



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

City Council Special & Regular Meeting

ON-SITE

May 19, 2025 - 6:30 PM

In addition, we try to provide access to the meeting virtually:

ZOOM LINK: <https://kenmorewa-gov.zoom.us/j/85013749518>

ZOOM PASSWORD: 051925

Or Telephone Dial US: +1 253 205 0468

Webinar ID: 850 1374 9518

ZOOM PASSWORD: 051925

SIGN UP FOR VIRTUAL PUBLIC COMMENT HERE: www.kenmorewa.gov/virtualpubliccomment

Technical Difficulties? Contact the Deputy City Clerk at mkang@kenmorewa.gov.

Listen to the Clerks' Podcast Episode: [What to Expect at City Council Meetings](#)

Land Acknowledgement to Honor First Peoples

We acknowledge that the City of Kenmore is situated upon the ancestral lands of the Snohomish, Snoqualmie, Sauk-Suiattle, Duwamish, Stillaguamish, Tulalip, Suquamish, Muckleshoot, and other tribes who are part of the Coast Salish Peoples. We recognize and express our deepest respect for their enduring stewardship and profound relationship with this land, which they have cherished and protected since time immemorial. We honor the First Peoples, acknowledge their vibrant cultures, and commit ourselves to learning from their wisdom in our journey to promote justice, equity, and mutual understanding. We pledge to stand alongside these communities in acknowledging past injustices and working towards a future that respects and celebrates the diverse heritage of this land.

I. CALL SPECIAL MEETING TO ORDER - 6:30 PM

II. EXECUTIVE SESSION

- A. Pursuant to RCW 42.30.110(1)(i), the City Council will now enter an executive session to discuss potential litigation. The session is slated to last 30 minutes, until approximately 7:00 PM.

III. POSSIBLE ACTION RELATING TO EXECUTIVE SESSION

IV. ADJOURN SPECIAL MEETING

V. CALL REGULAR MEETING TO ORDER - 7:00 PM

VI. ROLL CALL

VII. LAND ACKNOWLEDGEMENT

VIII. FLAG SALUTE

IX. AGENDA APPROVAL

X. WHERE'S THE FUN?**XI. PUBLIC COMMENTS**

Welcome to the Council's meeting. Please address your comments to the Mayor and Council. You'll have three minutes to speak. If there are more than 20 speakers, time will be reduced to two minutes per speaker. The Clerk will call your name when it's your turn. The Presiding Officer may choose to alternate between in-person and online comments. Please state your name and city of residence and keep within the allotted time. To make every person feel welcome and safe here, please refrain from booing, clapping, heckling, yelling, or other interruptions. Please note: Under Washington State law (RCW 42.17A.555), public comment time may not be used to support or oppose candidates or ballot measures. Thank you for keeping remarks focused on City business. The meeting is recorded for transparency. Thank you for being here, and for sharing your input respectfully.

VIRTUAL PUBLIC COMMENT PRE-REGISTRATION PROCESS: To provide public comments virtually, please fill out the [Virtual Public Comment Request Form](#) in advance of the meeting. The form opens Tuesdays at 12:00 Noon and closes Mondays at 12:00 Noon. You will be confirmed by the City Clerk. If you are having difficulty, please reach out to the City Clerk at awarhol@kenmorewa.gov.

XII. CONSENT AGENDA

- A. Authorize Interim City Manager to execute Agreement 25-C3136 in an amount not to exceed \$1,250,000 to construct the Muck Creek Restoration Project.
[Agenda Bill - Muck Creek Restoration Project 25-C3136](#)
- B. Receive and File Camp United We Stand Report.
[Agenda Bill - CUWS Report to Council 5/12/25](#)
[Attachment 1 - Temporary Permit TMP24-0858](#)
[Attachment 2 - CUWS 2025 Report](#)

XIII. PRESENTATIONS

- A. New Staff Introduction - Rukia Yosif, Climate & Sustainability Intern
- B. King County Library Systems (KCLS) Programs, presented by Librarian and Information Services Manager Katie Boyes, Operations Manager Ben Resler, and Regional Manager Alice Darnton
[Presentation - KCLS at City Council](#)
- C. Legislative Session Recap, presented by State Lobbyist Shelly Helder of Gordon Thomas Honeywell (GTH)
[GTH Government Budget Overview \(added 5/13\)](#)
[2025 Bills Impacting Cities \(added 5/13\)](#)

[2025 Bills Likely to Return in 2026 \(added 5/13\)](#)

[City of Kenmore EOS Report \(added 5/13\)](#)

[Legislature Adopted Revenue \(added 5/13\)](#)

[AWC 25-27 Budget Matrix - Final \(added 5/13\)](#)

[Presentation GTH - End of Session 2025 - Kenmore \(added 5/13\)](#)

