderate to high**. While hydrological changes due to decreased winter snowpack and more winter rain will shift hydropower energy supply timing—a primary source of Kenmore's electricity—proactive

[15] Hamlet, A.F., S-Y. Lee, K.E.B. Mickelson, and M.M. Elsner. (2009). Effects of projected climate change on energy supply and demand in the Pacific Northwest and Washington State. In *The Washington Climate Change Impacts Assessment: Evaluating Washington's Future in a Changing Climate.*
[16] Maxwell, K., S. Julius, A. Grambsch, A. Kosmal, L. Larson, and N. Sonti. (2018). Built Environment, Urban Systems, and Cities. In *Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment*, Volume II.

strategies from PSE, including energy diversification and smart grid technology, makes Kenmore's energy resilience moderate to high.[17]

While few homes and buildings are located in currently designated landslide and flood prone areas, simultaneous urban development and expansion of hazard prone areas due to climate change will very likely coincide in the future. Although there are land use and development considerations outlined in the Comprehensive Plan (and additional City ordinances that addresses critical and vulnerable areas), more explicit consideration of climate change impacts across these policies can enhance the City's adaptive capacity.

Climate Vulnerability: What is at stake?

Overall, Kenmore's climate vulnerability for buildings and energy is **low to moderate**. The City's housing infrastructure will be affected in multiple ways. While there is likely low vulnerability, some households—particularly older homes that typically require more energy—will face **increased vulnerability due to inconsistent energy demands**. While Kenmore's housing stock is younger than other areas in east King County (currently about 15% of all homes are less than 10 years old and 45% have been built since 1980), older homes utilize more electricity and are thus more vulnerable to future brownouts related to inconsistent energy demand and supply. Extreme heat and heavy rains can increase rates of corrosion, which can deteriorate building foundations and envelopes. Increased energy demand and corrosion will likely be particularly harmful for critical services, such as hospital, fire stations, and schools.

Furthermore, homes and structures within **landslide hazard areas** will be vulnerable to future climate events which can lead to long-term financial impacts for homeowners for maintenance or repair post-landslide.

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[17] Puget Sound Energy. (2021). 2021 PSE Integrated Resource Plan.

Transportation and Economy

Climate Vulnerability	Moderate
Climate Risk	High
Adaptive Capacity	Moderate

Current Risks

Generally, Kenmore's climate risk for transportation and economy is **high**. Because Kenmore residents primarily commute outside of the city, this section focuses on transportation and connectivity.[18] SR522—which is classified as a "Highway of Statewide Significance"—is of critical importance for Kenmore's commuters and regional transportation connectivity. In a 2011 climate vulnerability assessment conducted by Washington State Department of Transportation (WSDOT), parts of SR522 in and around Kenmore was classified to be moderately vulnerable to climate change, primarily due to **increased storm intensity and increased landslide risk** (Figure 7).[19]

Future climate change impacts will likely exacerbate these existing risks, increasing frequency and intensity of flooding and landslides. These impacts will likely extend to parts of **key local and arterial roads** such as 61st Pl NE, Simonds Rd NE, NE 153rd Pl, and Juanita Dr NE. In addition to flooding and landslide risks, more extreme heat events and heat waves will likely increase corrosion of asphalt and pavement (such as pavement rutting), requiring more frequent maintenance and funds.[20]

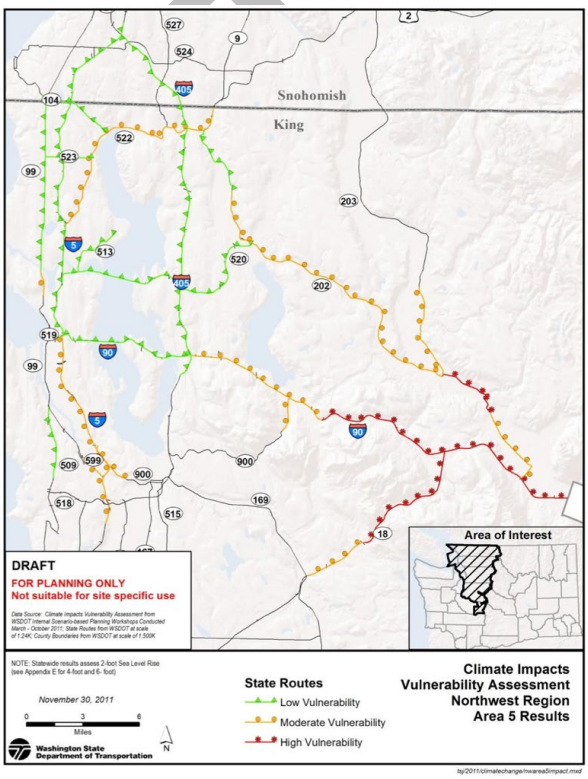

Figure 7. Climate vulnerability of state roads of north King County, including Kenmore.

[18] City of Kenmore. (2018). Economic Development Strategy. https://www.kenmorewa.gov/home/showpublisheddocument/1445/637276379804000000.
[19] WA State Department of Transportation. (2011). Climate Impacts Vulnerability Assessment. https://wsdot.wa.gov/sites/default/files/2017/11/15/ENV-Climate-VulnerabilityAssessment.pdf.
[20] Jacobs, J.M., M. Culp, L. Cattaneo, P. Chinowsky, A. Choate, S. DesRoches, S. Douglass, and R. Miller. (2018). Transportation. In *Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment*, Volume II.

Adaptive Capacity

Generally, Kenmore's adaptive capacity for transportation and economy is **moderate**. Since their 2011 Climate Impacts Vulnerability Report, WSDOT is integrating climate change vulnerability into transportation investment decisions. Furthermore, the City has invested in promoting a sustainable transportation system, which can alleviate and mitigate future climate-related hazards while accommodating regional growth.[21]

Finally, while commuting used to be the norm, one key consideration is future teleworking opportunities. During the COVID-19 pandemic, many businesses have continued to remain flexible and profitable while employees work remotely from home. Future work-from-home scenarios can alleviate transportation demand, leading to a more resilient and adaptable transportation system. If more businesses take advantage of teleworking in the long-term, ensuring high speed internet access will be important for Kenmore's economic resilience.

Climate Vulnerability: What is at stake?

Kenmore's climate vulnerability for transportation and economy is **moderate**. Any impacts to major roads—notably SR522—can have significant implications for the **local workforce, regional trade of goods, and other emergency services**. While the frequency of acute climate impacts may be spaced out, the long-term corrosion from increased winter precipitation and extreme heat days can lead to costly impacts that affect residents' safety. For example, pavement rutting can create conditions that cause a blown car or bike tire and increases tripping and walking hazards, which can disproportionately affect children, elderly people, and people with different physical abilities.[22]

One key consideration is emergency services access or evacuation routes, especially in the cases of extreme events such as earthquakes or wildfires. While there is an extremely low likelihood of earthquakes or wildfires in Kenmore, the combination of future climate conditions as well as conditions associated with earthquakes (i.e., rapid sediment transport) and wildfires (i.e., soil destabilization) can lead to severe landslides. During these events, residents in affected neighborhoods may be unable to evacuate or access emergency services.[23]

Finally, about 7.2% of the community use public transportation.[24] For regional transit agencies, building access to a climate-ready public infrastructure systems can lead to multiple social co-benefits and adaptation outcomes, including community resiliency and cohesion, and increased access of services and amenities.

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[21] City of Kenmore. (2015). Comprehensive Plan. https://www.ezview.wa.gov/Portals/_1976/Documents/ElementExamples/Kenmore%20Comprehensive%20Plan.pdf.
[22] Jacobs, J.M., M. Culp, L. Cattaneo, P. Chinowsky, A. Choate, S. DesRoches, S. Douglass, and R. Miller. (2018). Transportation. In *Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment*, Volume II.
[23] May, C., C. Luce, J. Casola, M. Chang, J. Cuhaciyan, M. Dalton, S. Lowe, G. Morishima, P. Mote, A. Petersen, G. Roesch-McNally, and E. York. (2018). Northwest. In *Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment*, Volume II.
[24] City of Kenmore. (2015). Comprehensive Plan. https://www.ezview.wa.gov/Portals/_1976/Documents/ElementExamples/Kenmore%20Comprehensive%20Plan.pdf.

Public Health, Safety, and Wellbeing

Climate Vulnerability	Moderate to High
Climate Risk	High
Adaptive Capacity	Low to Moderate

Current Risks

Climate change does not affect everyone equally. Social determinants of health—such as age, gender, race, income-level, and access to services—are critical to consider when assessing climate impacts on human health because some groups experience additional exposure or increased sensitivity to climate impacts (Figure 8). Several groups within Kenmore's community are more sensitive to the impacts of climate change because of social and economic factors. For example, many elderly people are often more prone to experience heat-related illnesses because they are more physiologically sensitive and have more pre-existing health conditions. Scientists have identified some of the following groups to be more sensitive to climate change[25]:

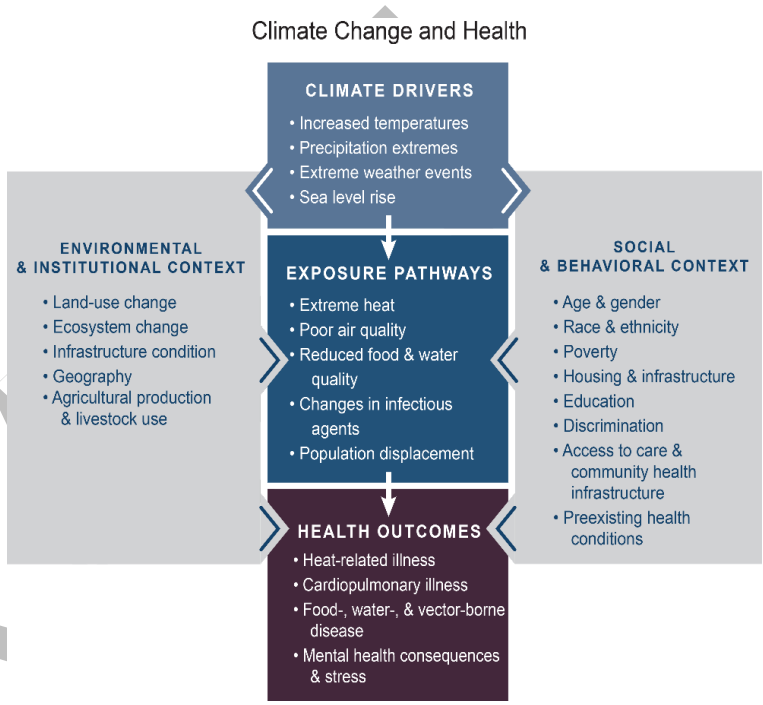

Figure 8. Climate change and determinants of health outcomes.

- **Under 5 years old** (7.2%) – Typically children are more susceptible to any changes in temperature and air quality because of their low body weight and ability to regulate internal temperatures.
- **Over 65 years old** (14.1%) – Elderly people are more sensitive to extreme heat and poor air quality because they typically have more pre-existing health conditions and less ability to regulate internal bodily functions.
- Who identify as **Black, Indigenous, or a Person of Color** (19.7%) – BIPOC individuals typically face higher rates of exposure and sensitivity due to characteristics associated with their residential community (e.g., older homes) and less ability to adapt to climate impacts due to socioeconomic characteristic (e.g., lower income, live in multifamily units).

[25] U.S. Census. (2019). American Community Survey 5-Year Estimates.

- Households that **speak a language other than English** at home (24%) – Households that speak languages other than English typically have lower adaptive capacity because they are unable to access services or emergency communications at the same rate as English-speaking households.
- With **low or extremely low incomes** (20%) – Low-income households or individuals have less adaptive capacity because they typically have less access to care and services (e.g., healthcare) and typically live in older homes and buildings that may experience more flooding, use more energy, or have more frequent mold events.
- With **disabilities** (5.8%) – People with differing abilities generally have less adaptive capacity because they are unable to respond as quickly to extreme acute events – such as floods or landslides – as physically or mentally-able people.

Climate change already affects public health and safety in multiple ways (Table 1). Many of these impacts will likely be exacerbated due to future climate change. For example, with more prolonged and intense heat waves, it is extremely likely we will see a significant increase in heat-related illnesses and premature mortality.[26] Warmer ambient air temperatures can prevent dissipation of ground-level ozone, or smog, which is correlated to increased prevalence of complications of respiratory illnesses. Other groups, such as the houseless population, are more likely to be exposed to infectious diseases, such as Shigellosis, especially during heavy rain events.[27]

Many of these impacts will likely disproportionately affect some groups more than others. For example, elderly people and people with underlying health conditions (e.g., diabetes, obesity, cardiovascular disease, respiratory illnesses) are generally more sensitive to extreme heat and poor air quality.

DRAFT

[26] Isaksen, T.B., R.A. Fenske, E.K. Horn, Y. Ren, H. Lyons, and M.G. Yost. (2016). Increased mortality associated with extreme-heat exposure in King County, Washington, 1980-2010. *International Journal of Biometeorology*. 60(1): 85-98.

[27] May, C., C. Luce, J. Casola, M. Chang, J. Cuhaciyan, M. Dalton, S. Lowe, G. Morishima, P. Mote, A. Petersen, G. Roesch-McNally, and E. York. (2018). Northwest. In *Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment*, Volume II.

Table 1. Climate impacts on human health.

	Public Health, Safety, and Well-being Impacts[28]
Physical Health	• **Wildfire smoke**, which has been a regular occurrence since 2015, increases rates of acute respiratory illnesses. • **Extreme heat events** lead to increased heat-related illnesses and death. • Increased **vector-borne and water-borne diseases** due to warming temperatures and increased rains and flooding events. • Increase in **ground-level ozone, small particulate matter, and airborne allergens** can complicate respiratory conditions. • **Flooding and heavy rains** can increase the prevalence of mold—especially in older homes and lower income areas—exacerbating chronic respiratory illnesses.

Mental and Community Health	• **Landslides** can disrupt access to services and transportation.
	• Access loss or disruption of **green space** can negatively affect mental health.
	• **Employment loss**—especially acute employment loss such as inability to access job and wages for a day or a short period of time—is also associated with increased stress, anxiety, substance abuse, and domestic violence.
	• Brownouts related to energy overloads will affect **people reliant on electricity-operated medical equipment**.
	• There are groups that will have increased challenges for their **mental health**. These groups include:
	  ○ **Younger children** who experience climate impacts may also have long-term mental health impacts or PTSD associated with extreme weather events.
	  ○ In extreme events that require evacuations, **queer and trans people** face disproportionate rates of violence and have harder times accessing gender-affirming care.

Adaptive Capacity

Adaptive capacity is generally considered to be **low to moderate**, primarily because adaptive capacity is closely associated with social determinants of health. Additionally, access to health services and healthcare is a good indicator of health risk. 6% of Kenmore's community does not have health insurance coverage.[29]

However, other community dependent factors can increase adaptive capacity, for example:[30]

[28] Balbus, J., A. Crimmins, J.L. Gamble, D.R. Easterling, K.E. Kunkel, S. Saha, and M.C. Sarofim. (2016). Ch. 1: Introduction: Climate Change and Human Health. In *The Impacts of Climate Change on Human Health in the United States: A Scientific Assessment.*

[29] U.S. Census. (2019). American Community Survey 5-Year Estimates.

[30] May, C., C. Luce, J. Casola, M. Chang, J. Cuhaciyan, M. Dalton, S. Lowe, G. Morishima, P. Mote, A. Petersen, G. Roesch-McNally, and E. York. (2018). Northwest. In *Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment*, Volume II.

- **Social cohesion** across a community can promote resilience hubs, informal resource networks, and other social benefits that can reduce community vulnerability to future climate impacts.
- **Perception of access to health services** can empower community members to seek out services during extreme events and climate-related events, such as wildfire smoke-filled days.
- **Access to air conditioning or cooling centers** can help families and individuals cope with extreme heat. Publicly available cooling centers at community centers, libraries, and schools can provide cooling relief for households without air conditioning and houseless people.
- **Access to air filtration devices** can help households filter wildfire smoke and other air pollutants.

Climate Vulnerability: What is at stake?

Overall, there is **moderate to high vulnerability** for health-related impacts. Health vulnerability will largely be person-specific, with some people being more resilient to climate change than others. In addition to disproportionately affecting some groups more than others, climate change is also considered a risk multiplier, meaning that it amplifies existing current health disparities. For example, low-income areas and communities of color are typically already more exposed to ground-level ozone and air pollutants due to historical zoning patterns that place them closer to industrial facilities or high-traffic roads. Ensuring that there are formal and informal social safety nets will be a necessary component to ensure a climate-resilient Kenmore.

In addition to the suite of physical and mental health impacts, climate change will likely also affect the **quality of life, or sense of place, for Kenmore's residents**.[31] Climate change impacts to open spaces, native habitats and wildlife, energy reliability, transportation systems, and the economy will inevitably affect how current residents feel "at home" in Kenmore. As future climate change continues to manifest, there will likely be gradual and acute climate impacts and risks that will affect Kenmore and its residents, shifting people's relationships with their hometown.

DRAFT

[31] May, C., C. Luce, J. Casola, M. Chang, J. Cuhaciyan, M. Dalton, S. Lowe, G. Morishima, P. Mote, A. Petersen, G. Roesch-McNally, and E. York. (2018). Northwest. In *Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment*, Volume II.

City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Log Boom Park Waterfront Access & Viewing Project – Budget & Construction Contract Award Approval **Proposed Council Action/Motion:** Motion to authorize the City Manager to execute Contract 21-C2669 with Road Construction Northwest in the amount of $2,264,055.66 to construct the Log Boom Park Waterfront Access & Viewing Project (P-28), plus a 10% construction contingency of $226,405.57 a for a total contract authorization of $2,490,461.33. Motion to approve an increase of $784,427 in the 2021-26 Capital Improvement Program (CIP) for project P-28 Log Boom Park Waterfront Access & Viewing Project .	**For Council Meeting Agenda of:** 06/28/2021 **Department:** Community Development **Prepared by:** Maureen Colaizzi **To Be Presented By:** Maureen Colaizzi **Initial & Date** **Approved by Department Head:** DB 6/17 **Approved by City Attorney:** CP 6/17 **Approved by Finance Director:** LS 6/18 **Approved by City Manager:** RK 6/22 **Exhibits/Attachments:** N/A

STAFF RECOMMENDATION: Staff recommends Council authorizes the City Manager to execute Contract 21-C2669 with Road Construction Northwest, Inc. (RCNW) in the amount of $2,264,055.66 to construct the Log Boom Park Waterfront Access & Viewing Project (P-28), plus a 10% construction contingency of $226,405.57, for a total contract authorization of $2,490,461.33. Staff also recommends Council approves an increase of $784,427 in the associated 2021-26 Capital Improvement Program (CIP) for project P-28 Log Boom Park Waterfront Access & viewing project to allow for bid award and construction of the project as scheduled.

INFORMATION/BACKGROUND:
Bid 21-C2669 Log Boom Park Waterfront Access & Viewing Project was advertised for bids on May 4, 2021, and May 11, 2021. Bids were opened on June 8, 2021. The City received three bids but one was rejected and deemed unresponsive. The apparent, responsive, and responsible low bid was submitted by Road Construction Northwest, Inc. (RCNW) in the amount of $2,264,055.66. The low bid is $712,055.66 above the engineer's construction estimate of $1,552,000. The low bid amount plus an additional 10% contingency of $226,405.57 results in a total contract authorization of $2,490,461.33. The engineer's construction estimate of $1,552,000 was completed in January 2021. The bid climate changed significantly in the last few months which led to fewer bids and higher than anticipated bid costs. Contractors are in demand for private construction and many public projects delayed due to Covid-19 in 2020 are now in competition for contracts. There is also a shortage of workers at all skill levels, a shortage of materials and increase in material costs.

To ensure there is sufficient revenue in the 2021-22 biennium budget to award the bid (plus contingency) and construct the project as scheduled, a budget adjustment is required to increase the 2021-26 CIP project budget by $784,427. This would increase the total project budget in the 2021-2026 CIP from $3,658,345 to $4,413,442. An additional $255,000 of expenditures beyond 2026 is assumed for monitoring required project mitigation which results in a total project budget of $4,668,442.

BUDGET ADJUSTMENT PROPOSAL:
The adopted 2021-2026 six-year CIP (October 12, 2020, by Ordinance No. 20-0512), included $2,873,916 in allocated expenses for this project: $2,635,585 of the $3.2 million voter-approved Walkways & Waterways bond funds, $45,559 in Public Art funds, $193,888 Park Impact Fee funds $470,575 RCO ALEA grant funds, and $227,500 King County Trail Levy funds. Project expenditures prior to 2021 totaled $1,010,099 ($954,191 bond funds and $55,908 Park Impact Fee funds) and there is $29,330 in unspent 2020 bond funds.

A total project budget of $3,658,345 through 2026 includes four years of monitoring for required project mitigation. An additional six years of project mitigation (2027-2032) monitoring is required, with an assumed cost of $255,000 giving a total project budget cost of $3,913,345 King County Park Trail Levy Funds are assumed as the revenue source for mitigation monitoring expenditures through 2032.

Table 1 below includes King County Park Trail Levy fund revenues assumed for ten years. The total project budget allocation of $3,913,345 is based on the 2021-2026 adopted CIP plus the remaining mitigation expenditures (see Table 1) is $784,427 lower than the required total project budget of $4,668,442 that is needed. (See Table 2).

TABLE 1: P-28 CIP Total Project Budget Revenues

PROJECT TOTAL REVENUES		
Funding Description	**Amount**	**Phase**
Project Walkways & Waterways Bond Funds ($3.2 Available)	$ 2,664,915 Allocated	Design/Construction ($1,681,394 + $954,191 +$29,330)
Recreation & Conservation Office (RCO)	$ 470,575	Construction
Public Art Funds	$ 45,559	Construction
Park Impact Fee Funds	$ 249,796	Design/Construction ($193,888 +$55,908)
King County Park Trail Levy Funds	$ 482,500	Construction/Mitigation Monitoring & Maintenance
Total Project Budget Revenues:	**$ 3,913,345**	

A budget increase of $784,427 which includes a $29,330 carry over from unspent 2020 bond funds is needed to allow for bid award. Staff recommends an increase in the 2021-22 CIP budget from the following revenue sources: $564,415 in the project's secured Walkways & Waterways Bond funds which brings the bond fund total to $3.2 million as originally anticipated; $160,012 in Park Impact Fee funds; and $60,000 in King County Trail Levy Funds. This would increase the total project budget in the 2021-2026 CIP from $3,658,343 to $4,413,442 through 2026. An additional $255,000 of expenditures beyond 2026 is assumed for monitoring required project mitigation (assumed revenues King County Trial Levy Funds) which results in a total project budget of $4,668,442.

TABLE 2: P-28 Proposed CIP Adjustment Project Budget Revenues

PROPOSED ADJUSTED REVENUES		
Funding Description	**Proposed Adjusted Amount**	**Proposed Increase**
Project Walkways & Waterways Bond Funds ($3.2 Mil. Available)	$ 3,200,000	**$564,415 Secured**
Recreation & Conservation Office (RCO)	$ 470,575	None
Public Art Funds	$ 45,559	None
Park Impact Fee Funds	$ 409,808	**$160,012 Secured**
King County Trail Levy Funds	$ 542,500	**$60,000 Secured**
Proposed Total Project Budget Revenue:	**$ 4,668,442**	**$784,427**

BID 21-C2669 RESULTS:

Bid 21-C2669 Log Boom Park Waterfront Access & Viewing Project was advertised for bids on May 4, 2021 and May 11, 2021. Bids were opened on June 8, 2021. The City received three bids but one was deemed unresponsive and rejected. The apparent low bid was submitted by Road Construction Northwest, Inc. (RCNW) in the amount of $2,264,055.66. Staff reviewed the low bid proposal and deemed the bid responsive and has reviewed the Contractor's qualifications and deemed the Contractor responsible. Refer to Table 3 below for the bid results. Schedule A includes the total project contract work plus 10.1% Washington State Sales Tax.

TABLE 3: BID RESULTS

Bid Position	Contractor	Schedule A Total
1	Road Construction Northwest, Inc. (RCNW)	$2,264,055.66
2	Ohno-Touchdown JV	$2,359,332.35
3	MLW LLC (Rejected)	$72,602.20
	Engineer's Estimate (EE)	$1,552,000.

The City received a Bid Protest letter from Ohno-Touchdown JV claiming the Road Construction Northwest, Inc. (RCNW) bid was non-responsive. The City received confirmation and documentation from RCNW, the apparent lowest responsible bidder, that the documents identified in the Bid Protest letter were received before bid opening and provided to the City before Award. The City found the lowest bid was both responsible and responsive. Therefore, RCNW is still the apparent lowest responsible bidder. To the extent that any irregularities or informalities are deemed to have occurred, staff recommends the City waive such irregularities or informalities as not material under Washington state law. The City sent a response letter to Ohno-Touchdown JV; after which, Ohno-Touchdown JV declined an appeal. The City will provide Ohno-Touchdown JV with a minimum of two business days' advance written notice of the City's intent to execute a contract for this project per the bid document requirements.

SCHEDULE: In accordance with the bid documents, the City has 45 calendar days after the bid opening (June 8, 2021) to award the project. If awarded, construction is anticipated to begin late July with completion anticipated before the beginning of July 2022.

FISCAL CONSIDERATION: A budget increase of $784,427 is needed in the 2021-2026 CIP to proceed with bid award to RCNW (Contract 21-C2669) to construct the Log Boom Park Waterfront Access & Viewing project as scheduled.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:
Council 2021-2022 Priority #5: Implement the Walkways & Waterways Projects.

City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: **Revisions to the 2021-2026 Capital Improvement Program for Parks, Transportation, Surface Water, and City Facility**	**For Council Meeting Agenda of:** June 28, 2021 **Departments:** City Manager, Finance and Administration, Community Development, Public Works, **Prepared by:** Rob Karlinsey, City Manager Leticia Salcido - Finance and Administration Director Debbie Bent, Community Development Director John Vicente, City Engineer Richard Sawyer, Environmental Services Manager **Initial & Date** **Approved by Department Head:** **Approved by City Attorney:** **Approved by Finance Director:** **Approved by City Manager:** RGK
Proposed Council Action/Motion: 1) Review and Discussion of proposed revisions to the 2021-2026 Capital Improvement Program for Parks, Transportation, Surface Water , and City Facility. 2) Adopt Ordinance No. 21-0526 amending the 2021-2026 Capital Improvement Program for Parks, Transportation, Surface Water and City Facility	**Attachments/Exhibits:** Exhibit A: Capital Improvement Program Schedule Exhibit B: Park Capital Improvement Program Exhibit C: Transportation Capital Improvement Program Exhibit D: Surface Water Capital Improvement Program Exhibit E: City Facility Capital Improvement Program Exhibit F: Transportation Impact Fee Fund Projection Exhibit G: REET Fund Projection Exhibit H: Park Impact Fee Fund Projection Exhibit I: Strategic Opportunity Fund Attachment 1. October 12, 2020 Ordinance No. 20-0512 Adopting a Six-Year Capital Improvement Program

INFORMATION/BACKGROUND:
The 2021-2026 Six -Year Capital Improvement Program (CIP) was adopted by Ordinance 20-0512 on October 12, 2020. (Attachment 1.) and the first two years of the Program (2021 and 2022) were incorporated into the Biennial Budget. The following recommended updates and amendments provide for carryover of unspent funds from 2020 as well as adjustments to project budgets based on current information.

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Complete Proposed Park, Transportation, Surface Water, and City Facility Capital Improvement Programs are illustrated with cash flow projections for Park Impact Fees, Transportation Impact Fees, Real Estate Excise Tax (REET), and the Strategic Opportunities Fund..

Revisions to this CIP may result in Budget Amendments to the 2021-2022 Biennial Budget during the Mid-Biennium review this fall.

Projects added/substantially changed to the 2021-2026 CIP include the following:

TRANSPORTATION

- T27 – Sidewalk Gaps/ADA Replacement Program
  Increase project allocation from $150,000 to $570,000 for an increase of $420,000. The increase is from REET. The additional allocation from REET for this project was made possible by the reduction in T44 by the same amount.

- T44 - 61st Avenue Sidewalk Replacement Project
  Increase project allocation from $525,000 to $4,924,265 for an increase of $4,399,265. New source of funding WSDOT pedestrian/bike grant in the amount of $$1,364,265 and allocation in 2023 of $3.5 million from future grant. Reduction in SWM funds $45,000 and REET funds $420,000.

- T51 - 175th/Burk Gilman Trail/NE 175th St. Wayfinding and Connectivity – new project ($306,047)
  This project includes an allocation of $10,000 (design) in 2021 and $296,047 (design/construction) in 2022. Funding for this project is WSDOT pedestrian/bike grant.

- T41 – Project allocation stayed the same, the only change is the source of revenues, Transportation Impact Fees, was reduced by $200,000 and REET was increased by the same amount.

PARKS

- **P27 Squires Landing Park Waterfront and Mitigation.**
  The source and revenue allocation changed as follows: increase in revenue from grants in the amount of $855,000 which allowed for reduction in the allocation from City funds (park impact fees, bond proceeds, Swamp Creek Basin Fund, and Public Art Fund). The net increase is $11,339. The grants included State appropriation, King County grant, RCO grant.

- P28 Log Boom Park
  This project had a previous CIP (2021-2026) expense allocation of $2,873,916. The source of funds included bond proceeds, RCO Grant, KC park levy, Public Art Fund and Park Impact Fees.
  The allocation from bond proceeds was $3.2 million however the previous CIP reflected only $2,635,585 leaving $564,415 of available funds.
  The bid results have come in and reflect a total cost of $3,658,343 for an increase of $784,427. The difference can be covered by the available bond proceeds ($564,415), Park Impact Fees ($160,012), and Park Levy Fees ($60,000).

.SURFACE WATER

- No changes at this time.

CITY FACILITY –

- Updated to reflect the following:
  - Allocation for potential land purchase in 2021.
  - Allocation for proceeds from loan in 2021
  - Allocation for estimated debt service payment for note (2021-2026)

FISCAL CONSIDERATION:

The City's goal is to adopt and maintain a fiscally balanced Capital Improvement Program that can be used by staff to prioritize and pursue projects. The CIP balances City resources including Park and Transportation Impact Fees, Real Estate Excise Tax, General Fund revenues, Surface Water Utility fees, Strategic Opportunities Fund, and grant funds. While a project may show need in future years for grant funds to complete, the project and budget is considered "balanced" and provides a tool to pursue outside funding. The CIP should be considered a programming document with the City of Kenmore adopted budget being the document that actually appropriates funds for project expenditures.

The updated Capital Improvement Program includes 35 individual projects which total $98,650,151 over the six-year planning horizon. The project costs and funding sources are displayed in Exhibits B through E. Also attached are projections of Transportation Impact Fees, Real Estate Excise Taxes, Park Impact Fees, and Strategic Opportunity Fund which are Exhibits F, G, H and I.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

The proposed Capital Improvement Program is consistent with Council Goals, specifically:

To focus and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel.
Implement the Sidewalk Plan
To implement the Walkways and Waterways projects.
To update and continue to implement the Economic Development Plan, with an emphasis on the following key points:
  Advance public access to water
  Create a vibrant, walkable downtown
To continue to implement a Parks Improvement Plan.
To protect and enhance the climate, water, air and forest environment.

EXHIBIT – A

Capital Improvement Program Schedule

EXHIBIT A

CITY OF KENMORE, WASHINGTON
CAPITAL IMPROVEMENT PROGRAM
AS ADOPTED FOR THE YEARS 2021-2026

EXPENDITURES	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
PARKS							
P 1 Twin Springs Interim Use	$227,900	$0	$0	$0	$0	$0	$227,900
P 18 Rhododendron Park Waterfront & Open Space Mitigation	18,000	8,000	0	0	0	0	26,000
P 18a Rhododendron Park Float Mitigation	2,000	2,000	0	0	0	0	4,000
P 26 Squires Landing Float Mitigation	4,000	4,000	0	0	0	0	8,000
P 27 Squires Landing Park Waterfront & Mitigation	3,170,170	2,337,251	782,214	43,000	43,000	339,060	6,714,695
P 28 Log Boom Park Waterfront Access & Mitigation	2,490,461	725,382	60,000	42,500	42,500	297,500	3,658,343
P 30 Rhododendron Park Boathouse Pavilion	3,200	3,200	3,200	3,200	3,200	0	16,000
P 31 Squires Landing Park Land Acquisition-Opening	150,151	0	0	0	0	0	150,151
P 32 Moorlands Field Lighting	0	0	0	10,000	60,000	580,000	650,000
Total Parks	**$6,065,882**	**$3,079,833**	**$845,414**	**$98,700**	**$148,700**	**$1,216,560**	**$11,455,089**
TRANSPORTATION							
T 8 SR 522 West B 57th to 61st	$5,000	$250,000	$250,000	$900,000	$585,000	$10,000	$2,000,000
T 27 Sidewalk Program:							
Sidewalk Gaps/ADA Replacement Program	20,000	150,000	100,000	100,000	100,000	100,000	570,000
T27x NE 192nd Ave Sidewalks (73rd Ave -75th Ave)	500	86,306	344,194	0	0	0	431,000
T 47 Arrowhead Dr	1,000	60,000	85,900	980,348	0	0	1,127,248
T 35 Pavement Preservation	150,000	990,000	150,000	990,000	150,000	990,000	3,420,000
T 37 West Samm Bridge	18,024,711	8,643,947	893,176	9,757	9,759	78,632	27,659,982
T 38 175th St/ Swamp Creek Crossing	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
T 41 Juanita Dr Pedestrian & Bicycle Safety All Segments	9,897,233	358,699	0	0	0	0	10,255,932
T 42 68th Ave Pedestrian & Bicycle Safety All Segments	9,167,718	2,733,503	0	0	0	0	11,901,221
T 44 61 Ave Sidewalk Replacement Project	85,000	165,000	4,674,265	0	0	0	4,924,265
T 48 2018 Local Road Safety - Signing	292,000	0	0	0	0	0	292,000
T 49 2018 Local Road Safety - Lighting	35,000	0	0	0	0	0	35,000
T 50 SR522 Gateway Sign East	20,000	0	0	0	0	0	20,000
T51 Burk-Gilman Trail/NE 175th St. wayfinding&connectiv	10,000	296,047	0	0	0	0	306,047
Total Transportation	**$37,708,162**	**$13,758,502**	**$6,522,535**	**$3,155,105**	**$1,044,759**	**$3,378,632**	**$65,567,695**
SURFACE WATER							
SW 8 190th St. Fish Passable Culvert	$316,000	$2,074,580	$0	$0	$0	$0	$2,390,580
SW 8 Trust Fund Loan Repayment	81,650	81,650	81,650	81,650	81,650	81,650	489,900
SW 17 Little Swamp Creek Relocation	0	0	0	0	800,000	814,300	1,614,300
SW 20 Small Works Projects	75,000	75,000	75,000	75,000	75,000	75,000	450,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE 196th St	0	0	0	0	500,000	0	500,000
SW 31 Drainage Impr & Street Repair at 66th Ave NE /196th Pl	200,000	0	0	0	0	0	200,000
SW 32 61st Ave Stabilization	150,000	0	0	0	0	0	150,000
SW 34 Blueberry Creek Culverts	0	200,000	300,000	1,000,000	0	0	1,500,000
SW 34 Blueberry Creek Culverts Bank Note Repayment	0	0	0	0	120,000	120,000	240,000
T 44 61 Ave Sidewalk Replacement Project	0	0	30,000	0	0	0	30,000
T 37 West Samm Bridge (SWM Component)	649,587	0	0	0	0	0	649,587
Total Surface Water	**$1,472,237**	**$2,431,230**	**$486,650**	**$1,156,650**	**$1,576,650**	**$1,090,950**	**$8,214,367**
CITY FACILITIES							
F 1 Public Works Shop Land Acquisition & Development	$6,000,000	$0	$4,000,000	$0	$0	$0	$10,000,000
Consultant and Acquisition Costs.	100,000	0	0	0	0	0	100,000
F 2 Debt Repayment	120,000	641,000	639,000	636,000	638,000	639,000	3,313,000
Total City Facilities	**$6,220,000**	**$641,000**	**$4,639,000**	**$636,000**	**$638,000**	**$639,000**	**$13,413,000**
TOTAL EXPENDITURES	**$51,466,281**	**$19,910,565**	**$12,493,599**	**$5,046,455**	**$3,408,109**	**$6,325,142**	**$98,650,151**

EXHIBIT A

CITY OF KENMORE, WASHINGTON
CAPITAL IMPROVEMENT PROGRAM
AS ADOPTED FOR THE YEARS 2021-2026

REVENUES	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
Park Impact Fee Revenue	76,000	531,410	0	10,000	60,000	290,000	967,410
State Department of Commerce Award: Twin Springs	151,900	0	0	0	0	0	151,900
State Appropriation Unsecured	0	927,000	0	0	0	0	927,000
RCO Park Grants	899,093	271,482	0	0	0	290,000	1,460,575
King County Park Levy	9,200	109,200	63,200	45,700	45,700	297,500	570,500
King County Conservation District, Unsecured	213,000	0	0	0	0	0	213,000
King County Waterworks Grants	50,000	0	0	0	0	0	50,000
Walkways & Waterways Bonds: Log Boom, Squires	4,253,809	965,498	752,214	0	0	0	5,971,521
City Swamp Creek Basin Funds	357,321	275,243	30,000	43,000	43,000	339,060	1,087,624
Public Art Fund	55,558	-2	0	0	0	0	55,556
Transportation Impact Fee Revenue	3,258,848	358,699	0	0	0	0	3,617,547
Real Estate Excise Tax (Transportation)	$3,165,050	$2,140,000	$250,000	$1,090,000	$250,000	$1,090,000	7,985,050
Dept of Commerce: Juanita Drive	194,000	0	0	0	0	0	194,000
WSDOT Safe Routes to School - Sidewalks	1,500	146,306	430,094	980,348	0	0	1,558,248
WSDOT pedestrian/bike grant	65,000	461,047	1,144,265	0	0	0	1,670,312
Miles Ahead (LEAP)	0	0	3,500,000	0	0	0	3,500,000
Federal Highway Safety Impr Program - Sidewalks	326,000	0	0	0	0	0	326,000
Walkways & Waterways Bonds: Juanita and 68th Ave	5,908,160	400,000	0	0	0	0	6,308,160
WSDOT Grants: Juanita Drive	1,704,000	0	0	0	0	0	1,704,000
Sound Transit Grant Juanita Drive	1,278,000	0	0	0	0	0	1,278,000
Reimbursements from Other Agencies	2,765,330	0	0	0	0	0	2,765,330
Connecting WA Funds T8	5,000	250,000	250,000	900,000	585,000	10,000	2,000,000
DOE Grant: Juanita and 68th Ave	1,012,563	0	0	0	0	0	1,012,563
Strategic Opportunity Fund	0	1,333,503	0	0	0	0	1,333,503
Other grant or funding	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
Surface Water Utility Funds	0	0	30,000	0	0	0	30,000
Transportation Impact Fee Revenue-Samm Bridge	0	45,000	352,770	9,757	9,759	78,632	495,918
Real Estate Excise Tax (Transportation) - Samm Bridge	0	996,913	500,000	0	0	0	1,496,913
BRAC Grant West Samm Bridge Replacement	3,692,856	0	0	0	0	0	3,692,856
TIB Grant: West Samm Bridge Replacement	3,650,023	1,295,403	0	0	0	0	4,945,426
Connecting WA Funds West Samm Bridge Replacement	9,619,546	6,306,631	40,406	0	0	0	15,966,583
Surface Water Management Fund	649,587	0	0	0	0	0	649,587
Utility Reimbursement: West Samm Bridge Replacement	412,699	0	0	0	0	0	412,699
Surface Water Utility Funds	1,056,237	1,419,230	386,650	56,650	396,650	440,950	3,756,367
Surface Water General Utility Charges	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Public Works Trust Fund Loan: 190th Culvert	316,000	912,000	0	0	0	0	1,228,000
Bank Note for Blueberry Creek Culverts (10 Yr 2.5%)				1,000,000	0	0	1,000,000
King County Flood Control District Resources	0	0	0	0	380,000	50,000	430,000
Other grants	0	0	0	0	700,000	500,000	1,200,000
20 year Note Public Works Shop	10,000,000	0	0	0	0	0	10,000,000
Surface Water Utility Funds	104,001	288,450	287,550	286,200	287,100	287,550	1,540,851
Street Fund	24,000	128,200	127,800	127,200	127,600	127,800	662,600
General Fund	80,000	160,250	159,750	159,000	159,500	159,750	878,250
Transportation Benefit District	12,000	64,100	63,900	63,600	63,800	63,900	331,300
TOTAL REVENUES	**$55,466,281**	**$19,910,565**	**$8,493,599**	**$5,046,455**	**$3,408,109**	**$6,325,142**	**$98,650,151**

EXHIBIT – B

Park Capital Improvement Program

EXHIBIT C

PARK CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2021-2026

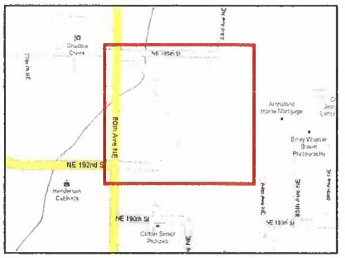
Project Description	2021 Budget	2022 Budget	2023 Approved	2024 Approved	2025 Approved	2026 Approved	2021-2026 Totals
P 1 Twin Springs Interim Use	$227,900	$0	$0	$0	$0	$0	$227,900
P2 Tolt Pipeline Trail Ph1							
P6 Moorlands park Improvements							
P 18 Rhododendron Park Waterfront & Open Space Mitigatic	18,000	8,000	0	0	0	0	26,000
P 18a Rhododendron Park Float Mitigation	2,000	2,000	0	0	0	0	4,000
P 26 Squires Landing Float Mitigation	4,000	4,000	0	0	0	0	8,000
P 27 Squires Landing Park Waterfront & Mitigation	3,170,170	2,337,251	782,214	43,000	43,000	339,060	6,714,695
P 28 Log Boom Park Waterfront Access & Mitigation	2,490,461	725,382	60,000	42,500	42,500	297,500	3,658,343
P29 St Edwards Ballfield							
P 30 Rhododendron Park Boathouse Pavilion	3,200	3,200	3,200	3,200	3,200	0	16,000
P 31 Squires Landing Park Land Acquisition-Opening	150,151	0	0	0	0	0	150,151
P 32 Moorlands Field Lighting	0	0	0	10,000	60,000	580,000	650,000
Total Project Costs	$6,065,882	$3,079,833	$845,414	$98,700	$148,700	$1,216,560	$11,455,089

Funding As Proposed:	2021 Budget	2022 Budget	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2021-2026 Totals
Park Impact Fees	$76,000	$531,410	$0	$10,000	$60,000	$290,000	$967,410
Real Estate Excise Taxes	0	0	0	0	0	0	$0
City Swamp Creek Basin Funds	357,321	275,243	30,000	43,000	43,000	339,060	$1,087,624
League Donations	0	0	0	0	0	0	$0
City Public Art Fund	55,558	-2	0	0	0	0	$55,556
RCO Grants	899,093	271,482	0	0	0	290,000	$1,460,575
King County Waterworks Grant	50,000	0	0	0	0	0	$50,000
King County Park Levy	9,200	109,200	63,200	45,700	45,700	297,500	$570,500
King County CFT Grant: Squires Land Acquisition	0	0	0	0	0	0	$0
King County Youth & Amateur Sports Grant	0	0	0	0	0	0	$0
King County Trail Levy	0	0	0	0	0	0	$0
King County Conservation District, unsecured	213,000	0	0	0	0	0	$213,000
King County Youth Activities Grant	0	0	0	0	0	0	$0
State Department of Commerce Award: Twin Springs	151,900	0	0	0	0	0	$151,900
State Appropriation Unsecured	0	927,000	0	0	0	0	$927,000
State Capital Budget: Boathouse	0	0	0	0	0	0	$0
Northshore School District: Rhododendron Park Boathouse	0	0	0	0	0	0	$0
Private donation - Pending							$0
Walkways & Waterways Bonds: Log Boom, Squires	4,253,809	965,498	752,214	0	0	0	$5,971,521
shortage							
Total Project Funding	$6,065,881	$3,079,831	$845,414	$98,700	$148,700	$1,216,560	$11,455,086

City of Kenmore Capital Improvement Program

Twin Springs Park – Phase 1

Project P-1



Project Location: Brightwater Portal site east of 80th Ave NE just north of NE 192nd Street. 19228 80th Ave NE, Kenmore, WA.