XIV. BUSINESS AGENDA

- A. Kenmore Electric Vehicle Infrastructure Plan, presented by Climate Action Plan Program Manager Nina Rasmussen and Environmental Services Director Richard Sawyer, *for Information Only*
[Agenda Bill - Electric Vehicle Infrastructure Plan](#)
[Attachment 1 - Kenmore Electric Vehicle Infrastructure Plan 2025](#)
[Presentation - Kenmore Electric Vehicle Infrastructure Plan \(EVIP\) \(added 5/19\)](#)

XV. PUBLIC HEARING

VIRTUAL PUBLIC COMMENT PRE-REGISTRATION: To provide public comments virtually, please fill out the [Virtual Public Comment Request Form](#) in advance of the meeting. The form opens Tuesdays at 12:00 Noon and closes Mondays at 12:00 Noon. You will be confirmed by the City Clerk. If you are having difficulty, please reach out to the City Clerk at awarhol@kenmorewa.gov.

- A. Proposed Resolution No. 25-428, 2026-2031 Transportation Improvement Program (TIP), presented by Engineering Director John Vicente
[Agenda Bill - Transportation Improvement Program](#)
[Attachment 1 - Resolution No. 25-428 Transportation Improvement Program](#)
[Presentation - TIP](#)

XVI. BUSINESS AGENDA (continued)

- B. Proposed Resolution No. 25-428, 2026-2031 Transportation Improvement Program (TIP), presented by Engineering Director John Vicente, *for adoption*
[Agenda Bill - Transportation Improvement Program](#)
[Attachment 1 - Resolution No. 25-428 Transportation Improvement Program](#)
[Presentation - TIP](#)

XVII. STAFF REPORTS

- A. Bicycle and Pedestrian Facilities Web Map - Update, presented by Traffic Engineering Intern Zeke Cohn and GIS Intern Neal Hicks

[Staff Memorandum - Bike Ped Facility Web Map](#)
[Presentation - Bike Ped Facility Web Map](#)

B. Other - Interim City Manager Stephanie Lucash

XVIII. COUNCILMEMBER REPORTS & COMMENTS

XIX. ADJOURNMENT

UPCOMING MEETINGS

Monday, May 26, 2025 - **CANCELED HOLIDAY**

Tuesday, May 27, 2025 7:00 PM - City Council Regular Meeting

Monday, June 9, 2025 7:00 PM - City Council Regular Meeting

NOTICE OF POTENTIAL QUORUMS

[Click here for information about Potential Quorums of the City Council.](#) Now found on the City website under City Council Meetings.

City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 5/19/2025

Subject/Topic:	Proposed Council Action/Motion:
Muck Creek Restoration Project Construction Contract. Department: Environmental Services Prepared by: Andrew Silvia SWM Capital Projects Manager Attachments: NA	☐ Information Only ☐ Receive and File ☐ Discuss ☐ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☒ Authorize ☐ Other: Authorize Interim City Manager to execute Agreement 25-C3136 in an amount not to exceed \$1,250,000 to construct the Muck Creek Restoration Project.

Approvals:

Department Head RS City Attorney NA Finance Director NA City Manager SLL 5/8/25 Optional AS

Summary/Background:

This project will restore habitat for salmon and other fish by relocating and enhancing a segment of Muck Creek at 18727 73rd Ave NE. Improvements will include:

- Creating a new, 450-foot-long meandering stream alignment
- Installing large woody material and riffle-pool areas within the new channel to enhance flow complexity and provide refuge for salmonids and other fish.
- Streamside areas will be graded to expand site wetland area and flood storage
- Native plants and trees will be added throughout the site to regulate stream temperature and enhance food web productivity

Whereas the project originated as a way to fulfill requirements to mitigate a separate City capital project's (68th Ave NE Bicycle & Pedestrian Improvements) impacts to a fish-supporting stream—which it will fully accomplish—the above-listed improvements will create ecological and flood protection value that extend beyond the project site.

The project has received all applicable permits and other approvals and was advertised for bid beginning on April 17, 2025 and 6 bids were received in response. Staff will review bids, which were all within budget, and award the lowest responsive, responsible bidder.

Previous Council Action(s):

NA

Fiscal Consideration:

The City's adopted 2025-2026 Biennium Budget allocates \$1,250,000 to the Muck Creek Restoration Project. The City purchased the property in November 2022 with funding assistance provided by King County Conservation Futures.