Project Manager: Parks Project Manager

Project Description: Phase 1, very minor improvements to do the bare minimum to open the park to the public, including construction of a maintenance path, refurbishing the existing parking lot and access at the entrance of 80th Ave/192nd and constructing a small parking pad off the entrance of 80th Ave/195th. Conduct survey and critical areas report for future master plan phases.

Background: King County completed the Brightwater Portal 44 project year end 2015. On 5/23/16 the Twin Springs property (approx. 25 acres) was transferred to the City from King County. On 6/27/16 Council direction was to keep the park closed to the public pending development and implementation of an interim use plan. On 5/14/18 Council adopted the Twin Springs Park Master Plan which included a phasing plan and cost estimate for a Phase 1 trail project. The 2020 adopted Park Recreation and Open Space Plan, describes phased development to provide parking and trailhead elements that would allow the city to open the park to the public (Phase 1) for neighborhood level use. Additional improvements (Phase 2) would provide recreational elements suitable for the natural context of the park, such as opportunities for natural play, picnicking, educational opportunities, and trails as shown in the adopted Master Plan. The Capital Facilities Plan estimates $100,000 for Phase 1 in the near-term six-year CIP and $3.5m for Phases 2 and 3 in the mid-term 7-12 years.

	Exempt	DNS	EIS
Environmental Review Status:	☐	☑	☐

If impacts to wetlands or buffers can be avoided than the project could be exempt under SEPA depending on the quantity of grading work and/or drainage improvements.

Potential Project Issues: Site constrained by critical areas including wetlands and slopes. Potential expiration of WA State appropriation of $251,900 but the State has indicated they will have no problem extending the appropriation given the COVID-19 situation.

Operations: Ongoing maintenance and operations required following construction of park improvements. Maintenance costs could include: maintenance of a parking area, park access, trash collection, fencing, mowing and other landscape costs. Annual maintenance cost estimate of $15,000 starting in 2022 depending on park opening.

City of Kenmore Capital Improvement Program

Twin Springs Park – Phase 1

Project P-1

CURRENT DOLLARS

Year	Prior Years	2021	2022	2023	2024	2025	2026	2021-2026
Expenses								
Design/permit/ construction	$79,269	$20,000						**$30,000**
Construction		$ 205,900						**$ 205,900**
Total	**$ 79,269**	**$ 227,900**						**$227,900**
Revenue								
Park Impact Fees		$76,000						**$ 76,000**
WA State Appropriation		$ 151,900						**$ 151,900**
Total		**$227,900**						**$227,900**

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Feasibility																								
Permitting																								
Final Design																								
Construction																								
Closeout																								

City of Kenmore Capital Improvement Program

Rhododendron Park Waterfront
(On-going mitigation/ monitoring plus public art)
Project P-18

Project Location: Rhododendron Park, located at the northeast intersection of NE 170th St (Simonds Rd) and 68th Ave NE (Juanita Drive). 6910 NE 170th Street, Kenmore WA.

Project Manager: Parks Project Manager

Project Description: Five years of monitoring and maintaining are required for mitigation plantings (2018-2022) related to the boardwalk/trail project completed in 2017. The City has contracted with EarthCorps for monitoring/maintenance. In 2019 Council gave direction on public art funds related to the boardwalk/trail project with $18,743 allocated for art design/installation. A budget amendment of $10,000 will be needed in 2020 to allow the Public Artist to begin the fabrication of the artworks. The remaining $10,000 will be needed in 2021 for final payment of the artwork installation.

Background: The boardwalk/trail project was one of the projects approved on the November 2016 Walkways & Waterways ballot measure. The new boardwalk/trail completed in 2017 connects the existing park improvements through the wetland to the Sammamish River. The access driveway was also improved to provide additional parking.

KMC Chapter 3.50 sets out the procedures for using the One Percent for the Arts funds on public projects. These funds may be used for selection, acquisition, and installation or display of visual art. City Council reviewed and approved the art selection criteria and process, and the draft Ad-Hoc Public Art Committee charter on November 18, 2019. A design/fabrication contract was approved with Jennifer Dixon. The design process was completed in 2019 and in June 2020 Council approved the final design and fabrication contract. Public art will be installed in 2021.

A park master plan was adopted 3/27/06 and other improvements at the park completed to date include: 2008 Phase 1 improvements of parking lot and access improvements, new picnic shelter, great lawn renovation, relocation and new playground equipment, and landscaping; 2009 new restroom; 2010 new basketball court; 2017 new dock.

Environmental Review Status:	Exempt	DNS	EIS
	☐	☐	☐

SEPA not required for public art installation.

Potential Project Issues: Non anticipated.

Operations: Addition of public art in 2021 will slightly increase the park operations budget for long-term maintenance. Once the mitigation/monitoring is complete in 2022, then maintenance will become part of on-going park maintenance and operations.

City of Kenmore Capital Improvement Program

Rhododendron Park Boardwalk (On-going mitigation/monitoring, plus Public Art)

Project P-18

CURRENT DOLLARS

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total 2021-2026
Expenses								
Design								
Permit								
art fabrication & installation	$10,000	$10,000						**$10,000**
monitoring	$32,000	$8,000	$8,000					**$16,000**
Total	**$42,000**	**$18,000**	**$8,000**					**$26,000**
Revenue								
REET								
Bond	$10,947	$8,000	$8,000					**$16,000**
in-lieu fees	$21,053							
Federal								
1% For Arts	$10,000	$10,000						**$20,000**
Park Impact Fees								
Total	**$42,000**	**$18,000**	**$8,000**					**$26,000**

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-Design																								
Permitting																								
Final Design																								
Public Art Installation																								
Monitoring																								

City of Kenmore Capital Improvement Program
Rhododendron Park Dock/Float
Project P-18a

Project Location: Rhododendron Park, located at the northeast intersection of NE 170th St (Simonds Rd) and 68th Ave NE (Juanita Drive). 6910 NE 170th Street, Kenmore WA.

Project Manager: Parks Project Manager

Project Description: Monitoring and maintenance (2019-2022) of required mitigation plantings installed related to the Rhododendron dock project completed in 2017.

Background: Construction of a new dock was competed in 2017 to serve hand-carry watercraft access to the Sammamish River.

A park master plan was adopted 3/27/06 and other improvements at the park completed to date include: 2008 Phase 1 improvements of parking lot and access improvements, new picnic shelter, great lawn renovation, relocation and new playground equipment, and landscaping; 2009 new restroom; 2010 new basketball court; 2017 new boardwalk and parking improvements; 2020, boathouse; and 2021 public art.

Environmental Review Status:	Exempt	DNS	EIS
	☐	☐	☐

SEPA and shoreline permit obtained 2015.

Potential Project Issues: non anticipated.

Operations: Long-term maintenance will become part of ongoing park operations and maintenance after 2022.

City of Kenmore Capital Improvement Program
Rhododendron Park Dock/Float
Project P-18a

CURRENT DOLLARS

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total 2021-2026
Expenses								
Pre-Design								
Design								
ROW/ Acquisition								
monitoring	$4,000	$2,000	$2,000					**$4,000**
Total		**$2,000**	**$2,000**					**$ 4,000**
Revenue								
REET								
Strategic								
Federal								
KC Park Lewy	$ 4,000	$2,000	$2,000					**$ 8,000**
Park Impact Fees								
Total		**$2,000**	**$2,000**					**$4,000**

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-Design																								
Permitting																								
Final Design																								
Construction																								
Closeout																								
Monitoring																								

City of Kenmore Capital Improvement Program
Squires Landing Dock/Float
Project P-26

Project Location: Squires Landing Park, located south of NE 175th Street. 7353 NE 175th Street, Kenmore WA.

Project Manager: Parks Project Manager

Project Description: Monitoring and maintenance (2019-2022) of required mitigation plantings installed related to the Squires Landing dock replacement project completed in 2017.

Background: The City acquired the 0.65 acre Twedt property in June 2014 as an expansion to the adjoining Squires Landing park property (40 acres). The City obtained a 2014 RCO grant $340,485 to assist with acquisition costs. A master plan for Squires Landing was prepared in 2009 but was not adopted by Council in 2010 due to concern about total park construction costs. A three acre restoration project of wetland habitat was completed 2010/2011 partly funded by a $100,000 King County Conservation grant. In 2015 SnoKing Watershed Council received $70,000 in grant funds from the Salmon Recovery Funding Board to restore two acres of shoreline including City funding of approximately $12,000, with project completion anticipated December 2018. A conceptual plan was developed for approximately 11 acres of Squires Landing in 2015 to enhance water access and this project was included on the November 2016 ballot measure for Walkways & Waterways. The conceptual plan design was updated in 2018. Construction of the Walkways & Waterways water access project is estimated in 2023. The City applied for an $82,000 2016 RCO grant for the dock replacement (not awarded). In September 2016 the City applied for SEPA and a Shoreline Substantial Development Permit. Construction of the dock replacement project was completed in 2017.

	Exempt	DNS	EIS
Environmental Review Status:	☐	☐	☐

Environmental review due to critical area and shoreline issues. SEPA issued 2017.

Potential Project Issues: non anticipated.

Operations: Long-term maintenance of mitigation plantings will become part of ongoing park operations and maintenance after 2022.

City of Kenmore Capital Improvement Program
Squires Landing Dock/Float
Project P-26

CURRENT DOLLARS

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total
Expenses								
design								
Permitting								
Monitoring		$4,000	$4,000					**$8,000**
Total		**$4,000**	**$ 4,000**					**$ 8,000**
Revenue								
REET								
TIB								
Federal								
Private								
KC Park Levy		$4,000	$4,000					**$8,000**
Total		**$ 4,000**	**$ 4,000**					**$ 8,000**

SCHEDULE

	2021				2022				2023				2024				2025				2026		
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Design																							
Permitting																							
Final Design																							
Construction																							
Monitoring																							

City of Kenmore Capital Improvement Program
Squires Landing Waterfront
Project P-27

Project Location: Squires Landing Park, located south of NE 175th Street. 7353 NE 175th Street, Kenmore WA.

Project Manager: Community Development/Parks Project Manager

Project Description: Enhance water access to the Sammamish River. Improvements will include new elevated walkways, trails, viewpoints as well as natural open space and other environmental enhancements. The project will also add new boating facilities including docks, ramps, and staging areas for hand-powered watercraft; parking; a restroom and public art.

Background: In 2015 a conceptual plan was developed for approximately 7 acres of Squires Landing Park to enhance public access to the Sammamish River. This project was included on the November 2016 ballot measure for Walkways & Waterways. Estimate receiving all permits in 2021. Construction phased over two years to accommodate in-water work with completion in 2023.

MDNS	EIS
☑	☐

Environmental review due to critical area and shoreline issues. SEPA issued.

Potential Project Issues: Obtaining all required agency permits.

Operations: Maintenance costs related to upkeep of new facilities begin 2023.

City of Kenmore Capital Improvement Program

Squires Landing Waterfront

Project P-27

CURRENT DOLLARS

Year	Prior Yr	2021	2022	2023	2024	2025	2026	Total 2021-2026
Admin	$ 171,492	$50,000	$ 50,000	$ 30,000	$ 3,000	$3,000	$ 19,060	**$ 326,552**
Permitting	$ 20,245	$5,754						**$5,754**
Design & Bid	$ 1,302,301	$74,952						**$74,952**
Construction		$3,039,464	$2,287,251	$752,214				**$6,078,929**
Monitor-Maintain					$40,000	$40,000	$320,000	**$400,000**
Total	**$ 1,494,038**	**$3,170,170**	**$ 2,337,251**	**$ 782,214**	**$ 43,000**	**$ 43,000**	**$ 339,060**	**$6,714,695**
Revenue								
REET								**$0**
Bond	$ 1,440,288	$2,000,000	$957,498	$752,214				**$3,709,712**
SC Basin Funds		$ 207,170	$ 275,243	$ 30,000	$43,000	$43,000	$339,060	**$ 937,473**
Grants		$ 963,000	$ 927,000					**$1,890,000**
Public Art Fund			$ -					**$0**
Park Impact Fees	$ 53,751	$ -	$ 177,510	$ -				**$ 177,510**
Total	**$ 1,494,039**	**$ 3,170,170**	**$ 2,337,251**	**$ 782,214**	**$ 43,000**	**$ 43,000**	**$ 339,060**	**$ 6,714,695**

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Final Design																								
Construction																								
Closeout																								
Monitoring																								

Log Boom Park Waterfront
Project P-28

Project Location: Log Boom Park (NE 175th St west of 61st Ave NE) 17415 61st Ave NE, Kenmore.

Project Manager: Parks Project Manager

Project Description: This project will improve public access to Lake Washington including beach expansion, new trails and viewpoints, picnic areas, waterfront pavilion, environmental and ecological enhancements, kayak concession building, and access for hand-powered watercraft.

Background: In 2015 a conceptual plan was developed for improvements at Log Boom park to enhance public access to Lake Washington. This project was included on the November 2016 ballot measure for Walkways & Waterways. Estimate receiving all permits by January 2021 leading to possible construction Summer 2021, assuming all permits received and a successful bid process.

Environmental Review Status:	Exempt	DNS	EIS
SEPA issued.	☐	☑	☐

Potential Project Issues: Obtaining the engineering and building permits in early 2021 to allow bid process and construction in 2021.

Operations: Maintenance costs related to upkeep of a new facilities begin 2022.

City of Kenmore Capital Improvement Program
Log Boom Park Waterfront
Project P-28

CURRENT DOLLARS

Year	Prior Yrs	2021	2022	2023	2024	2025	2026	Total
Expenses								
Admin	$ 130,943	$50,000	$40,000	$ 20,000	$ 2,500	$ 2,500	$ 17,500	**$ 132,500**
Permitting	$ 32,816	$14,331						**$ 14,331**
Design & Bid	$ 846,340	$50,000	$50,000					**$ 100,000**
Construction		$2,376,130	$635,382					**$ 3,011,512**
Monitor-Maintain				$40,000	$ 40,000	$ 40,000	$ 280,000	**$ 400,000**
Total	**$ 1,010,099**	**$ 2,490,461**	**$ 725,382**	**$ 60,000**	**$ 42,500**	**$ 42,500**	**$ 297,500**	**$ 3,658,343**
Revenue								
REET								
Bond	$ 954,191	$2,245,809						**$ 2,245,809**
Grant		$ 199,093	$ 271,482					**$ 470,575**
KC Park Levy			$ 100,000	$60,000	$ 42,500	$42,500	$297,500	**$ 542,500**
Public Art Fund		$ 45,559						**$ 45,559**
Park Impact Fees	$ 55,908	$ -	$ 353,900					**$ 353,900**
Total	**$ 1,010,099**	**$ 2,490,461**	**$ 725,382**	**$ 60,000**	**$ 42,500**	**$ 42,500**	**$ 297,500**	**$ 3,658,343**

- Expense for 2026 is $42,500. The rest is for future year's mitigation..

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Final Design																								
Construction																								
Closeout																								
Monitoring																								

City of Kenmore Capital Improvement Program
Rhododendron Park Boatshed
Project P-30

Project Location: Rhododendron Park, located at the northeast intersection of NE 170th St (Simonds Rd) and 68th Ave NE (Juanita Drive). 6910 NE 170th Street, Kenmore WA.

Project Manager: Parks Project Manager

Project Description: Monitoring and maintenance (2021-2025) of required mitigation plantings installed related to the Rhododendron Boathouse project. The City will likely contract with EarthCorps or another agency for the five-year mitigation monitoring period. Until the City receives the $250,000 from NSD and the $410,000 from the fundraising committee, the City will need to advance the combined total of $660,000 to complete boathouse project construction in 2020 from the Strategic Opportunity Fund. The Strategic Opportunity Fund will be reimbursed upon receipt of funds. Complete receipt of funds is estimated by year end 2023.

January 27th, 2020 Council authorized the City Manager to execute Contract 20-C2133, a lease agreement between the City and the Northshore School District (NSD) for use of the Rhododendron Park boatshed. NSD will contribute $250,000 upon lease execution. The lease has not yet been executed so funds have not been paid to the City. Concurrently with execution of the Lease, NSD will enter into a separate Management Agreement with the George Pocock Rowing Foundation (GPRF) for the management and operation of the boathouse facility. The uncertainty of programming, given Covid-19, is causing delay in lease execution but NSD is still committed to provide the $250,000.
In addition, a $390,000 budget shortfall is anticipated for the boathouse project. In 2019 Council direction was that any budget shortfall would be filled by a private/non-profit fundraising committee. Covid-19 has significantly slowed down fundraising efforts.

Background: A 40' x 70' steel boathouse was constructed in 2020. The boathouse serves the school district rowing program and community rowing. The boathouse provides enclosed storage for 24-36 rowing shells. Small second story area for exercise machines, meeting and coaching space.

A park master plan was adopted 3/27/06 and other improvements at the park completed to date include: 2008 Phase 1 improvements of parking lot and access improvements, new picnic shelter, great lawn renovation, relocation and new playground equipment, and landscaping; 2009 new restroom; 2010 new basketball court; 2017 new boardwalk and parking improvements; 2020, boathouse; and 2021 public art.

Environmental Review Status:	Exempt	DNS	EIS
	☐	☑	☐

City of Kenmore Capital Improvement Program
Rhododendron Park Boatshed
Project P-30

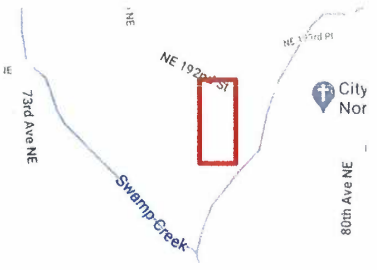
CURRENT DOLLARS

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total 2021-2026
Design								
Permit								
Construction								
monitoring		$3,200	$3,200	$3,200	$3,200	$3,200		**$16,000**
Funding								**$16,000**
Total	**$**	**$3,200**	**$3,200**	**$3,200**	**$3,200**	**$3,200**		**$16,000**
Revenue								
KC Park levy		$3,200	$3,200	$3,200	$3,200	$3,200		**$16,000**
fundraising								
School district								
Federal								
Grant								
Park Impact Fees								
Total		**$3,200**	**$3,200**	**$3,200**	**$3,200**	**$3,200**		**$16,000**

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-Design																								
Permitting																								
Final Design																								
Construction																								
Monitoring																								

City of Kenmore Capital Improvement Program
Squires Landing Park Land Acquisition (park opening)
Project P-31



Project Location: 7637 NE 192nd Street

Project Manager: Parks Project Manager

Project Description: Create passive recreation infrastructure improvements to open the recently acquired property to the public in order to satisfy the State Recreation and Conservation Office requirements. Future improvements may include: park entry signage, striping parking spaces on existing asphalt, fencing and signage to identify critical areas, and habitat restoration to meet the State of Washington Recreation & Conservation Office (RCO) requirement to allow public access to the property.

Background: The City's Waterfront & Natural Open Space Access Project at Squires Landing Park will improve public access to the Sammamish River. 1.5 acres of the total 7.25-acre project includes the proposed plaza, walkway, restroom and parking lot. For the State Recreation and Conservation Office (RCO) to allow "conversion" (development) of this 1.5-acre area and remove the restrictive covenant, purchase of equivalent replacement land for wildlife habitat and passive recreation was required. The City purchased 4.8 acres of replacement land located at 7637 NE 192nd Street adjacent to the City owned 14.6-acre Swamp Creek Wetland within the Swamp Creek watershed basin to meet the conversion process requirements. A restrictive covenant was placed on this property to meet the RCO requirements to retain the property for wildlife habitat and passive recreation.

Environmental Review Status:	Exempt	DNS	EIS
	☑	☐	☐

Anticipated minimal upland improvements are SEPA exempt.

Potential Project Issues: None anticipated.

Operations: Maintenance costs related to upkeep of new facilities begin 2021.

City of Kenmore Capital Improvement Program
Squires Landing Park Land Acquisition (park opening)
Project P-31

CURRENT DOLLARS

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total 2021-2026
Acquisition	$ 1,044,849							
Permitting	$ 10,000							
Construction	$ 45,000	$150,151						**$150,151**
Total	**$ 1,099,849**	**$ 150,151**						**$150,151**
Revenue								
REET								
Bond								
SC Basin Funds	$244,303	$150,151						**$150,151**
Grant	$804,587							
Park Impact Fees	$ 50,959							
Total	**$ 1,099,849**	**$150,151**						**$150,151**

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Permitting																								
Final Design																								
Construction																								
Closeout																								
Monitoring																								

City of Kenmore Capital Improvement Program
Moorlands Park Improvements -Lighting
Project P-32

Project Location: Moorlands Park located to the south of the intersection of NE 155th St and 84th Ave NE. 15221 84th Ave NE, Kenmore, WA.

Project Manager: Parks Project Manager

Project Description: Addition of field lighting.

Background: In July of 2018 park improvements (project P 6) were completed including renovated athletic field, new picnic shelter, restrooms, playground, landscaping and pathways. A new interlocal agreement with the Northshore School District regarding park use was authorized in December 2017. The 2020 adopted PROS Plan identifies develop and expand recreational opportunities at existing parks to add capacity, increase diversity in the types of amenities offered in the system, improve accessibility, and/or enhance the overall park experience. Adding field lighting would potentially increase capacity for field scheduling for youth sports. Existing park capacity improvements (expansion or new features) is included in the Capital Facilities plan as mid-term (7-12 years) and long-term goals (13+ years) with $9.75 million estimated.

Environmental Review Status:	Exempt	DNS	EIS
	☐	☑	☐

Environmental review likely required.

Potential Project Issues: Addressing neighborhood concerns about adding field lighting. Potential environmental concerns related to overhead lighting.

Operations: The City took over all park maintenance following execution of the 2017 interlocal agreement with the Northshore School District. The proposed lighting improvements may result in an additional increase in the park operations budget.

City of Kenmore Capital Improvement Program

Moorlands Park Improvements - Lighting

Project P-32

CURRENT DOLLARS

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total 2021-2026
Expenses								
Grant prep					$10,000			**$ 10,000**
Design						$50,000		**$ 50,000**
Permitting						$ 10,000	$10,000	**$ 20,000**
Construction							$570,000	**$ 570,000**
Total					**$ 10,000**	**$ 60,000**	**$ 580,000**	**$ 650,000**
Revenue								
REET								
Strategic								
KC Levy								
RCO Grant							$290,000	**$290,000**
Park Impact Fees					$10,000	$60,000	$290,000	**$360,000**
Total					**$ 10,000**	**$ 60,000**	**$ 580,000**	**$ 650,000**

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Grant materials/application																								
Permitting																								
Final Design																								
Construction																								
Closeout																								

EXHIBIT – C

Transportation Capital Improvement Program

CITY OF KENMORE, WASHINGTON
TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2021-2026

EXHIBIT B

Project Description	2021 Budget	2022 Budget	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
T6 west A							
T 8 SR 522 West B 57th to 61st	$5,000	$250,000	$250,000	$900,000	$585,000	$10,000	$2,000,000
T 27 Sidewalk Program							
Sidewalk Gaps/ADA Replacement Program	20,000	150,000	100,000	100,000	100,000	100,000	570,000
T27x NE 192nd Ave Sidewalks (73rd Ave -75th Ave)	500	86,306	344,194	0	0	0	431,000
T47 Arrowhead Dr Sidewalks	1,000	60,000	85,900	980,348	0	0	1,127,248
T 35 Pavement Preservation	150,000	990,000	150,000	990,000	150,000	990,000	3,420,000
T 38 175th St/ Swamp Creek Crossing	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
T 41 Juanita Dr Pedestrian & Bicycle Safety	9,897,233	358,699	0	0	0	0	10,255,932
T 42 68th Ave Pedestrian & Bicycle Safety	9,167,718	2,733,503	0	0	0	0	11,901,221
T 44 61 Ave Sidewalk Replacement Project	85,000	165,000	4,674,265	0	0	0	4,924,265
T 48 2018 Local Road Safety - Signing	292,000	0	0	0	0	0	292,000
T 49 2018 Local Road Safety - Lighting	35,000	0	0	0	0	0	35,000
T 50 SR522 Gateway Sign East	20,000	0	0	0	0	0	20,000
T51 Burk-Gilman Trail/NE 175th St. wayfinding & conne	10,000	296,047	0	0	0	0	306,047
	19,683,451	5,114,555	5,629,359	3,145,348	1,035,000	3,300,000	37,907,713
T 37 West Samm Bridge 15,124,577	18,024,711	8,643,947	893,176	9,757	9,759	78,632	27,659,982
Total Project Costs	$37,708,162	$13,758,502	$6,522,535	$3,155,105	$1,044,759	$3,378,632	$65,567,695

Funding as Proposed:	2021 Budget	2022 Budget	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
Transportation Impact Fees	3,258,848	358,699	0	0	0	0	3,617,547
Transportation Impact Fees - Sammamish Bridge	0	45,000	352,770	9,757	9,759	78,632	495,918
Real Estate Excise Taxes	$3,165,050	$2,140,000	$250,000	$1,090,000	$250,000	$1,090,000	$7,985,050
Real Estate Excise Taxes-Sammamish Bridge		$996,913	$500,000	$0	$0	$0	$1,496,913
Surface Water Fund - Sammamish Bridge	649,587	0	0	0	0	0	649,587
Surface Water Fund - other			30,000				30,000
Strategic Opportunities Fund	0	1,333,503	0	0	0	0	1,333,503
WSDOT Safe Routes to School Grant: Sidewalks	1,500	146,306	430,094	980,348	0	0	1,558,248
Federal Highway Safety Impr Program - Sidewalks	326,000	0	0	0	0	0	326,000
Reimbursements from Other Agencies	2,765,330	0	0	0	0	0	2,765,330
BRAC Grant: West Samm Bridge Replacement	3,692,856	0	0	0	0	0	3,692,856
Connecting WA Fundx T8	5,000	250,000	250,000	900,000	585,000	10,000	2,000,000
Connecting WA Funds: West Samm Bridge, West B	9,619,546	6,306,631	40,406	0	0	0	15,966,583
TIB Grant: West Samm Bridge Replacement	$3,650,023	$1,295,403	$0	$0	$0	$0	$4,945,426
Walkways & Waterways Bonds: Juanita and 68th Ave	5,908,160	400,000	0	0	0	0	6,308,160
Sound Transit Grant: Juanita Drive	1,278,000	0	0	0	0	0	1,278,000
WSDOT: Juanita Drive	1,704,000	0	0	0	0	0	1,704,000
Dept of Commerce: Juanita Drive	194,000	0	0	0	0	0	194,000
DOE Grant: Juanita and 68th Ave	1,012,563	0	0	0	0	0	1,012,563
Utility Reimbursement: West Samm Bridge Replacement	412,699	0	0	0	0	0	412,699
Other Grants or Funding	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
WSDOT ped/bike	65,000	461,047	1,144,265	0	0	0	1,670,312
Future Grants	0	0	3,500,000	0	0	0	3,500,000
Total Project Funding	$37,708,162	$13,758,502	$6,522,535	$3,155,105	$1,044,759	$3,378,632	$65,567,695

City of Kenmore Capital Improvement Program

Project Name: SR 522 West B (57 Avenue NE to 61 Avenue NE)

Project No. T-8

Project Location: SR 522 from 57 Avenue NE to 61 Avenue NE

Project Description: This project will widen Highway 522 west of 61 Avenue NE to provide eastbound-to-westbound U-turn capability at the 61st Ave NE intersection, widening along the south side of SR 522 for new sidewalk and amenity strip, and provide access management to SR522.

Background: Since its incorporation, the City of Kenmore has completed improvements to SR 522 (Bothell Way) between 61st Avenue NE and the east city limits to increase safety, improve transit reliability, and ease congestion. Improvements included adding new traffic signals, street lighting and sidewalks, widening SR 522 for Business Access and Transit lanes, enhancing the corridor with new landscaping and medians to improve access management, replacing the Swamp Creek Bridge, undergrounding utilities, and more. The final segment, SR 522 West B (57 Avenue NE to 61 Avenue NE) will complete corridor improvements to the west City limits.

Funding Sources: This project is funded with $2M from the State's Connecting WA program. Additional City funds may be needed to supplement the grant funds. Staff will apply for additional grant funds as they become available.

City of Kenmore Capital Improvement Program

Project Name: SR 522 West B (57 Avenue NE to 61 Avenue NE)

Project No. T-8

CURRENT DOLLARS

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total
Expenses								
Design		$ 5,000	$ 250,000	$ 250,000				**$ 505,000**
ROW/ Acquisition								
Construction					$ 900,000	$ 585,000	$ 10,000	**$ 1,495,000**
Total		**$ 5,000**	**$ 250,000**	**$ 250,000**	**$ 900,000**	**$ 585,000**	**$ 10,000**	**$ 2,000,000**
Revenue								
Connecting WA		$ 5,000	$ 250,000	$ 250,000	$ 900,000	$ 585,000	$ 10,000	**$ 2,000,000**
Total		**$ 5,000**	**$ 250,000**	**$ 250,000**	**$ 900,000**	**$ 585,000**	**$ 10,000**	**$ 2,000,000**

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Grant Applications																								
Design																								
Right-of-way																								
Construction																								
Closeout																								

City of Kenmore Transportation Improvement Program

Project Name: Sidewalk Gap/ADA Replacement Program
Project No.: T-27

Project Location(s): Citywide

Project Description: These projects are intended to complete gaps in existing sidewalk, replace non-compliant curb ramps and sidewalks at the identified locations throughout the city. Typical projects include new 5-6 foot wide sidewalk and ADA ramp improvements, curb ramp replacement, and sidewalk panel replacement.

Background: The City completed an inventory and assessment of its pedestrian facilities within the right of way. Several locations were identified as not being compliant with the American with Disabilities Act (ADA) standards. Also, filling sidewalk gaps is a cost effective way to improve mobility within the City. In 2013, the City completed its first Sidewalk Priority Plan. This plan will be updated in 2021 and will included a priority list for completing short sidewalk gaps within the City. Staff will utilize the pedestrian facility inventory completed in 2015 to identify priorities for replacing noncompliant accessible routes.

Funding Sources: $100K per year of local City funds are allocated to this project. $75K each year will be diverted to sidewalk replacement on 61st Ave NE (Project No. T-44).

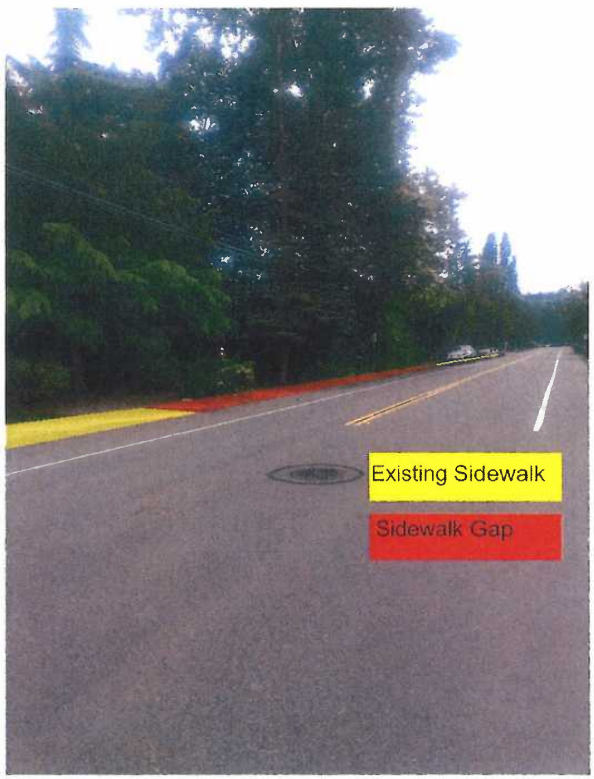


Figure A

City of Kenmore Transportation Improvement Program

Project Name: Sidewalk Gaps/ADA Replacement Program
Project No.: T-27

CURRENT DOLLARS

Year	Prior	2021	2022	2023	2024	2025	2026	Total
Expenses								
Design	$ 83,571	$ 20,000	$ -	$ 10,000	$ 10,000	$ 10,000	$ 10,000	**$ 143,571**
ROW/ Acquisition		$ -	$ -	$ -	$ -	$ -	$ -	
Construction	$ 303,013	$ -	$ 150,000	$ 90,000	$ 90,000	$ 90,000	$ 90,000	**$ 813,013**
Total	**$ 386,584**	**$ 20,000**	**$ 150,000**	**$ 100,000**	**$ 100,000**	**$ 100,000**	**$ 100,000**	**$ 956,584**
Revenue								
REET	$ 386,584	$ 20,000	$ 150,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	**$ 956,584**
Total	**$ 386,584**	**$ 20,000**	**$ 150,000**	**$ 100,000**	**$ 100,000**	**$ 100,000**	**$ 100,000**	**$ 956,584**

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Construction																								
Closeout																								

City of Kenmore Transportation Improvement Program

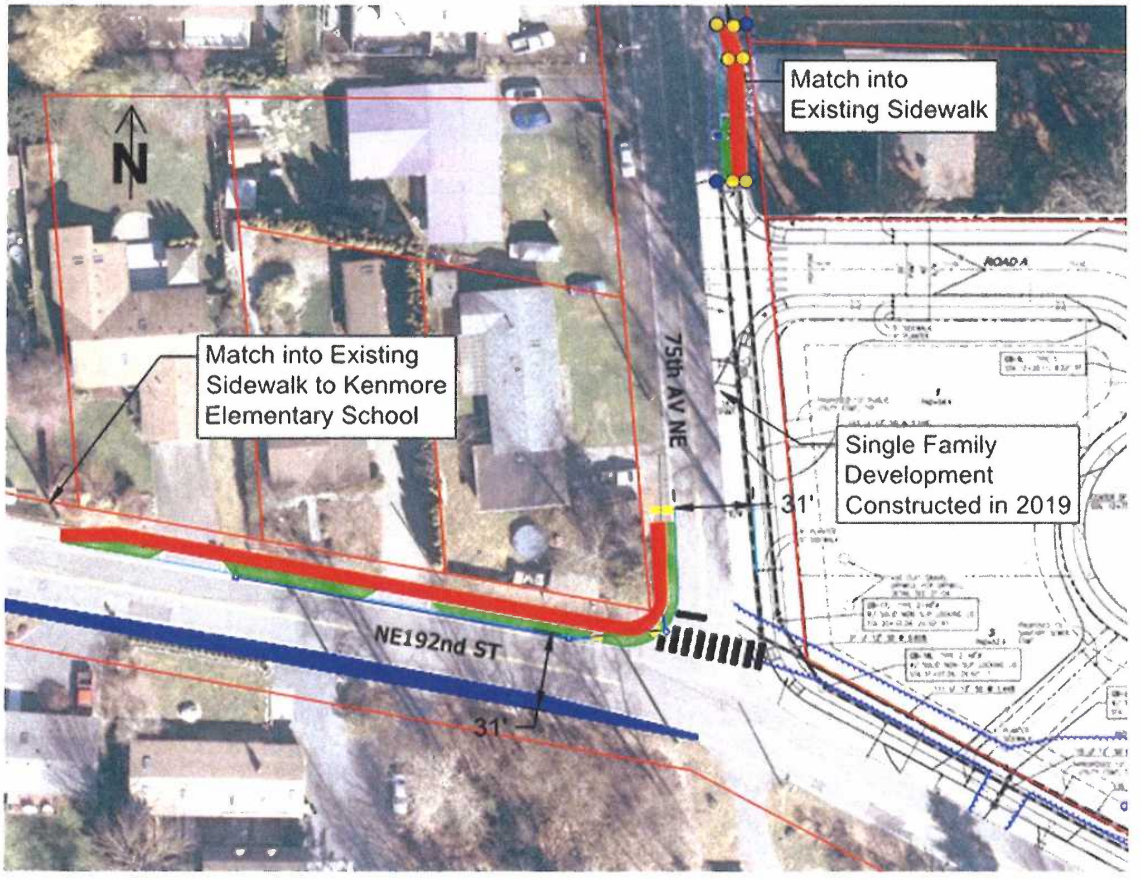
Project Name: NE 192nd St Sidewalks (73rd Ave – 75th Ave)
Project No.: T-27x

Project Location: NE 192nd Street between 73rd Ave NE and 75th Avenue NE.

Project Description: This project builds approximately 275 LF of new sidewalks on north side of NE192nd Street from 73rd Ave – 75th Ave and approximately 75 LF of sidewalk on the east side of 75th Ave NE to close the sidewalk gap.

Background: Sidewalk exists on NE 192nd Street at 73rd Avenue NE and terminates approximately 240 feet from 75th Ave NE. Approximately 500 LF of sidewalks were installed east of 75th Ave NE as part of private developments. Sidewalk also exists up 75th Ave NE. This project will close gaps and create a continuous sidewalk to Kenmore Elementary in this area. NE 192nd St is a designated walking route for Kenmore Elementary School students. Sidewalks at this location were identified as a high priority sidewalk in the Sidewalk Program.

Funding Sources: This project is currently unfunded. In May 2020, staff applied for a WSDOT Safe Route to Schools grant to fund this project. Grant results will be announced in the fall of 2020.



City of Kenmore Transportation Improvement Program

Project Name: NE 192nd Ave Sidewalks (73rd Ave – 75th Ave)
Project No.: T-27x

Current Dollars:

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total
Expenses								
Design		$ 500	$ 82,706					**$ 83,206**
ROW/ Acquisition			$ 3,600					**$ 3,600**
Construction				$ 344,194				**$ 344,194**
Total		**$ 500**	**$ 86,306**	**$ 344,194**				**$ 431,000**
Revenue								
State		$ 500	$ 86,306	$ 344,194				**$ 431,000**
Total		**$ 500**	**$ 86,306**	**$ 344,194**				**$ 431,000**

Schedule:

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right of Way																								
Construction																								
Closeout																								

City of Kenmore Transportation Improvement Program

Project Name: Pavement Overlay Program
Project No.: T-35

Project Location: Citywide.

Project Description: This program includes grind and overlay of selected streets within the City. Typically grind and overlay projects are completed on roadways with pavement ratings between 60 and 70 while pavement seal operations are completed on roadways with ratings above 70. As part of any pavement overlay, curb ramps within the project limits are upgraded to comply with the American's with Disabilities Act (ADA). In addition, pavement overlay may also include major pavement repairs, utility adjustments and pavement markings.

Background: The City of Kenmore Comprehensive Plan promotes a fiscally constrained Transportation Element that prioritizes operation and maintenance of existing facilities within the City. Focus is typically on arterials within the City. In addition, there are 3 goals listed in the Comprehensive Plan that support this program:

1. Provide a complete transportation network serving local and regional circulation needs, safely accommodating all users;
2. Promote a transportation system that contributes to fiscal and environmental sustainability;
3. Facilitate freight mobility and economic prosperity.

CURRENT DOLLARS

Year	2021	2022	2023	2024	2025	2026	Total
Expenses							
Design	$ 150,000		$ 150,000		$ 150,000		**$ 450,000**
ROW							
Construction		$ 990,000		$ 990,000		$ 990,000	**$2,970,000**
Total	**$ 150,000**	**$ 990,000**	**$ 150,000**	**$ 990,000**	**$ 150,000**	**$ 990,000**	**$3,420,000**
Revenue							
REET	$ 150,000	$ 990,000	$ 150,000	$ 990,000	$ 150,000	$ 990,000	**$3,420,000**
Total	**$ 150,000**	**$ 990,000**	**$ 150,000**	**$ 990,000**	**$ 150,000**	**$ 990,000**	**$3,420,000**

City of Kenmore Transportation Improvement Program

Project Name: West Sammamish River Bridge Replacement Project
Project No: T-37

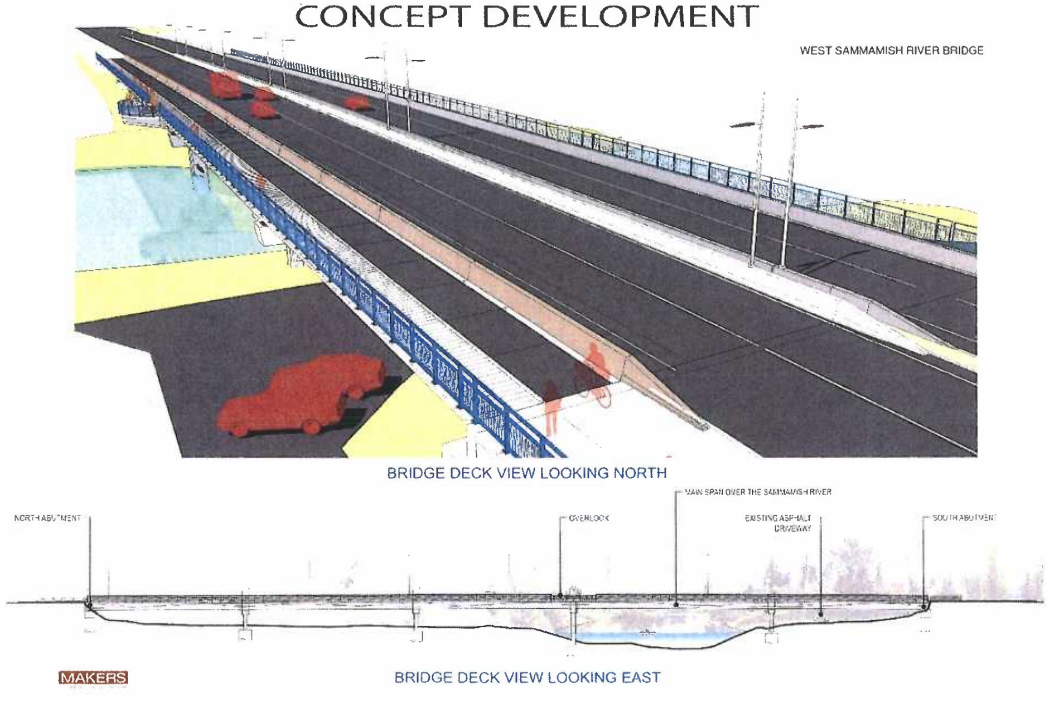
Project Location: 68th Avenue NE between NE 170th Street and NE 175th Street

Project Description: Replace the West Sammamish River Bridge (southbound traffic) that crosses the Sammamish River on 68th Avenue NE. The project will also include new sidewalk and bike path, landscaping, lighting, and utility undergrounding on 68th Avenue NE between NE 170th Street and NE 175th Street.