City Council Priorities or Budget Objective Being Addressed:

1. Continue to implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation.

City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 5/19/2025

Subject/Topic:	Proposed Council Action/Motion:
Receive and File Camp United We Stand Report Department: City Manager's Office Prepared by: Tambi Cork Interim Deputy City Manager Attachments: 1. Temporary Permit TMP24-0858 2. CUWS 2025 Report	☐ Information Only ☒ Receive and File ☐ Discuss ☐ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☐ Authorize ☐ Other:

Approvals:

Department Head TC 5/8/25 City Attorney N/A Finance Director N/A City Manager SLL 5/8/25 Optional N/A

Summary/Background:

Per KMC 18.100.200, Camp United We Stand ("CUWS") was issued a temporary use permit (Attachment 1) for a temporary outdoor homelessness encampment at Northlake Lutheran Church from 1/31/2025 – 6/2/2025. As a condition of that permit, CUWS is required to file a report with the City Manager and summarize the report at a City Council meeting. The attached report was received by the City Manager's Office in April 2025 and this agenda item fulfills the report requirements of the temporary use permit. The report includes a brief history of CUWS in Kenmore; information on residents, operations, and camp layout; police/fire interactions or other issues; and any highlights or challenges that the camp would like the City to be aware of. The CUWS report does identify the temporary use permit limit of 120 days maximum stay as a challenge, and requests consideration of extending this time limit to six months in any future revisions of the code.

Previous Council Action(s):

None

Fiscal Consideration:

None

City Council Priorities or Budget Objective Being Addressed:

2. Preserve and increase the availability of all types of housing at all income levels, including the needs of people experiencing homelessness.
8. Continue to implement the Diversity, Equity, Inclusion and Accessibility (DEIA) Strategic Plan, including social justice reform.



TEMPORARY USE PERMIT

Page 9 of 514

Permit Number: TMP24-0858

Type: TEMPORARY USE

Issue Date: 01/10/2025

Permit Information

Job Address:	6620 NE 185TH ST	Expiration Date:	06/02/2025
Parcel:	0226049037		
Description:	Camp United We Stand Jan 31, 2025 – Jun 2, 2025	Valuation:	\$0.00

Contacts

Contact Name	Address	License Number	Phone
Applicant BILL LEON	17027 37TH AVE NE , LAKE FOREST PARK, WA 9815		(206)914-6663
Contractor	, ,		
Owner NORTHLAKE LUTHERAN CHURCH	6620 NE 185TH ST , KENMORE, WA 98028		(425)486-6977

Permit Fees (Fees abbreviated in this section; see receipt for a complete summary of fees.)

Description	Amount	Description	Amount
FIRE DEPARTMENT REVIEW: OTHER, BASE FEE	\$125.00	TEMPORARY USE PERMIT	\$877.00
TECHNOLOGY FEE	\$43.85		

ALL INSPECTION REQUESTS MUST BE SCHEDULED ONLINE at mybuildingpermit.com. Inspection requests received prior to 5:00 pm will be inspected the next business day. Requests received after 5:00 pm will be scheduled for the following business day. Specific times are not available. For occupied residential units you must be present during the inspection. Failure to attend can result in delayed inspections and re-inspection fees. Reinspection fees must be paid prior to inspection request.

Required Inspections

Inspections	Signature	Date	Inspections	Signature	Date
FINAL OTHER**					

Agreement

The City approved plans, permit and inspection record must remain on the job site for use by City inspection personnel. I certify that the information furnished by me is true and correct to the best of my knowledge and the applicable City of Kenmore codes and requirements will be met. I hereby authorize City representatives to inspect my property Monday-Friday between the hours of 8.00 a.m. and 5:00 p.m. during this permit application process.

☐ Owner or ☒ Authorized Agent Permit Issued Online DATE: 01/10/2025
(Check one)

REQUIREMENT:

The Applicant shall print ALL approved permit documents including, but not limited to, the permit/inspection card, approved plans, approved site plan, approved calculations etc. All materials shall be available on the site and posted in a conspicuous location with the permit.

SEE ATTACHED LIST OF
PERMIT CONDITIONS ON
NEXT PAGE

Permit Conditions

See pages 3 and 4

Inspection Record

Date:	Comments	Initial:



Permit Conditions

City of Kenmore

Page 11 of 514

Permit Number: **TMP24-0858**

Description: **Camp United We Stand Jan 31, 2025 – Jun 2, 2025**

Applied: **12/6/2024**

Approved: **1/10/2025**

Site Address: **6620 NE 185TH ST**

Issued: **1/10/2025**

Finalized:

City, State Zip Code: **KENMORE, WA 98028**

Status: **ISSUED**

Applicant: **BILL LEON**

Parent Permit:

Owner: **NORTHLAKE LUTHERAN CHURCH**

Parent Project:

Contractor: **<NONE>**

Details:

Set up a temporary camp for up to 35 homeless adults

LIST OF CONDITIONS

SEQ NO	ADDED DATE	REQUIRED DATE	SATISFY DATE	TYPE	STATUS
DEPARTMENT		CONTACT		REMARKS	
1	12/11/2024			USER DEFINED	FOR INFORMATION
DEVELOPMENT SVCS		REILLY ROSBOTHAM			

Notes:

At approximately the 60-day mark, the applicant shall file a report with the city manager that contains topics, data and information required by the city manager, and thereafter summarize the report at a city council meeting. The report can be sent to Tambi Cork, Housing and Human Services Manager at TCork@kenmorewa.gov.