Background: The West Sammamish River Bridge was constructed in the 1930's and is at the end of its life. It is considered to be structurally obsolete. To date, the City has completed an alternatives analysis, a scour analysis, a load rating analysis, and has applied load restrictions on the bridge (weight limits went into effect in 2014). The bridge continues to be monitored during the design of the new bridge.

Funding Sources: The City has been awarded several grants for the project. The City was awarded $12M in Bridge Program funds, $1.06M in Surface Transportation funds, $18M in Connecting Washington funds, and $7M in TIB funds.

Project Location



City of Kenmore Capital Improvement Program
Project Name: West Sammamish River Bridge Replacement
Project No. T- 37

CURRENT DOLLARS

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total
Expenses								
Pre-Design	$ 18,828							**$ 18,828**
Design	$ 3,229,584		$ -					**$ 3,229,584**
ROW/ Acquisition	$ 1,293,473		$ -					**$ 1,293,473**
Construction	$ 10,894,012	$17,145,094	$ 7,764,330	$ 893,176	$ 9,759	$ 9,759	$ 78,632	**$36,794,762**
Contingency		$ 879,617	$ 879,617					**$ 1,759,234**
Total	**$ 15,435,897**	**$18,024,711**	**$ 8,643,947**	**$ 893,176**	**$ 9,759**	**$ 9,759**	**$ 78,632**	**$43,095,881**
Revenue								
REET								**$ -**
City	$ 296,167		$ 1,041,913	$ 852,770	$ 9,759	$ 9,759	$ 78,632	**$ 2,289,000**
BRAC*	$ 8,307,144	$ 3,692,856						**$12,000,000**
STP	$ 1,063,994							**$ 1,063,994**
SW Fund	$ 550,413	$ 649,587						**$ 1,200,000**
Connect. WA	$ 2,033,417	$ 9,619,546	$ 6,306,631	$ 40,406				**$18,000,000**
TIB	$ 2,054,574	$ 3,650,023	$ 1,295,403					**$ 7,000,000**
Utilities	$ 1,130,188	$ 412,699						**$ 1,542,887**
Total	**$ 15,435,897**	**$18,024,711**	**$ 8,643,947**	**$ 893,176**	**$ 9,759**	**$ 9,759**	**$ 78,632**	**$43,095,881**

* $837 dollars charged by WSDOT for services and deducted from invoices.

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Right of Way																								
Construction																								
Closeout/Plant Establishment/Mitigation																								

City of Kenmore Capital Improvement Program

Project Name: Lower Swamp Creek Bridge Replacement
Project No.: T-38

Project Location: NE 175th Street/Swamp Creek Crossing

Project Description: The bridge over Swamp Creek at NE 175th Street has reaching its expected lifespan and is in need of replacement. An update of the alternatives analysis, cost estimates, funding alternatives will be conducted prior to design/construction.

Figure A: Existing Bridge

Background: This structure is on NE 175th Street, adjacent to the Burke Gilman Trail and crosses Swamp Creek. This structure currently is wide enough for two way vehicle traffic. The existing structure is routinely evaluated by the King County Bridge Engineering group. Maintenance is provided to the structure as needed. King County recommended evaluation of the structure for rehabilitation vs. replacement. A study and alternatives analysis was performed in 2016 that recommended replacement of the bridge within the next 10 years.

Funding Status:
There is no funding set aside for design or construction for a new bridge. Local dollars are included to research and evaluate funding alternatives for the bridge.

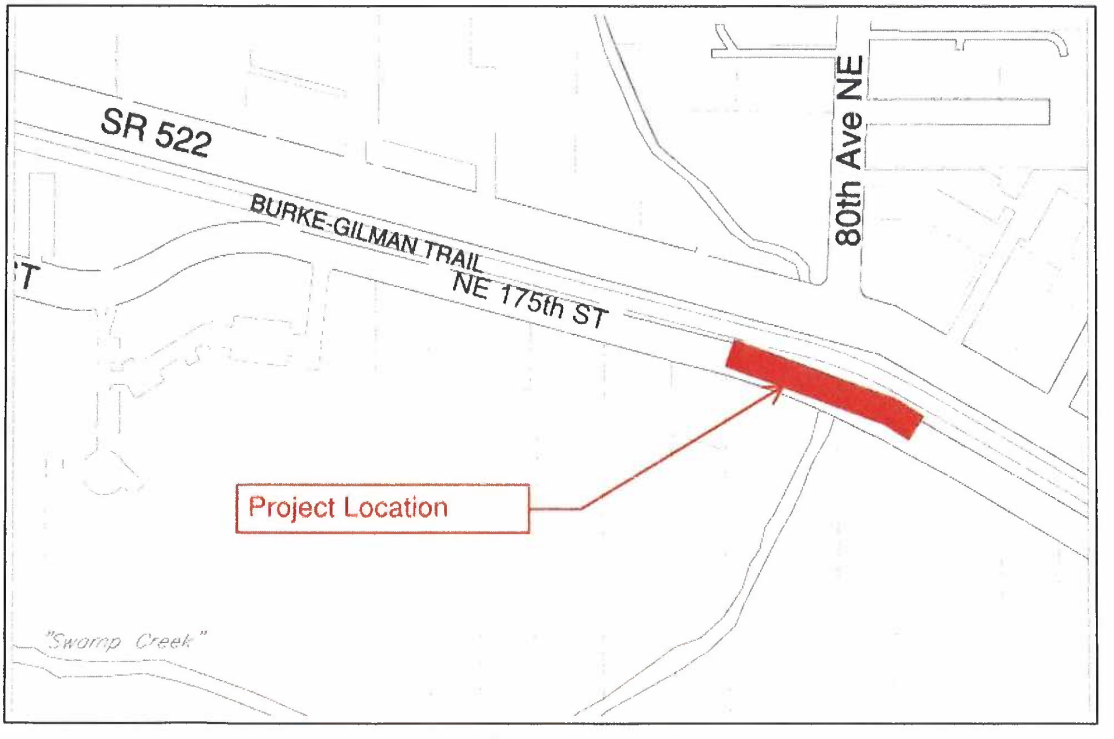


Figure B: Project Location

City of Kenmore Capital Improvement Program

Project Name: Lower Swamp Creek Bridge Replacement
Project No.: T-38

CURRENT DOLLARS

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total
Expenses								
Pre-Design	$ 23,218		$ 25,000	$ 25,000				**$ 73,218**
Design					$ 175,000	$ 175,000		**$ 350,000**
ROW/ Acquisition						$ 25,000		**$ 25,000**
Construction							$ 2,000,000	**$ 2,000,000**
Contingency							$ 200,000	**$ 200,000**
Total	**$ 23,218**	**$ -**	**$ 25,000**	**$ 25,000**	**$ 175,000**	**$ 200,000**	**$ 2,200,000**	**$ 2,648,218**
Revenue								
Impact Fees								**$ -**
REET	$ 23,218							**$ 23,218**
Other grant Funded			$ 25,000	$ 25,000	$ 175,000	$ 200,000	$ 2,200,000	**$ 2,625,000**
Total	**$ 23,218**	**$ -**	**$ 25,000**	**$ 25,000**	**$ 175,000**	**$ 200,000**	**$ 2,200,000**	**$ 2,648,218**

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-Design																								
Design/Permitting																								
Right of Way																								
Construction																								
Closeout																								

City of Kenmore Transportation Improvement Program

Project Name: Juanita Drive NE Pedestrian and Bicycle Improvements
Project No. T-41

Project Location: Juanita Drive NE (NE 143 Street to NE 170 Street)

Project Description: This project provides continuous ADA accessible sidewalk and buffered bike lanes on Juanita Drive NE between NE 143 Street and NE 170 Street. Specific project components include:

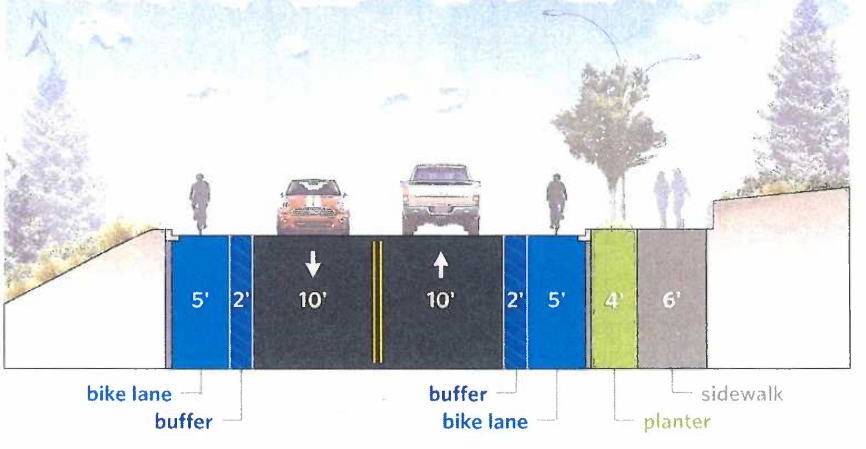
- Sidewalk along the east side of Juanita Drive NE where residential neighborhoods are located. Sidewalk improvements and pedestrian crossings on west side of street will be limited to bus stops only.
- Bike lanes with buffer on the east and west side of Juanita Drive NE;
- Additional or extensions of left turn lanes where warranted;
- Pedestrian crossing treatments to improve nonmotorized safety, connectivity, and comfort;
- Improved storm drainage, LED street lighting, landscaping and aesthetics and;
- Utility relocation and/or retaining structures, where necessary.

Background: Juanita Drive NE serves as a north-south critical link to the City's Downtown, SR 522 Corridor, Burke-Gilman Trail, Bastyr University, Kenmore Senior Center, Parks, and Arrowhead Elementary School for thousands of local residents and is part of the Lake Washington Loop, one of the region's most popular recreational cycling routes. Juanita Drive NE is an existing minor arterial roadway with mostly one travel lane in each direction and asphalt shoulders. The posted speed is 35 mph. This roadway experiences a high number of accidents per year and contains several geometric deficiencies including lack of continuous sidewalks and bicycle lanes. Up to 250 bicycles and 15,000 vehicles use this corridor daily.

Funding Status: This project is funded through the Walkways and Waterways bond measure, WSDOT Pedestrian and Bicycle Safety Program, Sound Transit System Access Fund, WA State Department of Ecology, WA State Department of Commerce, Northshore Utility District, and local City dollars.

Project Delivery Status: Construction began on July 6, 2020 and is expected to continue through 2021.

Typical Section – two lanes *(Looking North)*



City of Kenmore Transportation Improvement Program

Project Name: Juanita Drive NE Pedestrian and Bicycle Improvements
Project No. T-41

CURRENT DOLLARS

Year	Previous Years	2021	2022	2023	2024	2025	2026	Total
Expenses								
Design	$ 1,871,364							$ 1,871,364
ROW/ Acquisition	$ 666,808							$ 666,808
Construction	$ 4,050,004	$ 9,897,233	$ 358,699					$ 14,305,936
Total	**$ 6,588,176**	**$ 9,897,233**	**$ 358,699**					**$ 16,844,108**
Revenue								
REET		$ 1,100,000						$ 1,100,000
Traffic Impact Fees	$ 275,000	$ 3,257,848	$ 358,699					$ 3,891,547
Walkways & Waterways Bond Measure	$ 2,713,573	$ 2,286,427						$ 5,000,000
Northshore Utility Dist	$ 1,099,253	$ 76,958						$ 1,176,211
WSDOT Ped/Bike Grant	$ 821,100	$ 1,704,000						$ 2,525,100
Dept of Ecology (SFAP)	$ 1,457,250	$ -						$ 1,457,250
Sound Transit	$ 222,000	$ 1,278,000						$ 1,500,000
WA St Dept. Commerce	$ -	$ 194,000						$ 194,000
Total	**$ 6,588,176**	**$ 9,897,233**	**$ 358,699**					**$ 16,844,108**

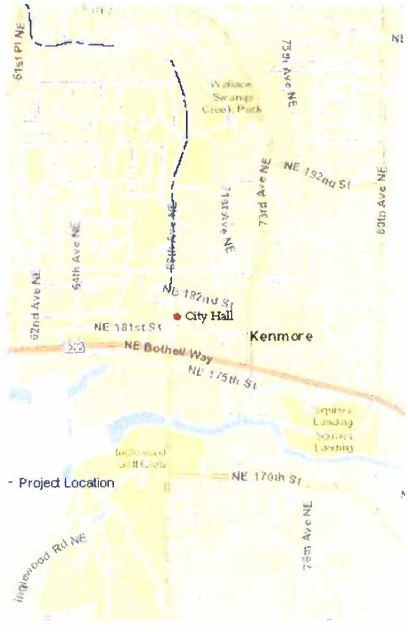
SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout																								

City of Kenmore Transportation Improvement Program

Project Name: 68 Avenue NE Pedestrian and Bicycle Improvements
Project No. T 42

Project Location: 68 Avenue NE / NE 202 Street
Segment a: West side of 68 Avenue NE from NE 182 Street to NE 185 Street
Segment b: East side of 68 Avenue NE from NE 185 Street to existing sidewalk
Segment c: West side of 68 Avenue NE from NE 185 Street to NE 201 Street
Segment d: North side of NE 202 Street from 66 Avenue NE to 61 Avenue NE

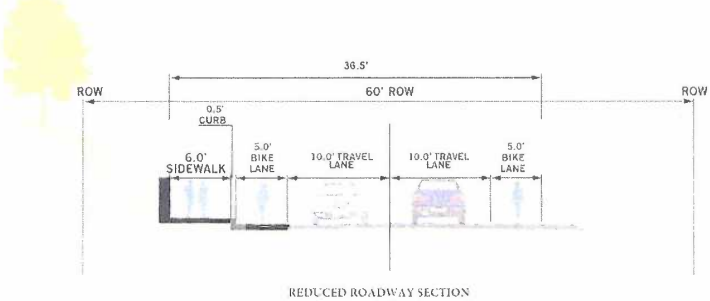


Project Description: This project provides continuous ADA accessible sidewalk and bike lanes on 68 Avenue NE and NE 202 Streets respectively between NE 182 Street and 61 Avenue NE. Other project components include new storm drainage, LED street lighting, landscaping in downtown area, RRFB ped crossing at NE185th Street, retaining walls and utility relocation where necessary.

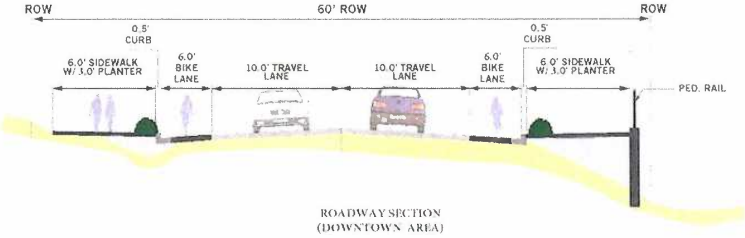
Background: 68 Avenue NE / NE 202 Street is a collector arterial roadway that runs north/south through the City of Kenmore. This roadway serves as a primary connector to Downtown Kenmore and City Hall for residences and Kenmore Middle School. The current street configuration allows for only one travel lane in each direction and intermittent asphalt shoulders. The posted speed is 35 mph.

Funding Sources: This project is funded through the Walkways and Waterways bond measure, Department of Ecology grant, Northshore Utility District, and local dollars.

Proposed Improvements:



REDUCED ROADWAY SECTION
(NORTH OF DOWNTOWN)



ROADWAY SECTION
(DOWNTOWN AREA)

City of Kenmore Transportation Improvement Program

Project Name: 68 Avenue NE Pedestrian and Bicycle Improvements
Project No. T 42

CURRENT DOLLARS

Year	Previous Years	2021	2022	2023	2024	2025	2026	Total
Expenses								
Design	1,092,236							**1,092,236**
ROW/ Acquisition	28,418							**28,418**
Construction		9,167,718	2,733,503					**11,901,221**
Total	**1,120,654**	**9,167,718**	**2,733,503**					**13,021,875**
Revenue*								
REET		1,845,050	1,000,000					**2,845,050**
Strategic Op. Fund		-	1,333,503					**1,333,503**
Northshore Utility District		2,688,372						**2,688,372**
Walkways & Waterways Bond Measure	1,078,267	3,621,733	400,000					**5,100,000**
Dept of Ecology (SFAP)	42,387	1,012,563						**1,054,950**
Total	**1,120,654**	**9,167,718**	**2,733,503**					**13,021,875**

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout																								

City of Kenmore Transportation Improvement Program

Project Name: 61st Avenue Sidewalk Replacement Project
Project No. T-44

Project Location: 61st Avenue NE (NE 190th Street north to 62nd Ave NE)

Project Description:
This project will update the alternatives analysis and include other possible scenarios. Sidewalk panels will be replaced as funding allows.

Background: 61st Avenue NE is an arterial that runs north to south (north of SR 522). The intersection with NE 193rd Street is a major intersection that could utilize additional control. The sidewalks north of NE 190th Street do not meet American with Disability Act (ADA) compliance and have suffered from street tree damage. In 2017, an alternatives analysis was completed evaluating options for replacement of the sidewalk in this area.

Funding Sources:
This project would be funded with a combination of City and grant resources. Future grants are shown below. If those future funds are not awarded, the project will be phased to accommodate the funding available.

Existing Conditions: Traffic volumes on 61st Avenue NE will continue to increase as regional traffic grows. Over 70 locations along this corridor are experiencing sidewalk uplift due to nearby trees and several other panels have shifted and pedestrians with accessibility issues are sometimes forced into the existing shoulder/travel lane.

City of Kenmore Transportation Improvement Program

Project Name: 61st Avenue Sidewalk Replacement Project
Project No. T-44

CURRENT DOLLARS

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total
Expenses								
Design	$ 91,988	$ 85,000	$165,000	$ -	$ -	$ -	$ -	**$ 341,988**
ROW/ Acquisition								
Construction			$ -	$ 4,674,265	$ -	$ -	$ -	**$ 4,674,265**
Total	**$ 91,988**	**$ 85,000**	**$165,000**	**$ 4,674,265**				**$ 5,016,253**
Revenue								
REET	$ 91,988	$ 30,000	$ -	$ -	$ -	$ -	$ -	**$ 121,988**
WSDOT Ped Bike		$ 55,000	$165,000	$ 1,144,265				**$ 1,364,265**
Future Grants				$ 3,500,000				**$ 3,500,000**
SWM Fund			$ -	$ 30,000	$ -	$ -	$ -	**$ 30,000**
Total	**$ 91,988**	**$ 85,000**	**$165,000**	**$ 4,674,265**				**$ 5,016,253**

SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout																								

City of Kenmore Transportation Improvement Program

Project Name: NE Arrowhead Drive Sidewalks
Project No.: T-47

Project Location: NE Arrowhead Drive between NE 151st Street and 64th Avenue NE.

Project Description: This project builds approximately 2,050 LF of new sidewalks on west side/south side of NE Arrowhead drive from NE 151st St to 64th Ave NE.

Background: NE Arrowhead Drive varies from 3-foot wide to 5-foot wide shoulder with two way traffic. NE Arrowhead Drive is a designated walking route for Arrowhead Elementary School students. Sidewalks along this road were identified as a high priority during the neighborhood meetings held for this area as part of the Neighborhood Transportation Program Plan and is listed as a high priority sidewalk in the Sidewalk Program.

Funding Sources: This project is currently unfunded. In May 2020, staff applied for a WSDOT Safe Route to Schools grant to fund this project. Grant results will be announced in the fall of 2020.

Proposed Improvements

City of Kenmore Transportation Improvement Program

Project Name: NE Arrowhead Drive Sidewalks
Project No.: T-47

Current Dollars:

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total
Expenses								
Design		$ 1,000	$ 60,000	$ 80,000				**$ 141,000**
ROW/ Acquisition				$ 5,900				**$ 5,900**
Construction					$ 980,348			**$ 980,348**
Total		**$ 1,000**	**$ 60,000**	**$ 85,900**	**$ 980,348**			**$1,127,248**
Revenue								
State		$ 1,000	$ 60,000	$ 85,900	$ 980,348			**$1,127,248**
Total		**$ 1,000**	**$ 60,000**	**$ 85,900**	**$ 980,348**			**$1,127,248**

Schedule:

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right of Way																								
Construction																								
Closeout																								

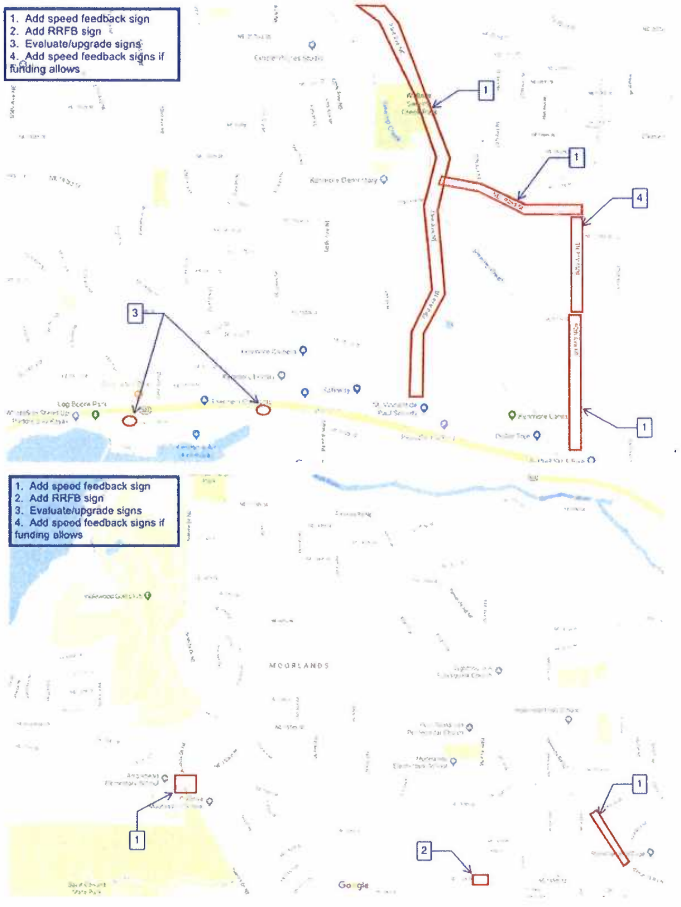
City of Kenmore Transportation Improvement Program

Project Name: 2018 Local Road Safety – Signing
Project No.: T-48

Project Location: Citywide

Project Description:

1. Install 10 radar speed feedback signs at the following locations:
   a) 80th Av. NE northbound between NE 179th Pl. and NE 185th St.
   b) 80th Av. NE southbound between NE 179th Pl. and NE 185th St.
   c) Simonds Rd. NE northbound between 92nd Av. and NE 151st St.
   d) Simonds Rd. NE southbound between 92nd Av. and NE 151st St.
   e) 73rd Av. NE northbound between NE 181st St. and NE 204th St.
   f) 73rd Av. NE southbound between NE 181st St. and NE 204th St.
   g) Juanita Dr. NE northbound south of the intersection with NE Arrowhead Dr./NE 153rd Pl.
   h) Juanita Dr. NE southbound south of the intersection with NE Arrowhead Dr./NE 153rd Pl.
   i) NE 192nd St. eastbound between 80th Av. NE and 73rd Av. NE
   j) NE 192nd St. westbound between 80th Av. NE and 73rd Av. NE
2. Add 2 pedestrian actuated rectangular rapid flashing beacon signs for the crosswalk on the south leg of the intersection at 84th Av. NE and NE 145th St.
3. Evaluate the intersection of NE 175th St. at the 61st Ave NE and 65th Ave NE:
   a) Evaluate traffic flow patterns
   b) Upgrade/modify signage as needed
   c) Evaluate/modify striping and access
   d) Evaluate sight distance
4. If funds allow, install 2 additional speed feedback signs at the following locations:
   a) 80th Av. NE northbound between NE 192nd St and NE 185th St.
   b) 801h Av. NE southbound between NE 192nd St and NE 185th St.



Background: In 2015, the Local Road Safety Plan was created to identify improvements to enhance safety for pedestrians and bicyclists. One of the most effective and visible traffic calming measures for arterials are speed feedback signs and flashing beacons. These signs and beacons can be mounted at the roadside with solar panel power. There are currently several of these signs and beacons throughout the City. The signs allow for tracking of the effectiveness of the speed limit signs, identify locations where speed may be a continuing problem and allow for coordination with the police for targeted enforcement to supplement the feedback sign's traffic calming effect.

Funding Sources: This project is primarily funded by the WSDOT Highway Safety Improvement Program grant with minimal city funds.

City of Kenmore Transportation Improvement Program

Project Name: 2018 Local Road Safety - Signing
Project No.: T-48

Current Dollars:

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total
Expenses								
Design	$ 67,800							**$ 67,800**
ROW/ Acquisition								
Construction		$ 292,000						**$ 292,000**
Total	**$ 67,800**	**$ 292,000**						**$ 359,800**
Revenue								
Impact Fees	$ 13,800							**$ 13,800**
HSIP	$ 54,000	$ 292,000						**$ 346,000**
Other								
Total	**$ 67,800**	**$ 292,000**						**$ 359,800**

Schedule:

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Construction																								
Closeout																								

City of Kenmore Transportation Improvement Program

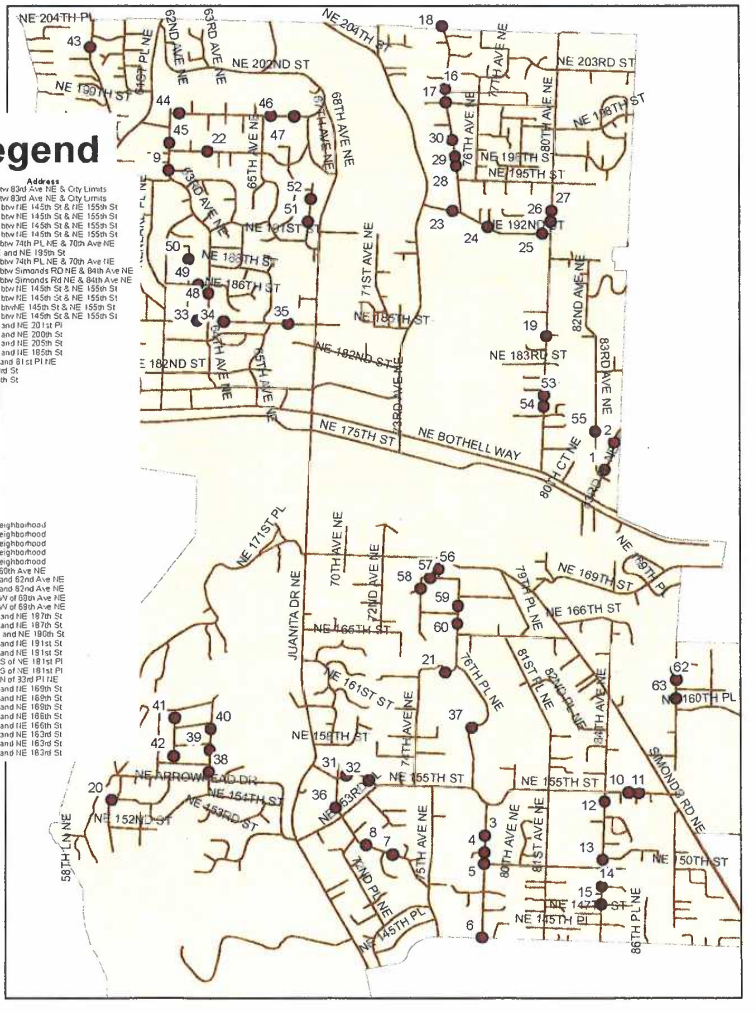
Project Name: 2018 Local Road Safety – Lighting
Project No.: T-49

Project Location: Citywide

Project Description:
Add light emitting diode (LED) lighting to existing power poles (where lighting does not exist now) at approximately 60 locations throughout the city.

Background: A street lighting program involves a systematic review of street lighting on residential collector roadways. Roads lacking sidewalks, have frequent unlit intersections, horizontal or vertical curves or are heavily vegetated were considered higher priority candidates for street lighting.

Funding Sources: This project is primarily funded by the WSDOT Highway Safety Improvement Program grant with minimal city funds.



City of Kenmore Transportation Improvement Program

Project Name: 2018 Local Road Safety - Lighting
Project No.: T-49

Current Dollars:

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total
Expenses								
Design	$ 2,500							$ 2,500
ROW/ Acquisition								
Construction		$ 35,000						$ 35,000
Total	**$ 2,500**	**$ 35,000**						**$ 37,500**
Revenue								
Impact Fees	$ 2,500	$ 1,000						$ 3,500
HSIP		$ 34,000						$ 34,000
Other								
Total	**$ 2,500**	**$ 35,000**						**$ 37,500**

Schedule:

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Construction																								
Closeout																								

City of Kenmore Transportation Improvement Program

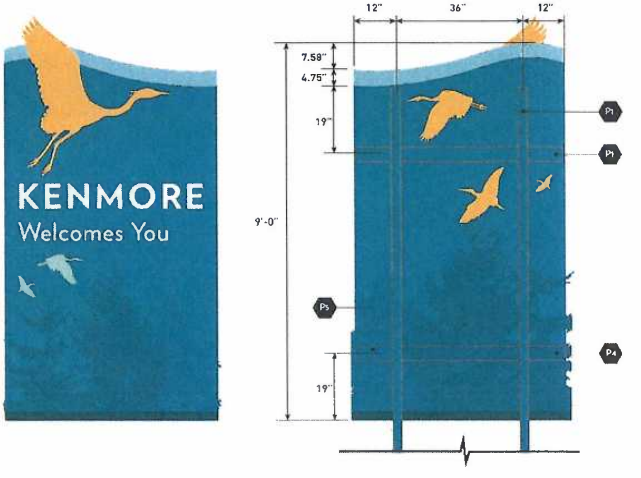
Project Name: SR522 Gateway Sign East
Project No.: T-50

Project Location: SR522, East City Limits

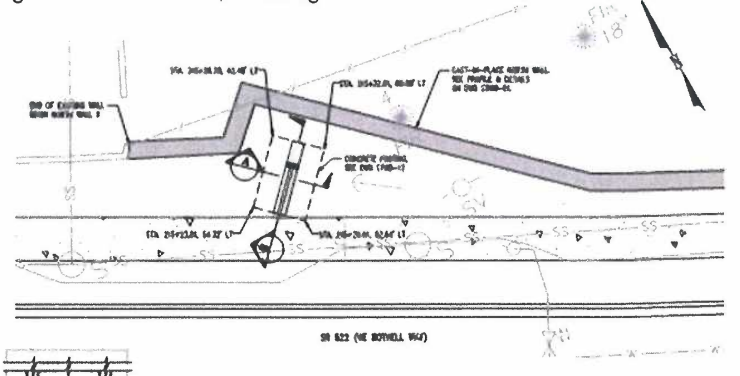
Project Description:
New monument gateway sign at entrance to City

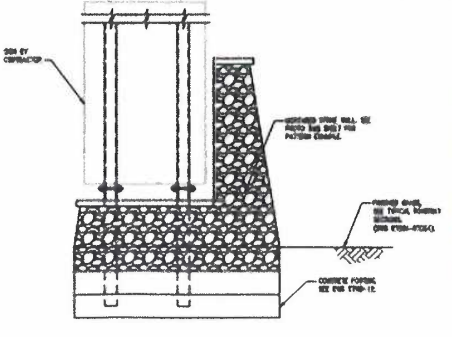
Background: In 2011, standard templates for wayfinding signs, park signs, gateway and secondary entrance signs were developed.

The City of Bothell is constructing improvements to SR 522 (NE Bothell Way) as part of their SR 522 Stage 3 project. The SR 522 Stage 3 improvements extend approximately 375 feet into City of Kenmore limits. During PSRC's competitive grant funding process, the City sponsored Bothell and agreed to contribute $50,000 towards the design of the SR 522 Stage 3 project improvements in Kenmore. In the later stages of design, city staff negotiated an interlocal agreement with Bothell to include a City of Kenmore's eastern gateway sign into the project.



Funding Sources: This project is funded by local dollars. Bothell's funding partner, Sound Transit, concluded that Kenmore's gateway sign is an eligible grant expenditure and committed to pay half of the Kenmore gateway sign construction cost, reducing the City's cost burden.





SECTION B

PHOTO EXAMPLE OF STONE PATTERN

City of Kenmore Transportation Improvement Program

Project Name: SR522 Gateway Sign East
Project No.: T-50

Current Dollars:

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total
Expenses								
Design	$ 11,610							$ 11,610
ROW/ Acquisition								
Construction		$ 20,000						$ 20,000
Total	**$ 11,610**	**$ 20,000**						**$ 31,610**
Revenue								
Local	$ 11,610	$ 20,000						$ 31,610
Total	**$ 11,610**	**$ 20,000**						**$ 31,610**

Schedule:

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Construction																								
Closeout																								

City of Kenmore Transportation Capital Improvement Program

Project Name: Burke-Gilman Trail/NE 175th St Wayfinding and Connectivity
Project No.: T-51

Project Location: NE 175th St

Project Description:

1. Install bike lanes between 65th Ave NE and 68th Ave NE.
2. Install green paint crossing treatments at 65th Ave NE and 68th Ave NE
3. Install wayfinding signs at the following locations:
   a) 68th Ave NE intersection
   b) Burke-Gilman Trail at 65th Ave NE
   c) Burke-Gilman Trail just east of 73rd Ave NE
4. Install RRFB at 65th Ave NE intersection
5. Install pedestrian scale lighting at the 65th Ave NE intersection

Background: In 2015, the Local Road Safety Plan was created to identify improvements to enhance safety for pedestrians and bicyclists. There is limited connectivity with the Burke-Gilman Trail and other pedestrian/bicycle areas within the City. New bike lanes and sidewalks are under construction along 68th Ave NE and Juanita Dr. NE 175th St. experiences regular industry related traffic. This project will address the risk factors associated with the mixing of zones between the regionally significant Burke Gilman Trail and 68th Ave NE.

Funding Sources: This project is funded by the WSDOT Ped/Bike Program grant.

City of Kenmore Transportation Capital Improvement Program

Project Name: Burk-Gilman Trail/NE 175th St Wayfinding and Connectivity
Project No.: T-51

Current Dollars:

Year	Prior Years	2021	2022	2023	2024	2025	2026	Total
Expenses								
Design	$ -	$ 10,000	$ 46,042					**$ 56,042**
ROW/ Acquisition								
Construction			$ 250,005					**$ 250,005**
Total		**$ 10,000**	**$ 296,047**					**$ 306,047**
Revenue								
WSDOT Ped/Bike	$ -	$ 10,000	$ 296,047					**$ 306,047**
Total		**$ 10,000**	**$ 296,047**					**$ 306,047**

Schedule:

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Construction																								
Closeout																								

EXHIBIT – D

Surface Water Capital Improvement Program

EXHIBIT D

CITY OF KENMORE, WASHINGTON
SURFACE WATER CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2021-2026

Project Description	2021 Proposed	2022 Proposed	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2021-2026 Totals
SW 8 190th St. Fish Passable Culvert	$316,000	$2,074,580	$0	$0	$0	$0	$2,390,580
SW 8 Public Works Trust Fund Loan 20 year Repayment	81,650	81,650	81,650	81,650	81,650	81,650	$489,900
SW 17 Little Swamp Creek Relocation	0	0	0	0	800,000	814,300	$1,614,300
SW 20 Small Works Projects	75,000	75,000	75,000	75,000	75,000	75,000	$450,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE 196th St	0	0	0	0	500,000	0	$500,000
SW 31 Drainage Impr & Street Repair at 66th Ave NE /196th	200,000	0	0	0	0	0	$200,000
SW 32 61st Ave Stabilization	150,000	0	0	0	0	0	$150,000
SW 34 Blueberry Creek Culverts	0	200,000	300,000	1,000,000	0	0	$1,500,000
SW 34 Blueberry Creek Culverts Bank Note Repayment	0	0	0	0	120,000	120,000	$240,000
T 44 61 Ave Sidewalk Replacement Project	0	0	30,000	0	0	0	$30,000
192nd culvert replacement							$0
T 37 West Samm Bridge (SWM Component)	649,587	0	0	0	0	0	$649,587
Total Project Costs	$1,472,237	$2,431,230	$486,650	$1,156,650	$1,576,650	$1,090,950	$8,214,367

Funding As Proposed:	2021 Proposed	2022 Proposed	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2021-2026 Totals
Real Estate Excise Tax - Sidewalks							$0
Reimbursement from Other Agencies	0	0	0	0			$0
Public Works Trust Fund 20 Year 1.66% Loan (SW8)	$316,000	$912,000	$0	$0	$0	$0	$1,228,000
Bank Note for Blueberry Creek Culverts (10 Yr 2.5%)	0	0	0	1,000,000	0	0	$1,000,000
General Facility Charge	100,000	100,000	100,000	100,000	100,000	100,000	$600,000
Reimbursement from Utilities							$0
Surface Water Utility Funds	1,056,237	1,419,230	386,650	56,650	396,650	440,950	$3,756,367
Flood Control District Resources	0	0	0	0	380,000	50,000	$430,000
Grants	0	0	0	0	700,000	500,000	$1,200,000
Total Project Funding	$1,472,237	$2,431,230	$486,650	$1,156,650	$1,576,650	$1,090,950	$8,214,367

Project:	TRIBUTARY 0056 BOX CULVERT AT NE 190TH ST		ID: SW-008
Location:	61ST AVE NE and NE 190TH ST	Basin	Tributary 0056
Project Type:	☐Water Quality ☒Fish Passage ☐Flow Control ☒Erosion ☐Drainage ☐Flooding	Project Cost:	$2,662,580
Problem:	Failing culvert, headwall and rockery causing erosion and safety concerns		

Narrative

Tributary 0056 flows from north to south along the east side 61st Ave NE. There are three primary problems beginning where Tributary 0056 crosses NE 190th St continuing approximately 155 feet south, including:

- Rock wall headwalls are at the inlet and outlet of the culvert and protect 61st Ave NE from stream flow. Stream flows have eroded the existing slope and rock headwall north of NE 190th St. resulting in an unstable headwall. Stream flows have been observed bypassing the culvert. It is unknown where the bypassing water goes.
- Sidewalk on the northeast side of NE 190th St. is being undermined by runoff from NE 190th St. Runoff concentrates where the sidewalk transitions to gravel, causing the sidewalk to be undermined.
- Stream channel bank erosion along a 50 foot section on the west side of Tributary 0056 adjacent to 61st AVE NE. Erosion has caused some of the rockery to collapse into the stream and ground penetrating radar (GPR) indicates that the stream is penetrating the rockery and eroding material under the sidewalk and street. The City confirmed some of the void locations during emergency repairs along 61st in 2015.

Conceptual Design

- Removal of existing 60" diameter asphalt-lined pipe culvert (approximately 70 feet) and installation of new box culvert
- Construction of new headwall at box culvert inlet
- Re-grading of stream bed to match new culvert
- Removal, repair and stabilization of adjacent rockeries along west side of Tributary 0056 south of the culvert for approximately 50 feet
- Roadway and sidewalk repair/restoration

Considerations for Implementation

- SEPA required
- HPA (Fish and Wildlife) required
- Army Corp of Engineer permit likely required
- Stream bypass and fish exclusion required
- Significant traffic control required
- Significant erosion and sediment control required
- Stream mitigation likely required

Project Location

Project Cost Estimate

Item	Unit	Unit Cost	Quantity	Cost
Designs/Permits/Acquisition				
Engineering Design and Permit Coordination				$474,380
Permitting Fees				$20,000
City Staff Time and Overhead Costs				$80,000
Easement Acquisition				$5,000
Property Acquisition				$160,000
Construction				
Construction Management and Engineering Support				$154,000
Site preparation, Stream Bypass, TESC and Misc. Costs				$466,500
Precast Culvert (includes culvert, wingwall, headwall, footer)				$200,000
Culvert Install				$264,000
Retaining Walls				$82,500
Stream Improvements				$233,000
ROW Improvements				$169,300
Construction Contingency				$353,900
		Total Cost		**$2,662,580**

Schedule

	2021												2022											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Preliminary Design																								
Permitting																								
Final Design and PS&E																								
Advertise and Contractor Procurement																								
Construction																								

2021-2026 Surface Water Capital Improvement Program
SW-008

Project:	Little Swamp Creek Relocation Phase 1		ID: SW-17
Location:	80th Ave NE, between NE 196TH ST and NE 193RD PL	Basin:	Little Swamp Creek
Project Type:	☒Water Quality ☒Fish Passage ☐Flow Control ☒Erosion ☐Drainage ☒Flooding ☒Habitat	Preliminary Project Cost:	$1,614,300
Problem:	Stream flooding roadway, Degraded stream habitat		

Narrative

Little Swamp Creek (LSC) flows from north to south along 80th Ave NE before turning west on NE 192ND ST and connecting with Swamp Creek. LSC crosses from the east side of 80TH AVE NE to the west side just south of NE 198TH ST. LSC is confined to a roadside ditch from this location until just north of NE 193RD PL.

In addition to the obvious lack of proper stream function and habitat, during rainy months, LSC reaches full capacity in the roadside ditch and overflows the culvert at NE 195TH ST and floods the roadway. Culvert inlet capacity issues and debris clogging structures have been observed contributing to the flooding problems.

This project was identified by City Council in 2002 and Resolution 02-061 required developers to leave one hundred feet along the west side of 80TH AVE NE open and make it available to the City so that a project could eventually separate the stream from the roadside ditch and relocate it in a proper stream corridor.

Issues as far north as NE 200TH ST have been identified as part of this project overall, but this phase focuses on the segment of LSC contained within the roadside ditch on the west side of 80TH AVE NE just south of NE 196TH ST and just north of NE 193RD PL. The City would have liked to include all of LSC to the upstream culvert where it flows under 80TH AVE NE, but the privately owned property at this location has indicated no interest in selling at this time.

Conceptual Design

- Restore 800 feet of stream corridor along the west side of 80TH AVE NE (additional floodplain, woody debris, meandering channel centered along dedicated 100-foot stream buffer)
- Eliminate sharp stream bend at NE 193RD PL
- Install fish passable culvert for the LSC at NE 195TH ST
- Upgrade the existing stormwater system along 80TH AVE NE to meet current conveyance capacity requirements (potentially requiring new stormwater culvert under NE 195TH ST)

Considerations for Implementation

- Project will require environmental permitting including SEPA checklist, WDFW HPA, and Army Corps permits.
- Kenmore Resolution 02-061 includes frontage improvement requirements funded through property owner reimbursement or Local Improvement District.
- Easement or ROW acquisition.
- Downstream analyses will need to be conducted to ensure nothing is adversely affected. Adverse affects to that project are not anticipated.
- Temporary stream bypass and fish exclusion shall be used during construction.
- Traffic control will be needed.
- Potential water quality treatment along the west side of 80TH AVE NE depending on scope of frontage improvements.