2	12/11/2024			USER DEFINED	FOR INFORMATION
DEVELOPMENT SVCS		BRYAN HAMPSON			

Notes:

Per KMC 18.100.200(C)(3), no new permanent structures are allowed under this permit.

3	12/11/2024			USER DEFINED	FOR INFORMATION
DEVELOPMENT SVCS		REILLY ROSBOTHAM			

Notes:

Per KMC 18.100.200(3)(k), the sponsoring organization shall allow inspections by City and King County health, fire, and police departments at any reasonable time and without notice.

4	12/20/2024			PLAN: USER DEFINED	FOR INFORMATION
DEVELOPMENT SVCS		REILLY ROSBOTHAM			

Notes:

The temporary use shall comply with Kenmore Municipal Code (KMC) section 18.100.200. This includes but is not limited to:

- 1) The temporary use (CUWS) must allow inspections by City and King County health, fire, and police departments at any reasonable time and without notice.
- 2) CUWS shall restrict smoking to a designated smoking area, a minimum of 25 feet from adjacent properties.
- 3) CUWS shall observe quiet hours in accordance with KMC 8.05.025.
- 4) CUWS shall prohibit overnight stays by children under the age of 18, unless accompanied by a parent or guardian.
- 5) CUWS shall at all times, have a point of contact who can be reached by phone.



Permit Conditions

City of Kenmore

Page 12 of 514

5	12/20/2024			PLAN: USER DEFINED	FOR INFORMATION
DEVELOPMENT SVCS		REILLY ROSBOTHAM			

Notes:

This temporary use permit is valid from Jan 31, 2025 – Jun 2, 2025.

The city manager may terminate a permit upon a determination that the shelter is unfit for human habitation due to safety concerns, bad sanitary conditions or health related concerns, or disorderly or disorganized activities that adversely impact the safety, health, and welfare of the neighborhood adjacent to the shelter site.

CAMP UNITED WE STAND

c/o Richmond Beach Congregational Church-United Church of Christ
1512 NW 195TH ST
SHORELINE, WA 98177
CampUnitedWeStand.TENTCITY@gmail.com
<https://campunitedwestand-tentcity.org>



To: The Mayor and City Council of Kenmore
From: Ray Thomas and Bill Leon, CUWS Board Members
Re: Update from Camp United We Stand at Northlake Lutheran Church
Date: April 25, 2025

First, the Camp members and Board really appreciate the hospitality of Kenmore and Northlake Lutheran Church.

This is the third time that CUWS has been hosted here. We feel we have been good guests, assisting with cleanup of the area. The Church has been very helpful in so many ways. Also, we feel greatly and ably assisted by the City staff, and especially Tambi Cork, Samantha Loyuk, and Reilly Rosbotham.

Since early February until now the Camp has had from 20-35 Camp members with 20 x 12 ft. square tents divided inside to accommodate two individual tents on platforms built by the Camp. These provide a sturdier and more durable habitat compared to flimsy tents and tarps which were replaced frequently and which are costly. They also provide a more consistent foot print and visual conformity. They will provide better living and better appearance and be structurally a more stable place to live. CUWS plans to move again in early May 5th to Kirkland.

At grade level near neighbors, the Camp is surrounded by an eight-foot high privacy ivy-appearing fence with only two exits. The second is for emergency use only. The first is the main entrance and exit. At the main entrance the Camp has a security trailer which is staffed by elected Camp leaders 24/7. All entering must sign in. All intakes and background checks are performed there. Nearby is the donations tent which is well organized with shelves and bins and has hours for Camp members or others set by or scheduled by the Donations Coordinator.

The portable component shower, with solar lighting and water heated by a propane instant heater is across from the security tent. Gray water from the shower and kitchen sink is piped to the Church's clean out port. Showers are scheduled at Security, where a key is signed out and extra towels are available. Camp members clean the shower after each use. The shower was built by a Camp member and a volunteer thanks to a \$2,000 donation from the City of Kenmore. It has been hugely popular and most appreciated. Occasionally, singing may be heard.

Next to the shower is the Kitchen with gas burners, micro wave, 2 refrigerators and a freezer and an adjacent carport dining area. The kitchen coordinator runs a tight ship and has a Camp volunteer dishwasher to help keep things clean when some Camp members are lax about cleaning up after themselves, a violation subject to disciplinary actions.

Next to the dining area is another carport for community space and a shared television. All smoking must be done in a separate tent and away from the Camp and Church. No alcohol or drugs are permitted.

Electricity is supplied by the church, and the Camp has internet. Propane is purchased by the Camp or donated, sometimes by Camp members. The Camp maintains a wide corridor through the middle of the Camp to accommodate emergency vehicles, should they need to come to serve the Camp or church.