Project Location

Project Cost Estimate

Item	Unit	Unit Cost	Quantity	Cost
Project Design/Permits				$300,000
ROW/Easement Acquisition				$14,300
Construction Management/Engineering				$100,000
Construction				$1,200,000
Total Cost				$1,614,300

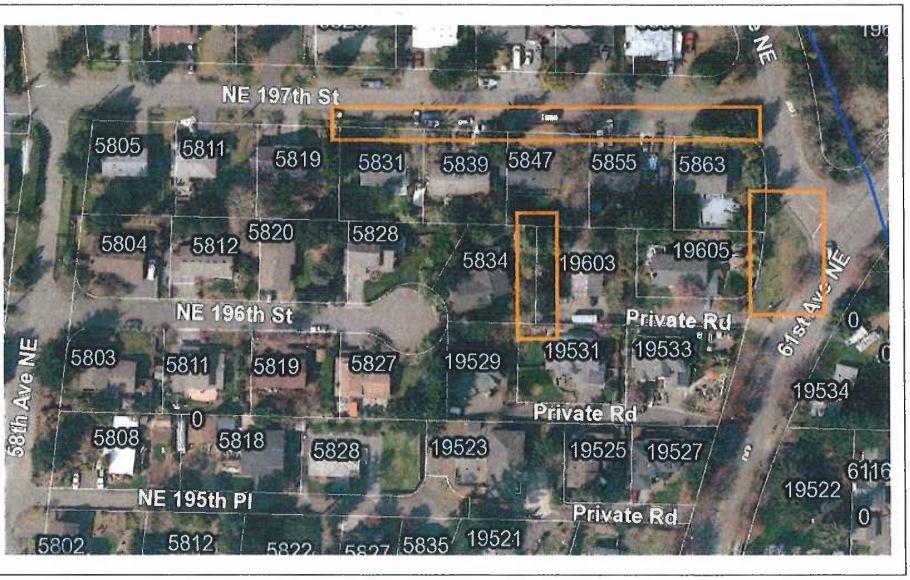
Schedule

	2025												2026											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Preliminary Design																								
Permitting/Acquisition																								
Final Design and PS&E																								
Advertise and Contractor Procurement																								
Construction																								

Project:	Small Works Projects		ID: SW-020
Location:	VARIOUS	Basin:	VARIOUS
Project Type:	☒Water Quality ☐Fish Passage ☒Flow Control ☒Erosion ☒Drainage ☒Flooding	Preliminary Project Cost:	$75,000 per year
Problem:	Erosion and drainage problems at various locations		
Narrative	The annual small works projects will consist of an evolving list of projects. New problem areas will be identified each year and evaluated accordingly. Typical small works projects exceed the scope of basic maintenance, but don't meet the scope of a capital improvement project. City crews may be able to perform components of the work, but a contractor is required to complete these projects due. Small Works projects may also require design or technical evaluation by the City's on-call engineering consultant. The annual budget for these types of projects is $75,000 per year.	Small Works Project Examples 	

Project:	Drainage Facility Retrofit – Kenmore Lane		ID: SW-029
Location:	**61st Ave NE and NE 196th St.**	Basin	**Tributary 0056**
Project Type:	☒Water Quality ☐Fish Passage ☒Flow Control ☒Erosion ☒Drainage ☐Flooding	Preliminary Project Cost:	**$500,000**
Problem:	**Failing infiltration tank, failed control structure, difficult location, erosion issues with adjacent conveyance system**		
Narrative	Kenmore Lane was developed in the late 1970s and this is the City's oldest public drainage facility. The infiltration tank is in poor condition and needs a complete reconstruction. Adjacent conveyance systems carry runoff from NE 197TH ST and NE 196TH ST and erosion has been observed in the open portions of those systems. The existing drainage facility is located within an easement on private property and access from 61ST AVE NE is through a private road. Access for inspection and maintenance is difficult. The City has designed an option to replace the system at its current location, which would make access for inspection and maintenance easier as well as enhance the performance of the existing facility to near current standards. The design includes moving this facility into the right-of-way and altering adjacent conveyance systems to minimize private property impacts and reduce erosion. Currently, the project design is at 90% and will be finalized when budget allows construction in 2025.	 Existing control structure Facility located in private backyard	
Conceptual Design	• Remove existing infiltration drainage facility located within easement on private property • Install new facility in adjacent right-of-way location • Modify adjacent conveyance systems to reduce private property impacts and erosion issues • Utilize low impact development to retrofit this facility		
Considerations for Implementation	• Temporary construction easements • Utilities • Traffic control • Erosion and sediment control		

Project Location



Project Cost Estimate

Item	Unit	Unit Cost	Quantity	Cost
Design				$10,000
City Staff Time				$0
Permitting				$0
ROW/Easement Acquisition				$0
Construction				$490,000
Total Cost				**$500,000**

Schedule

	2025												2026											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Preliminary Design																								
Permitting																								
Final Design and PS&E																								
Advertise and Contractor Procurement																								
Construction																								

2021-2026 Surface Water Capital Improvement Program
SW-029

Project:	66TH AVE NE DRAINAGE IMPROVEMENT		ID: SW-031
Location:	66TH AVE NE & NE 196TH PL	Basin	Swamp Creek
Project Type:	☐Water Quality ☐Fish Passage ☐Flow Control ☒Erosion ☒Drainage ☐Flooding	Preliminary Project Cost:	$200,000
Problem:	Road settlement and groundwater seeps		
Narrative	Settlement of 66TH AVE NE has been observed at this location and several groundwater seeps coupled with poor subgrade material have been identified as the likely sources of the issue. A new drainage system will be installed to collect and manage groundwater upstream of the curve and reconstruction of the curve will be required. Monitoring of subsurface conditions and movement will occur before construction and continue after construction.	 Roadway cracking	
Conceptual Design	• Monitor ground movement under direction of geotech through winter. • Install two new 12" perforated pipe west of curve under NE 196TH PL to capture groundwater. • Install new conveyance system to carry water from new perforated system to existing outfall. • Replace existing pipes at curve with new solid 12" pipes and connect to new Type 2 catch basins. • Remove existing asphalt, subgrade, soils and debris at curve and provide compacted subgrade and base course as needed to match existing grade with new asphalt.		
Considerations for Implementation	• Subsurface monitoring by licensed geotechnical engineer will be needed • Excavation and haul of material will be needed • Traffic control will be needed • Erosion and sediment control will be needed • Continued monitoring will be needed		

Project Location

Project Cost Estimate

Item	Unit	Unit Cost	Quantity	Cost
Design				$25,000
Erosion Sediment Control				$10,000
Traffic Control				$5,000
Construction				$160,000
			Total Cost	**$200,000**

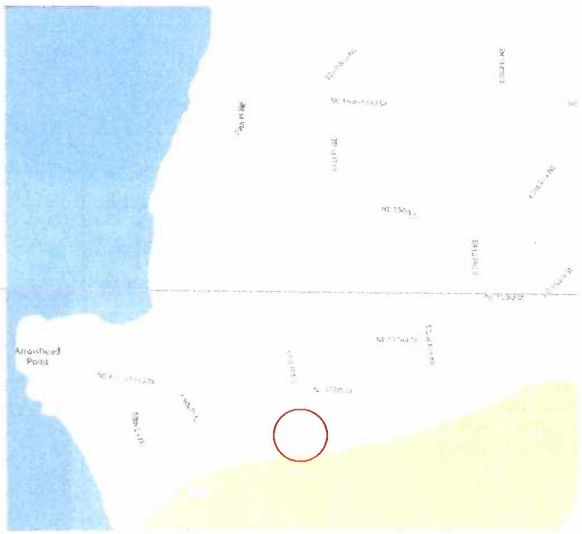
Schedule

	2021												2022											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Preliminary Design																								
Permitting																								
Final Design and PS&E																								
Advertise and Contractor Procurement																								
Construction																								

2021-2026 Surface Water Capital Improvement Program
SW-031

Project:	61ST PL NE Slope Stabilization		ID: SW-032
Location:	61ST PL NE & 66TH AVE NE	Basin	Arrowhead Creek
Project Type:	☐Water Quality ☐Fish Passage ☐Flow Control ☒Erosion ☒Drainage ☐Flooding	Preliminary Project Cost:	$150,000
Problem:	Road cracking with settlement		
Narrative	The cul-de-sac at the south end of 61ST PL NE near the 15000 block has experienced cracking and settlement, which consulting geotechnical engineers determined was the result of past subsurface land movement. The land movement is likely a result of poorly placed and compacted fill soil bearing on low-strength landslide deposits, which is negatively affected by groundwater within and on top of the low-permeability landslide and glaciolacustrine deposits. To remedy the issue, the roadway and slope will be stabilized with spiralnails. Spiralnails are relatively easy to install and are driven deep into the ground, securing the roadway and shallow soils to the more stable soils underground.	 61ST PL NE cul-de-sac at the 15000 block	
Conceptual Design	A geotechnical engineering analysis was conducted by Shannon & Wilson, Inc., and their recommendations include: • Spiralnails be considered for improving stability of this landslide. Based on previous experience with similar landslides, Spiralnails require comparatively little site preparation and can be installed quickly with minimal disturbance to traffic, residents, and utilities. Based on our analyses, landslide stability can be improved to an acceptable degree using 35-foot-long nails spaced 5 feet vertically and horizontally. In our opinion, the slope face could be treated using either spider hubs or other measures that would be relatively simple to construct. In our opinion, the Spiralnail alternative would provide a cost-effective means to provide landslide stability improvement. • Repairing the affected road shoulder by removing the distressed pavement, recompacting and regrading the subgrade and subbase, and repaving with appropriate seam seal treatment at the new pavement joint. We recommend that repair and repaving be completed after stability improvement measures have been constructed.		
Considerations for Implementation	• Excavation and haul of material will be needed • Traffic control will be needed • Erosion and sediment control will be needed		

Project Location



Project Cost Estimate

Item	Unit	Unit Cost	Quantity	Cost
Design	CY	$10.00	2,555	$15,000
Erosion Sediment Control	%	5%		$5,000
Traffic Control	%	7%		$5,000
Hydroseed	SY	$6.00	3,407	$125,000
				$150,000

Schedule

	2021												2022											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Preliminary Design																								
Permitting																								
Final Design and PS&E																								
Advertise and Contractor Procurement																								
Construction																								

2021-2026 Surface Water Capital Improvement Program
SW-032

Project:	Blueberry Creek Culvert Replacements		ID: SW-034
Location:	NE 202ND ST & 62ND AVE NE	Basin	Swamp Creek
Project Type:	☐Water Quality ☒Fish Passage ☐Flow Control ☐Erosion ☐Drainage ☐Flooding ☒Habitat	Preliminary Project Cost:	$1,500,000
Problem:	Flooding at low point in road		
Narrative	To mitigate stream impacts identified in the City's 68Th AVE NE Pedestrian and Bicycle Improvement Project (68Th Project), the City is replacing four existing driveway culverts on Blueberry Creek (identified as fish passage barriers) with fish passable culverts. This mitigation will improve fish habitat and fish access. Blueberry Creek is a tributary to Swamp Creek and flows into the City from Snohomish County along 61ST PL NE. The creek heads south on 62ND AVE NE and east along NE 202ND ST before meeting with Swamp Creek just north of Wallace Swamp Creek Park. Blueberry Creek is identified as a Type F stream and represents accessible habitat for coho salmon and cutthroat trout, but not for Endangered Species Act (ESA) listed species. The project is required to be completed before the expiration of the 68Th Project's Hydraulic Project Approval (HPA) in March 2025. The City plans to begin design no later than 2022 and complete construction no later than 2024.		
Conceptual Design	The project expects to utilize typical precast fish passable driveway culverts designed to convey the 100-year event without flooding or overtopping.		
Considerations for Implementation	• Environmental permitting including SEPA checklist, WDFW HPA, and Army Corps permits may be required. • Fish window limitations for construction will apply. • Temporary stream bypass and fish exclusion will be required during construction. • Traffic control will be needed. • These cost estimates have been derived during the conceptual phase of this project and are highly speculative. More precise estimates will be updated as design progresses in 2022 prior to the 2023-2024 biennium budget.		

Project Location

Project Cost Estimate

Item	Unit	Unit Cost	Quantity	Cost
Project Design/Permits				$90,000
ROW/Easement Acquisition				$20,000
Construction Management/Engineering Support				$90,000
Construction				$1,300,000
Total Cost				**$1,500,000**

Schedule

	2021						2022						2023						2024					
	JAN	MAR	MAY	JUL	SEP	NOV	JAN	MAR	MAY	JUL	SEP	NOV	JAN	MAR	MAY	JUL	SEP	NOV	JAN	MAR	MAY	JUL	SEP	NOV
Preliminary Design																								
Permitting/Acquisition																								
Final Design and PS&E																								
Advertise and Contractor Procurement																								
Construction																								

2021-2026 Surface Water Capital Improvement Program
SW-034

EXHIBIT – E

City Facility Capital Improvement Program

EXHIBIT E

CITY OF KENMORE, WASHINGTON
CITY FACILITY CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2021-2026

Project Description	2021 Proposed	2022 Proposed	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2021-2026 Totals	Project Total
F 1 Public Works Shop Land Acquisition & Development	$6,000,000	$0	$4,000,000	$0	$0	$0	$10,000,000	$10,000,000
Consultant and Acquisition Costs.	$100,000	$0	$0	$0	$0	$0	$100,000	$100,000
F 2 Debt Repayment	120,000	641,000	639,000	636,000	638,000	639,000	$3,313,000	$12,249,000
Total Project Costs	**$6,220,000**	**$641,000**	**$4,639,000**	**$636,000**	**$638,000**	**$639,000**	**$13,413,000**	**$22,249,000**

Funding As Proposed:	2021 Proposed	2022 Proposed	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2021-2026 Totals
Bank Note, 20 Years, 4.5% Interest	10,000,000	0	0	0	0	0	10,000,000
Transfer from SWM Fund	104,000	288,450	287,550	286,200	287,100	287,550	1,540,850
Transfer from Street Fund	24,000	128,200	127,800	127,200	127,600	127,800	662,600
Transfer from General Fund	80,000	160,250	159,750	159,000	159,500	159,750	878,250
Transportation Benefit District Fund	12,000	64,100	63,900	63,600	63,800	63,900	331,300
							0
Total Project Funding	**$10,220,000**	**$641,000**	**$639,000**	**$636,000**	**$638,000**	**$639,000**	**13,413,000**

EXHIBIT – F

Transportation Impact Fee Fund Projection

Exhibit F

CITY OF KENMORE, WASHINGTON

Transportation Impact Fee Fund Projection Worksheet

For The Years 2021-2026

****

DESCRIPTION	Actual 2019	Actual 2020	Projected 2021	Projected 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026
Beginning Cash	$2,711,967	$3,197,747	$2,602,601	$7,191	$4,749	$56,026	$254,870	$359,780
Revenues:								
Interest Earnings	55,643	25,331	32,236	1,257	47	560	2,549	3,598
Transp. Impact Fees	430,137	470,969	400,000	400,000	404,000	408,040	412,120	416,242
Total Revenues	$485,780	$496,300	$432,236	$401,257	$404,047	$408,600	$414,669	$419,839
Transfers Out for Transp.								
T 41 Juanita Ped & Bicycle Safety	0	227,918	3,257,848	358,699	0	0	0	0
T 42 68th Ave Ped & Bicycle Safety	0	0	0	0	0	0	0	0
T45 NE 153rd		93,464	0	0	0	0	0	0
T 46 NE 181st 65-67 Sidewalk	?	312,178	0	0	0	0	0	0
T48 Local Road Safety-Signing		8,413	0	0	0	0	0	0
T49 Local Road Safety - Lighting		1,981	1,000	0	0	0	0	0
NE 202nd Sidewalk*	0	51,716	0	0	0	0	0	0
NE 153rd Sidewalk	0	0	0	0	0	0	0	0
T 37 West Samm Bridge	0	395,776	0	45,000	352,770	9,757	9,759	78,632
Subtotal	$0	$1,091,446	$3,258,848	$403,699	$352,770	$9,757	$9,759	$78,632
pay back from Samm Bridge Fund			$231,202					
Pay SOF for T42 (2022 $1.3m)			$0	$0	$0	$200,000	$300,000	$400,000
Net Income/(Loss)	$485,780	($595,146)	($2,826,612)	($2,442)	$51,277	$198,843	$104,910	($58,793)
Ending Cash Unreserved	$3,197,747	$2,602,601	$7,191	$4,749	$56,026	$254,870	$359,780	$300,987

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6/18/2021

EXHIBIT – G

Reet Fund Projection

Exhibit G

CITY OF KENMORE, WASHINGTON
REET Fund Projection Worksheet
For The Years 2021-2026

DESCRIPTION	Actual 2018	Actual 2019	Actual 2020	Projected 2021	Projected 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026
Beginning Cash	$2,413,982	$771,264	$1,439,728	$1,995,415	$2,029,644	$1,319,623	$1,789,319	$1,923,712	$1,923,712
Revenues:									
REET 1	742,364	761,940	857,275	750,000	750,000	650,000	650,000	650,000	650,000
REET 2	742,364	761,940	857,255	750,000	750,000	650,000	650,000	650,000	650,000
Interest Earnings	62,361	38,026	19,942	47,567	26,892	19,696	24,393	25,737	25,737
Transfer from impact fees NS									
Transfer from Park Capital Fund for overtransfer 2020				751,712					
Payback from Sammamish Bridge Fund				1,000,000	1,000,000				
Total Revenues	$1,547,089	$1,561,906	$1,734,472	$3,299,279	$2,526,892	$1,319,696	$1,324,393	$1,325,737	$1,325,737
Transfers Out for Parks :									
P 6 Moorlands Park Imp	0	30,488	0	0	0	0	0	0	0
P 18a Rhody Park Float Mitigation	0	0	0	0	0	0	0	0	0
P 26 Squires Landing Float Mitigation	0	0	0	0	0	0	0	0	0
P 27 Squires Landing and Mitigation	0	0	0	0	0	0	0	0	0
P 28 Log Boom Mitigation		0	0	0	0	0	0	0	0
P 30 Rhododendron Boathouse Pavilion		12,800	0	0	0	0	0	0	0
P 31 Squires Landing Waterfront Land A	48,747	0	0	0	0	0	0	0	0
transfer in excess of exp. To be paid back		456,712	295,000	0	0	0	0	0	0
Subtotal - Transfers for Parks	48,747	500,000	295,000	0	0	0	0	0	0
Transfers Out for Roads:									
T27 Sidewalks									
Sidewalk Gaps/ADA replacement	0	29,060	0	20,000	150,000	100,000	100,000	100,000	100,000
62nd Ave NE	56,388	0	0	0	0	0	0		
T 35 Overlay	438,497	114,382	664,041	150,000	990,000	150,000	990,000	150,000	990,000
T 41 Juanita Dr Pedestrian & Bicycle Safety		0	59,250	1,100,000	0	0	0	0	0
T 42 68th Ave Ped & Bicycle Safety		0	0	1,845,050	1,000,000	0	0	0	0
T 43 SR522 Pedestrian Crossing Study	72	0	494	0	0	0	0	0	0
T44 61st Ave Sidewalk Replacement			0	30,000	0	0	0	0	0
T 50 SR522 Gateway Sign East		50,000	0	20,000	0	0	0	0	0
REET to Street Fund for Road Maintenance				100,000	100,000	100,000	100,000	100,000	100,000
T 37 West Samm Bridge		0	0	0	996,913	500,000	0	0	0
LOAN to Samm Bridge fund	2,000,000								
Subtotal - Transfers for Roads	3,041,060	193,442	723,785	3,265,050	3,236,913	850,000	1,190,000	350,000	1,190,000
Repayment to Strategic Opps Fund 2015/1	100,000	-200,000	-160,000	0	0	0	0	0	0
Net Income/(Loss)	(1,642,718)	668,464	555,687	34,229	(710,021)	469,696	134,393	975,737	135,737
Ending Cash	$771,264	$1,439,728	$1,995,415	$2,029,644	$1,319,623	$1,789,319	$1,923,712	$2,899,450	$2,059,450

H:\1\Summary CIP 21-26-leticia-6-17-21LS-REVISED- TESTREET-LS 21-26
6/17/2021

EXHIBIT – H

Park Impact Fee Fund Projection

CITY OF KENMORE, WASHINGTON

Exhibit H

Park Impact Fee Fund Projection Worksheet
For the Years 2021-2026

DESCRIPTION	Actual 2019	Actual 2020	Projected 2021	Projected 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026
Beginning Cash	$590,514	$295,198	$338,409	$657,761	$216,767	$307,271	$389,564	$423,572
Revenues:								
Interest Earnings	12,130	3,737	6,501	2,954	2,168	3,073	3,896	4,236
Park Impact Fees	92,554	106,474	88,346	87,462	88,337	89,220	90,112	91,013
Total Revenues	104,684	110,211	94,847	90,416	90,504	92,293	94,008	95,249
To be Transferred Out for Parks :								
P 1 Twin Springs Interim Use	23,235	0	76,000	0	0	0	0	0
P 2 Tolt Pipeline Trail Phase One	2,776	-2,776	0	0	0	0	0	0
~~P 18a Rhododendron Park Float Project Mitigation~~	17,664	-8,428	0	0	0	0	0	0
P 26 Twedt/Squires Float Modifications	19,879	-6,551	0	0	0	0	0	0
P 27 Squires Landing	0	0	0	177,510	0	0	0	0
P 28 Log Boom Park	0	0	0	353,900	0	0	0	0
P 29 St Edward Ballfields EIS	88,250	17,946		0	0	0	0	0
P 30 Rhododendron Park Boathouse	14,500	0	0	0	0	0	0	0
P 32 Moorlands Park Lighting	0	0	0	0	0	10,000	60,000	290,000
transfer in excess of exp. To be paid back	233,696	66,809	0					
Subtotal - Transfers to Park Capital	400,000	67,000	76,000	531,410	0	10,000	60,000	290,000
Net Income/(Loss)	($295,316)	$43,211	$18,847	($440,994)	$90,504	$82,293	$34,008	($194,751)
sfer in from parks capital for overtransfer previous year			300,505					
Ending Cash Balance	$295,198	$338,409	$657,761	$216,767	$307,271	$389,564	$423,572	$228,821

H:\1\Summary CIP 21-26-leticia-6-17-21LS-REVISED- TESTImpact-Park 2021 2026
6/17/2021

EXHIBIT – I

Strategic Opportunity fund

Exhibit I

CITY OF KENMORE, WASHINGTON

Strategic Opportunities Fund Projection Worksheet

For The Years 2021 - 2026

REVENUES

DESCRIPTION	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2021 Projected	2022 Projected	2023 Projected	2024 Projected	2025 Projected	2026 Projected
Investment Interest	20,743	38,258	42,706	24,155	39,418	37,300	29,602	32,296	37,430	42,491
Incubator Leases	36,433	35,062	0	0	0	0	0	0	0	0
Repayment from REET for Sidewalks	100,000	100,000	200,000	160,000	0	0	0	0	0	0
Transfer from Trans Impact Fees for T42			0	0	0	0	0	200,000	300,000	400,000
Transfer from General Fund	0	0	624,000	0	1,000,000	0	0	0	0	0
Repayment of Private Contributions for P-32			0	0	250,000	150,000	150,000	110,000	0	0
Revenues	157,176	173,320	866,706	184,155	1,289,418	187,300	179,602	342,296	337,430	442,491

EXPENDITURES

Business Incubator Program	107,989	111,263	0	0	0	0	0	0	0	0
Advance of Private Funds for P-32			0	660,000	0	0	0	0	0	0
Air Quality/Emissions Consulting			0	0	60,000	60,000	0	0	0	0
Lakepointe Planned Action/Subarea Plan			0	0	150,000	150,000	0	0	0	0
Climate Action Initative			0	0	70,463	29,200	0	0	0	0
DEI Plan and Implementation			0	0	120,000	30,000	0	0	0	0
Transfer to SWM Fund CAP Staffing			0	0	29,537	30,800	0	0	0	0
Transfer to Park Capital Projects	38,630	30,903	0	0	0	0	0	0	0	0
Transfer to Trans Capital Project T42	0	0	0	0	0	1,333,503	0	0	0	0
Expenditures	191,649	142,166	0	660,000	430,000	1,633,503	0	0	0	0
Net revenues (enpenditures)	(34,473)	31,154	866,706	(475,845)	859,418	(1,446,203)	179,602	342,296	337,430	442,491
Beginning Fund Balance	$2,172,681	$2,138,208	$2,169,362	$3,036,068	$2,560,223	$3,419,641	$1,973,438	$2,153,040	$2,495,335	$2,832,765
Ending Fund Balance	$2,138,208	$2,169,362	$3,036,068	$2,560,223	$3,419,641	$1,973,438	$2,153,040	$2,495,335	$2,832,765	$3,275,257

ATTACHMENT – 1

Ordinance 20-0512

October 12, 2020

Adopting Six Year Capital Improvement Program

CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 20-0512

AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON, ADOPTING A SIX-YEAR CAPITAL IMPROVEMENT PROGRAM; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, a Proposed 2021-2026 Six-Year Capital Improvement Program was submitted to the City Council and the City Clerk on October 5, 2020, and

WHEREAS, the City Council scheduled and held a Public Hearing on the Proposed 2021-2026 Six-Year Capital Improvement Program on October 12, 2020,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Adoption of City of Kenmore, Washington, Capital Improvement Program. The City of Kenmore hereby adopts a new City of Kenmore, Washington, Capital Improvement Program, attached as Exhibit "A."