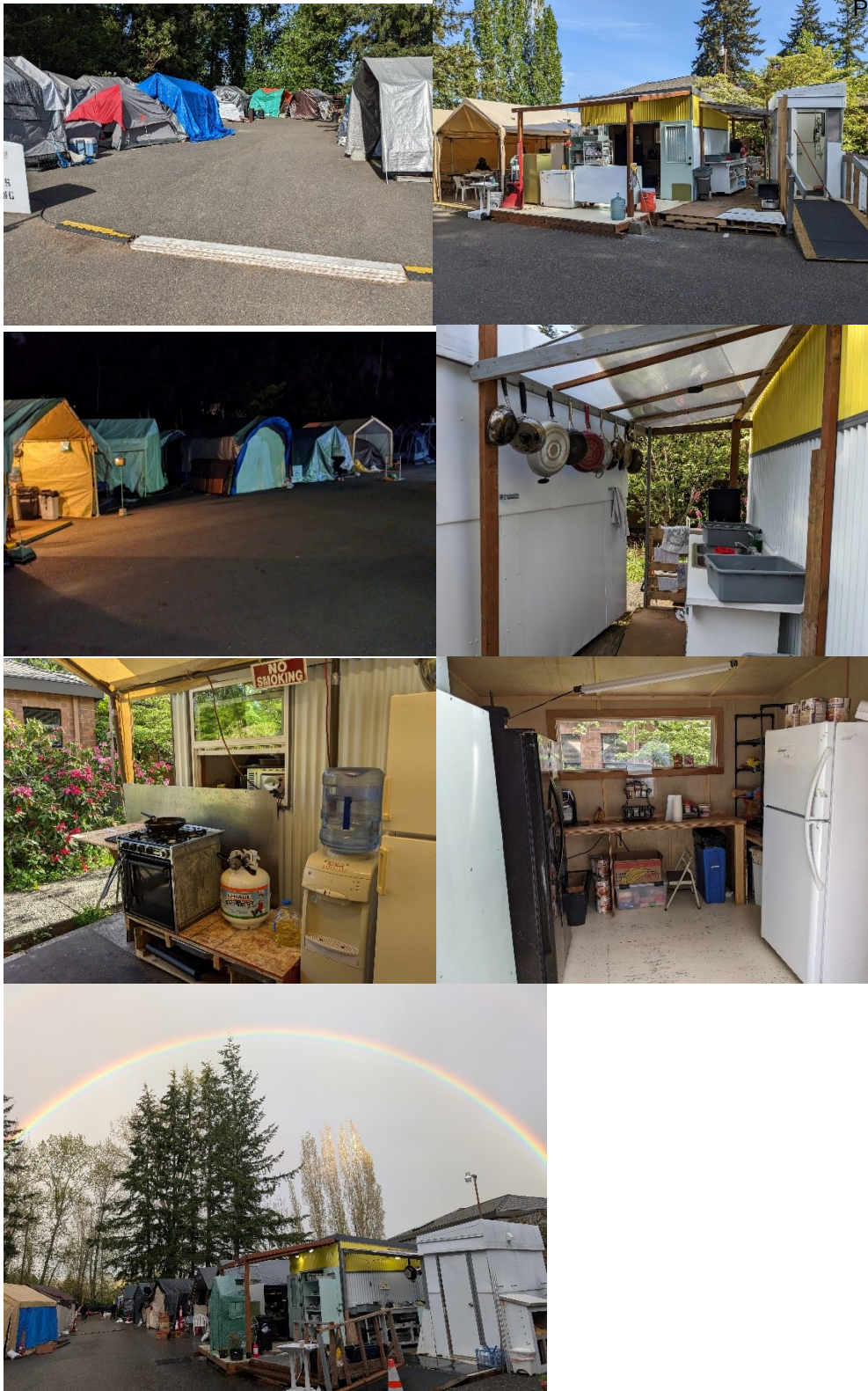
Porta potties are rented as well as a dumpster for trash. Camp members have elected to contribute \$50 per person per month (\$40 for veterans) to help pay for these services. Camp members also sign up to help with fire safety, the kitchen, donations, and other tasks as needed.

EC's (executive committee members) are elected by the Camp members to enforce Camp rules which are established by the Camp members and the volunteer Board. EC's can eject or temporarily bar anyone for violations or assign tasks for minor infractions. Bars are appealable to a Camp Meeting and/or to the Board. EC's may be removed by majority vote or by the Board. CUWS is a self-governing and democratic and on-going experiment in civic responsibility. No neighbors have complained about anything related to the Camp.

Like Kenmore, some cities appreciate CUWS's operation and have expanded host time lengths beyond the 3 months that was common only a few years ago. We continue to appeal for longer stays as moving the camp adds more disruption to already precarious lives threatening job stability and opportunities for more permanent housing. If Kenmore, in reviewing and revising its code in the future, could allow for 6 month stays, that would also save money on moving costs.

Here are a few pictures of the Camp.







Kenmore Library



Overview

Introductions

Why are we here?