Section 2. City of Kenmore, Washington, Capital Improvement Program. To the extent the City of Kenmore, Washington, Capital Improvement Program ("Capital Improvement Program") is different from the Capital Facilities Element of the City's Comprehensive Plan, including but not limited to the Capital Facilities Plan portion thereof ("Capital Facilities Element"), the Capital Improvement Program shall supersede and amend the Capital Facilities Element accordingly.

Section 3. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by State or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 4. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 12th DAY OF OCTOBER, 2020.

CITY OF KENMORE

_____

Mayor David Baker

EXHIBIT A

CITY OF KENMORE, WASHINGTON
CAPITAL IMPROVEMENT PROGRAM
AS ADOPTED FOR THE YEARS 2021-2026

PENDITURES	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
PARKS							
P 1 Twin Springs Interim Use	$227,900	$0	$0	$0	$0	$0	$227,900
P 18 Rhododendron Park Waterfront & Open Space Mitigation	18,000	8,000	0	0	0	0	26,000
P 18a Rhododendron Park Float Mitigation	2,000	2,000	0	0	0	0	4,000
P 26 Squires Landing Float Mitigation	4,000	4,000	0	0	0	0	8,000
P 27 Squires Landing Park Waterfront & Mitigation	3,158,831	2,337,250	782,214	43,000	43,000	43,000	6,407,295
P 28 Log Boom Park Waterfront Access & Mitigation	1,250,708	1,180,708	60,000	42,500	42,500	42,500	2,618,916
P 30 Rhododendron Park Boathouse Pavilion	3,200	3,200	3,200	3,200	3,200	0	16,000
P 31 Squires Landing Park Land Acquisition-Opening	150,151	0	0	0	0	0	150,151
P 32 Moorlands Field Lighting	0	0	0	10,000	60,000	580,000	650,000
Total Parks	**$4,814,790**	**$3,535,158**	**$845,414**	**$98,700**	**$148,700**	**$665,500**	**$10,108,262**
TRANSPORTATION							
T 8 SR 522 West B 57th to 61st	$5,000	$250,000	$250,000	$900,000	$585,000	$10,000	$2,000,000
T 27 Sidewalk Program:							
Sidewalk Gaps/ADA Replacement Program	25,000	25,000	25,000	25,000	25,000	25,000	150,000
T27x NE 192nd Ave Sidewalks (73rd Ave -75th Ave)	500	86,306	344,194	0	0	0	431,000
T 47 Arrowhead Dr	1,000	60,000	85,900	980,348	0	0	1,127,248
T 35 Pavement Preservation	150,000	990,000	150,000	990,000	150,000	990,000	3,420,000
T 37 West Samm Bridge	18,024,711	8,643,947	893,176	9,757	9,759	78,632	27,659,982
T 38 175th St/ Swamp Creek Crossing	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
T 41 Juanita Dr Pedestrian & Bicycle Safety All Segments	9,897,233	358,699	0	0	0	0	10,255,932
T 42 68th Ave Pedestrian & Bicycle Safety All Segments	9,167,718	2,733,503	0	0	0	0	11,901,221
T 44 61 Ave Sidewalk Replacement Project	75,000	90,000	90,000	90,000	90,000	90,000	525,000
T 48 2018 Local Road Safety - Signing	292,000	0	0	0	0	0	292,000
T 49 2018 Local Road Safety - Lighting	35,000	0	0	0	0	0	35,000
T 50 SR522 Gateway Sign East	20,000	0	0	0	0	0	20,000
Total Transportation	**$37,693,162**	**$13,262,455**	**$1,863,270**	**$3,170,105**	**$1,059,759**	**$3,393,632**	**$60,442,383**
SURFACE WATER							
SW 8 190th St. Fish Passable Culvert	$316,000	$2,074,580	$0	$0	$0	$0	$2,390,580
SW 8 Trust Fund Loan Repayment	81,650	81,650	81,650	81,650	81,650	81,650	489,900
SW 17 Little Swamp Creek Relocation	0	0	0	0	800,000	814,300	1,614,300
SW 20 Small Works Projects	75,000	75,000	75,000	75,000	75,000	75,000	450,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE 196th St	0	0	0	0	500,000	0	500,000
SW 31 Drainage Impr & Street Repair at 66th Ave NE /196th P	200,000	0	0	0	0	0	200,000
SW 32 61st Ave Stabilization	150,000	0	0	0	0	0	150,000
SW 34 Blueberry Creek Culverts	0	200,000	300,000	1,000,000	0	0	1,500,000
SW 34 Blueberry Creek Culverts Bank Note Repayment	0	0	0	0	120,000	120,000	240,000
T 44 61 Ave Sidewalk Replacement Project	0	15,000	15,000	15,000	15,000	15,000	75,000
T 37 West Samm Bridge (SWM Component)	649,587	0	0	0	0	0	649,587
Total Surface Water	**$1,472,237**	**$2,446,230**	**$471,650**	**$1,171,650**	**$1,591,650**	**$1,105,950**	**$8,259,367**
CITY FACILITIES							
F 1 Public Works Shop Land Acquisition & Development	$0	$3,500,000	$3,000,000	$0	$0	$0	$6,500,000
Consultant and Acquisition Costs.	100,000	0	0	0	0	0	100,000
F 2 Debt Repayment	0	0	500,000	500,000	500,000	500,000	2,000,000
Total City Facilities	**$100,000**	**$3,500,000**	**$3,500,000**	**$500,000**	**$500,000**	**$500,000**	**$8,600,000**
TOTAL EXPENDITURES	**$44,080,189**	**$22,743,843**	**$6,680,334**	**$4,940,455**	**$3,300,109**	**$5,665,082**	**$87,410,012**

Signature: Rob Karlinsey
Rob Karlinsey (Jun 21, 2021 13:48 PDT)

Email: rkarlinsey@kenmorewa.gov

AB-CIP-6-21-21

Final Audit Report 2021-06-21

Created:	2021-06-21
By:	Leticia Salcido (lsalcido@kenmorewa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAr5hOjIGRLEJ27vbZ6yb0rkNQeNgkpZtd

"AB-CIP-6-21-21" History

Document created by Leticia Salcido (lsalcido@kenmorewa.gov)
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Document e-signed by Rob Karlinsey (rkarlinsey@kenmorewa.gov)
Signature Date: 2021-06-21 - 8:48:26 PM GMT - Time Source: server- IP address: 50.235.209.34

Agreement completed.
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City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Ordinance accepting Coronavirus Local Fiscal Recovery Funds from the American Rescue Plan Act (ARPA) and creating the ARPA Fiscal Recovery Fund	For Council Meeting Agenda of: June 28, 2021 **Department**: Finance & Administration **Prepared by**: Leticia Salcido, Director of Finance & Administration
	Initial & Date Approved by Department Head: Approved by City Attorney: Approved by Finance Director: Approved by City Manager: RGK
Proposed Council Action/Motion: Adopt ordinance 21-0527 accepting Coronavirus Local Fiscal Recovery funds from the American Rescue Plan Act (ARPA) and creating the ARPA Fiscal Recovery Fund	**Exhibits/Attachments**: Ordinance 21-0527

INFORMATION/BACKGROUND:

The American Rescue Plan Act of 2021 ("ARPA") was signed into law on March 11, 2021. As part of this COVID-19 stimulus package, federal funding will be distributed to state and local governments to aid in the recovery from the budgetary, economic, and financial impacts of the COVID-19 pandemic. The Washington State Office of Financial Management (OFM) is responsible for the distribution of ARPA funds to local governments. The City of Kenmore is currently projected to receive $6,447,480 of Coronavirus Local Fiscal Recovery Funds from ARPA. The first distribution of $3,223,740 is expected in July 2021 and the remaining balance will be received in 2022. Funding must be obligated by the end of calendar year 2024 and spent by the end of calendar year 2026 (see pages 98 and 99 of US Treasury's Interim Final Rule).

The attached Ordinance authorizes the establishment of an "ARPA Fiscal Recovery Fund" to account for the award of these funds. This special revenue fund will allow for separate accountability of these federal funds and will be used to administer fiscal matters related to the program.

The Ordinance authorizes the City Manager or designee to apply for and accept current and future funds awarded by the U.S. Department of Treasury under the ARPA. It also authorizes the City Manager or designee to hire limited term employee(s) to administer the ARPA funds and other related grant programs from other federal, state and county sources. This ordinance further authorizes the City Manager or designee to accept and deposit the ARPA funds received into the City's ARPA Fiscal Recovery Fund.

The U.S. Treasury has issued an Interim Final Rule outlining eligible. The City is carefully considering all alternatives for the prudent use of the ARPA funds as allowed under the Interim Rule.

City Manager's recommendation at this time includes the following:

- Allocation of $1 million for direct cash assistance to low income residents of Kenmore.
- Allocation for salaries/benefits in the estimated amount of $150,000 for 2021 and $250,000 for 2022. This allocation is to support one temporary fulltime position as well as time spent on ARPA by other city staff. The position is a limited-term position for approximately two years compensated in the assistant city manager salary range and will manage the ARPA Fund projects, public outreach, activities, contracts, documentation, and reporting. The position will also seek for and apply for other federal, state and county sources of funding to compliment or add to the ARPA funding as well as to provide further aid in recovering from the pandemic.

The ARPA administrator will be confirming eligible uses of the funds and will be moving forward with distributing $1 million of direct cash assistance to low income residents. The administrator is also preparing a plan for public engagement to receive public input on the remaining amount fo the direct allocation, as well as other ARPA funding sources.

Subsequent budget amendment ordinances will be presented in the fall to reconfirm appropriation and expenditure of funds for activities eligible under the ARPA.

FISCAL CONSIDERATION:

Per RCW 35A the budget is the legal authority to expend public funds and controls those expenditures by setting the amount of the appropriation at the fund level by ordinance

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

City Council Goal #4 : Respond to the Pandemic

CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 21-0527

AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON, ACCEPTING CORONAVIRUS LOCAL FISCAL RECOVERY FUNDS FROM THE AMERICAN RESCUE PLAN ACT ("ARPA"), AUTHORIZING THE CITY MANAGER OR DESIGNEE TO ACCEPT THE FUNDS, AND AUTHORIZING THE CITY MANAGER OR DESIGNEE TO EXECUTE ALL RELATED CONTRACTS AND DOCUMENTS, AMENDING THE 2021-2022 BUDGET, TO ESTABLISH A NEW FUND KNOWN AS THE ARPA FISCAL RECOVERY FUND. PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the American Rescue Plan Act of 2021 ("ARPA") was signed into law on March 11 2021; and

WHEREAS, the Washington State Office of Financial Management is responsible for the distribution of ARPA funds to smaller cities and towns (called non entitlement units ("NEUs"); and

WHEREAS, the City of Kenmore is currently eligible to receive $6,447,480 from the Coronavirus State and Local Fiscal Recovery Funds ("CSLFRF") program to be utilized to aid in the recovery from the budgetary, economic, and financial impacts of the COVID-19 pandemic and

WHEREAS, in order to receive the ARPA funds, the city must enter into a U.S. Treasury CSLFRF Terms and Conditions agreement; and

WHEREAS, management and administration of the ARPA funds, including both direct allocation funds and ARPA and other federal, state and county funds to be applied for will require additional limited-term staffing as well as support by existing city staff positions, and

WHEREAS, the City desires to establish a new special revenue fund entitled "ARPA Fiscal Recovery Fund" for the purpose of segregating revenues received through and the expenditures eligible under the American Rescue Plan Act of 2021; and

WHEREAS the City Council has determined that receipt of CSLFRF funds and the creation of the ARPA Fiscal Recovery Fund is in the best interest of the City of Kenmore;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Acceptance of ARPA Funds. The City Council does hereby designate the City Manager or designee to represent and act on behalf of the City for the purpose of the Coronavirus Local

Six-Year Capital Improvement Program

Fiscal Recovery Funds (CLFRF) program to accept current and future funds awarded by the U.S. Department of Treasury under the American Rescue Plan Act (ARPA). The City Manager or designee shall hire limited-term employee(s) as deemed necessary by the city manager to administer the funds.

Section 2. Adopting ARPA Fiscal Recovery Fund. establishing the ARPA Fiscal Recovery fund (also known as the American Rescue Plan Act Fiscal Recovery Fund) fort the purpose of segregating revenues received through and expenditures eligible under the American Rescue Plan Acto of 2021

ARPA Fiscal Recovery Fund

A. There is created the ARPA Fiscal Recovery Fund
B. The ARPA Fiscal Recovery Fund shall consist of monies allocated to the City under the American Rescue Plan Act of 2021 and distributed to the City in 2021 and 2022. The city shall appropriate and use the ARPA Fiscal Recovery fund only for the eligible purposes as permitted by the ARPAS and the U.S. Department of the Treasury.

Section 3. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by State or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 4. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 28th DAY OF JUNE, 2021.

CITY OF KENMORE

_____
Mayor David Baker

ATTEST/AUTHENTICATED:

_____
Anastasiya Warhol, City Clerk

Approved as to form:

_____
Dawn Reitan

Six-Year Capital Improvement Program

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO. 21-0527

Signature: Rob Karlinsey
Rob Karlinsey (Jun 21, 2021 10:29 PDT)

Email: rkarlinsey@kenmorewa.gov

AB-ARPA - FINAL

Final Audit Report 2021-06-21

Created:	2021-06-21
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City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Report on Kenmore Light Festival in December (Agreement #8 from the 2021 City Council retreat)	**For Council Meeting Agenda of: June 28, 2021** **Department: Executive** **Prepared by: Stephanie Brown, Volunteer & Events Supervisor** **Initial & Date** **Approved by Finance Director:** NA **Approved by City Manager:** RK
Proposed Council Action/Motion: Discussion of Kenmore Light Festival; No formal Council action requested	**Exhibits/Attachments:** Presentation Materials

INFORMATION/BACKGROUND:

During the 2021 City Council Retreat, Councilmember Srebnik brought up the topic of the City's role in holiday events and cultural activities. The consensus of the discussion was it is not appropriate for the City to host religious focused events at City Hall. It is, however, acceptable for non-profit community groups to reserve space and host religious-themed events at locations other than City Hall, such as the Hangar and Town Square.

The action item from the council retreat is to change the annual Tree Lighting Festival to the Kenmore Light Festival; an inclusive celebration that still gives the community an opportunity to gather. Staff have prepared a plan for the Festival for discussion with the Council.

The Kenmore Light Festival will run December 1st to December 31st. The Festival will include a Winter Porch Light Parade, luminary walk, and a food drive. We will also continue to have white lights on the trees along NE 181st Street and have additional lights in Town Square.

We will partner with the City of Bothell (and possibly other surrounding cities) on a Winter Porch Light Parade. Community members will participate by expressing themselves through light displays. Individuals will enter to participate, and we will create a virtual map of all the light displays in Bothell and Kenmore. We will have different categories and prizes. Each participating City will have separate 1st, 2nd & 3rd prizes so cities are not competing against each other.

Event participation and promotion will be in both communities, which will bring more people to Kenmore. We will have lights on the trees in Kenmore Town Square and a photo opportunity which will be highlighted as a stop on the virtual map. We look forward to partnering with the City of Bothell on this event and sharing the joy of light with Kenmore and Bothell communities throughout the month of December.

Depending on Pandemic public health restrictions, we would like to offer an onsite gathering for the Kenmore community. We plan to do a luminary walk. It will be a free and family friendly event. The date and time has not been determined at this time.

Nonprofits and/or other individuals will be encouraged to put on non-city sponsored holiday events, such as continuing Santa photos at Kenmore Camera and festivities at the Hangar and Town Square.
FISCAL CONSIDERATION: The Kenmore Light Festival has no budgetary impact as the funds have already been budgeted. Sponsorship revenue also supports the event.
COUNCIL PRIORITY/BUDGET OBJECTIVE BEING ADDRESSED: Priority #3: Diversity, Equity, and Inclusion Priority #4: Respond to the Pandemic Priority #10: Foster and Create Fun

Kenmore Light Festival 2021

Dates: December 1st to 31st

1. **Porch Light Parade with other surrounding cities**
2. **Luminary walk in Kenmore**
3. **Lights and photo opportunity in Town Square**
4. **Community food drive**
5. **Target Zero education and swag**

City of Kenmore, Washington

Memorandum

Date: June 28, 2021

To: Rob Karlinsey, City Manager

From: Anastasiya Warhol, City Clerk

Regarding: Resuming In-Person Meetings/ Governor's Restrictions

Recommendation
Staff recommend that, if given the opportunity, the Council continue virtual Council meetings until the first meeting in September, or later.

Background
Governor Inslee issued a series of proclamations relating specifically to the Open Public Meetings Act (OPMA) under emergency powers. As a result of these proclamations, meetings were required to be held virtually.

Triggers
There are two events which would change the way we currently conduct public meetings online. The Governor could "end the emergency" by lifting the emergency order. Alternatively, he could rescind or amend the specific proclamations related to the OPMA (https://www.governor.wa.gov/sites/default/files/proclamations/proc_20-28.14.pdf).

If the emergency order is lifted, and the OPMA rules that existed prior to the pandemic are put in place for in-person meetings, then the City Council could:

a. Continue to hold its meetings remotely if there is also a physical location where members of the public can attend, hear, and be heard. OPMA General Guidance prior to Proclamations 20-28 reflects normal OPMA requirements and applies in the absence of an emergency (https://mrsc.org/getmedia/4c439dc1-e20c-4098-88b0-b91fd52fe5ad/w3agcoronaopma.pdf.aspx
b. Revert to in-person meetings in the classic style
c. Revert to in-person meetings and consider the addition of virtual public comment integration component[1]

[1]It is not anticipated that the emergency order will be lifted, as a recent press release from the Governor's office identified that the June 30th easing of restrictions did not mean that Washington's state of emergency would end on June 30th.

18120 68th Ave NE, Kenmore, WA 98028
Office: (425) 398-8900 · Fax: (425) 481-3236 · cityhall@kenmorewa.gov · www.kenmorewa.gov

If the emergency order and Proclamation 20-28 stay in place, then virtual meetings will continue to be required, with an *optional* in-person component.

As of 6/24, there is reason to believe that the OPMA Proclamation is likely to remain in effect. This means that cities will most likely need to continue to offer virtual access to public meetings, but certain restrictions on in-person attendance might be lifted, consistent with the miscellaneous venues guidance issued by the Governor's office. (https://www.governor.wa.gov/sites/default/files/COVID19%20Misc%20Venue%20Guidance.pdf).

Other Considerations

The Physical Space. The pandemic pause provided a good opportunity for the city to conclude a Council chambers AV upgrade (project approved in 2020). The upgrade included enhanced speaker system, upgraded projector and screen, and better streaming capabilities. Though the improvements will appear minor, it will take time for the Council and the Staff to become acquainted with the new space.