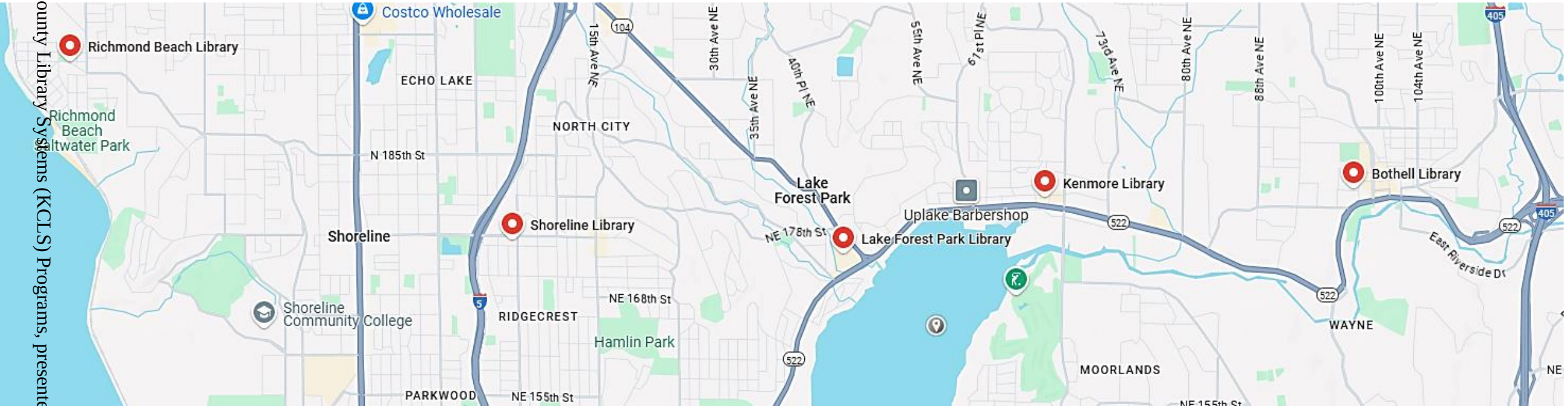
Library Stats

Resources

Programs & Outreach

Questions

50 locations in King County Library System!



Alder Region

Bothell

Kenmore

Lake Forest Park

Shoreline

Richmond Beach

Kenmore Library Stats

	2023	2024
Door Count	60,461	70,927
Average Door Count per Open Hour	28	30
Checkouts at Kenmore Library	114,557	116,009
Computer Sessions	8,032	9,684
Active Patrons	3,075	2,754
New Accounts	1,346	1,539
Kenmore Patron Checkouts	365,155 (59% physical, 41% digital)	395,796 (54% physical, 46% digital)

Library Resources



The New York Times

Consumer Reports

Press Reader

Libby

Hoopla & Kanopy

Mango & Rosetta Stone

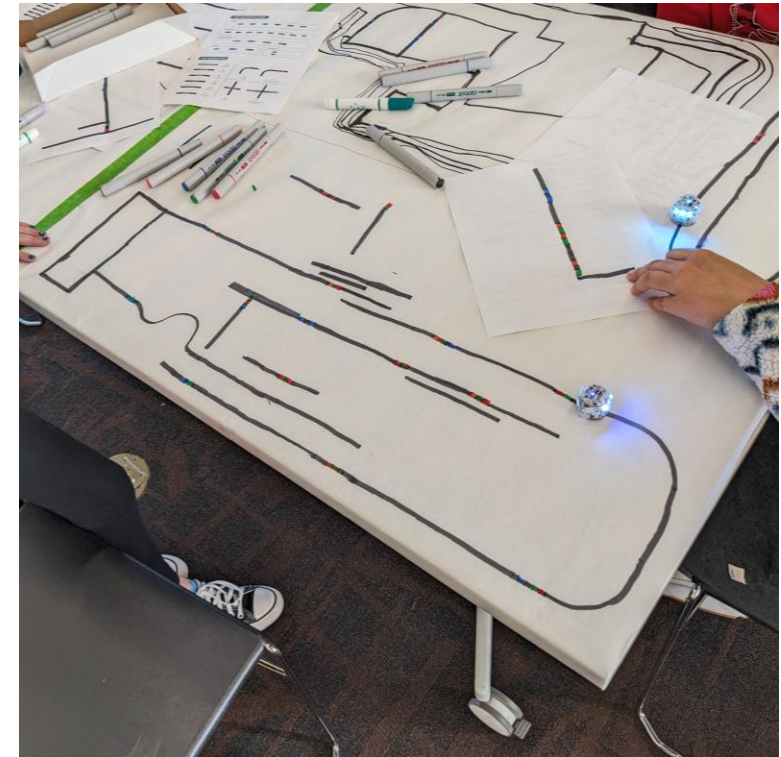
And more!

Library Programs & Outreach



Programs

- Children
 - Story Times (English, ASL, Portuguese)
 - Lego Builders
 - STEM Programs
- Teens
 - Game On!
 - LGBTQ+ Youth Group
 - Teen Leadership Council
 - Study Zone
- Adult
 - AARP Tax Help
 - Book Groups
 - 2nd Friday Arts
 - Talk Time





Outreach

☐ School Visits

- OTTER/Sasquatch
- Summer Reading Promotion: Curious Creatures

☐ Community Events

- Earth Day
- Farmer's Market
- Fire Station Pancake Breakfast and Safety Fair



Thank you

Alice Darnton, Regional Manager

Katie Boyes, Librarian & Information Services Manager

Ben Resler, Operations Manager



2025-27 Budget 2025 Legislative Session

General Overview

The 2025 legislative session convened on January 13 and was scheduled for 105 days. As with all odd-numbered years, 2025 marked the beginning of Washington State’s biennial budget cycle. The Legislature’s primary responsibilities were twofold: to develop and adopt biennial operating, capital, and transportation budgets, and to debate, advance and adopt policy. The session began amidst significant turnover: 24 new legislators joined the House and Senate, nine new state senators took office, and several statewide executive positions changed hands, including newly elected Governor Bob Ferguson, Attorney General Nick Brown, Insurance Commissioner Patty Kuderer and Commissioner of Public Lands Dave Upthegrove. These changes led to notable shifts in dynamics both within the Legislature and between the legislative and executive branches.

Budget Shortfall

While a broad array of policy topics was on the agenda, the dominant issue throughout the session was a multi-billion-dollar operating budget shortfall. Revenue forecasts in September and November 2024 projected that expenditures would outpace revenues in both the current and upcoming biennia. The precise size and causes of the shortfall remain debated, but contributing factors likely included increased contractual obligations to state employees, the expiration of temporary federal COVID relief funding, and inflationary pressures. Just before the session began, a leaked email from Senate Democrats previewed a plan to reform Washington’s regressive tax code by introducing new taxes targeted at the state’s highest earners and largest corporations.

Beyond the budget, legislators grappled with a record number of policy proposals. Key themes included housing affordability, parental rights, unemployment benefits for striking workers, and public safety—including firearm regulations. A total of 2,387 bills were introduced (1,305 in the House, 1,082 in the Senate), with only 431 ultimately passing the full Legislature. On March 18, the state’s revenue forecast was updated, projecting a \$900 million drop in the four-year outlook compared to November 2024, bumping the budget deficit to \$15 billion and further complicating budget negotiations. As required by law, the Legislature had to adopt a budget that balanced over two biennia, or four years, (2025-27 and 2027-29) prompting discussions around both spending cuts and new revenue sources.

Governor Ferguson released his own operating budget proposal, demonstrating how the Legislature could reduce spending at the agency level to reduce pressure on the general fund. In addition to continuing \$3 billion in programmatic cuts proposed by outgoing Governor Jay Inslee, Ferguson added another \$4 billion in reductions. He emphasized protecting vulnerable populations, investing \$100 million in law enforcement and public safety, and improving the state's ferry system. However, he also warned that deeper cuts at the federal level — potentially affecting critical services like Medicaid—required Washington State to be adaptable, adjusting to meet the needs of Washingtonians should cuts go into effect. This appeared to mean the Legislature should not exhaust all possible revenue options during the 2025 session.

Revenue Proposals

Democratic lawmakers in both chambers released initial revenue proposals aimed at addressing the shortfall. Though the specifics varied, both proposals centered on increasing taxes on wealth and financial assets and lifting limits on property tax growth. The proposals were expected to generate \$14–17 billion over four years.

Senate Democrats' Initial Revenue Proposal (March 2025):

- 5% employer payroll tax on payroll expenses exceeding the Social Security threshold (\$176,100), for businesses with \$7 million+ in total payroll.
- Adjust property tax levy growth to reflect population and inflation (replacing the 1% cap).
- \$10 per \$1,000 financial intangible asset tax (stocks, bonds, etc.) for those with over \$50 million in assets.
- Repeal 20 tax exemptions deemed ineffective.
- State sales tax rate reduction from 6.5% to 6%.

House Democrats' Initial Revenue Proposal (March 2025):

- Additional 1% B&O tax surcharge on taxable income over \$250 million.
- Increase in existing financial institution surcharge from 1.2% to 1.9% for institutions with income exceeding \$1 billion.
- \$8 per \$1,000 financial intangible property tax, with the first \$50 million exempt.
- Property tax levy cap increased to 3%, reflecting population and inflation.

Following public hearings for each revenue bill, budget writers integrated these revenue assumptions into their respective proposed spending plans. Governor Ferguson, however, criticized the magnitude of the proposed revenue increases, particularly the wealth tax components, citing likely legal challenges and a strong probability that the tax would be unable to provide immediate fiscal relief. He urged lawmakers to consider deeper budget cuts and more conservative revenue options.

Roughly ten days before adjournment, Democrats unveiled a revised revenue package, removing the most controversial proposals and scaling back others in response to the Governor's concerns. The package included the following (April 2025):

- Capital gains and estate tax increase.
- Business and occupation tax increase, and an increase to the Advanced Computing Surcharge (ACS) cap.
- Tax on services and nicotine products, including a prepayment on sales tax for certain businesses.
- Excise tax on zero emission vehicle tax credits.
- Modified tax preferences for certain industries.
- Lifting the state and local property tax cap (later abandoned in final negotiations after pushback from Governor Ferguson).

These changes were projected to generate approximately \$12 billion, though further revisions to the proposals eventually brought the projected revenue closer to \$9 billion over four years. For more details about each proposal's final form, please see the Legislature Adopted Revenue document.

Outcomes

The Legislature adopted both new revenue and programmatic cuts or delays to support a balanced budget over four years. The Legislature advanced cost-saving measures by unwinding or delaying several statutory programs, including:

- Delay implementation of 2023 law related to the Aged, Blind, and Disabled (ABD) Assistance Program, requiring recipients to pay the state back if they receive federal SSI disability payments for the same time period as the state assistance.
- Eliminates a 2023 law that created the Washington Employee Ownership Program that allows businesses to sell to an employee ownership structure.
- Delays the implementation of a 2024 law that addressed families receiving assistance through Temporary Assistance for Needy Families (TANF). Families receiving TANF must assign their rights to child support to the state as partial reimbursement for receiving assistance. The law would have required DSHS to pass through all child support regardless of TANF assistance; that is delayed until 2029.

The Legislature adjourned *Sine Die* on April 27 at approximately 6 p.m., having passed balanced budgets and accompanying revenue legislation in both chambers. All bills now await Governor Ferguson's action. Whether he will sign all components remains uncertain, particularly given his critiques of several of the proposals. If significant portions of the revenue package are vetoed and the budget is thrown out of balance, a special session could be required to reconcile the shortfall.

Budget Summaries

Operating Budget

The proposed state operating budget for the 2025–27 biennium is based on the March 2025 revenue forecast, which projects \$71.0 billion in General Fund revenue, and assumes 3.5% average annual growth rate over two years. Annual average growth in revenues was 5.2% over fiscal year (FY) 2022 through FY 2024; an annual average growth of 3.5% reflects a decline in revenue growth to support the state budget. For reference, the 2023-25 biennial budget totaled \$71.9 billion.

Total proposed spending for 2025-27 Operating Budget includes \$77.9 billion from the General Fund and \$150.4 billion across all funds. Of the increase in spending from 2023-25 to 2025-27, \$4.4 billion from the General Fund and \$6.8 billion overall are needed just to maintain current services, even without new programs. Budget writers reported that the key cost drivers included inflation in K–12 salaries, growing caseloads in childcare, low-income medical assistance, and long-term care. The budget funds and approves collective bargaining agreements for state employees, including for those who are not union-represented and does not include any furloughs or benefit changes.

The General Fund is projected to end with a \$225 million balance. Total reserves are estimated at \$2.3 billion, including \$2.1 billion in the Budget Stabilization Account. The four-year outlook for 2027–29 anticipates a \$673 million General Fund balance and \$3.6 billion in reserves.

Transfers were made out of the General Fund, including:

- \$77 million to the Disaster Response Account
- \$70.1 million to the Home Security Fund.

Transfers into the General Fund include:

- \$288 million from the Public Works Assistance Account
- \$110 million from the State Treasurer’s Service Account
- \$89 million from the Washington Student Loan Account.

Investments made in the Operating Budget include maintaining funding to the following areas:

- \$93 million for emergency food assistance programs
- \$1.2 billion for homelessness and affordable housing including:
 - \$200 million for the covenant homeownership program
 - \$137 million for the housing essential needs program
 - \$117 million for grants to local governments to maintain shelter space historically funded through document recording fee revenues
 - \$111 million for grants to local governments and nonprofit organizations for homeless housing programs and services
 - \$90 million to transition those living in encampments to safer housing
 - \$25 million for grants to support permanent supportive housing
- \$100 million is allocated to law enforcement grants
- \$20 million to expand resources for crime victims

- \$25 million to improve support for refugee and immigrant communities

The 2025-27 budget also includes \$4.4 billion in new revenue, primarily from increases to the business & occupation tax, capital gains and estate taxes, and excise taxes on services. For more information on the revenue package approved by the Legislature this session, please refer to the Legislature Adopted Revenue document.

Transportation Budget

Transportation Budget writers faced a multi-billion shortfall over the budget's 10-year spending plan. This was exacerbated with the March 2025 revenue forecast, which projected a further \$1.7 billion decrease in the fuel tax from the prior year's forecast. The fuel tax represents 44% of all forecasted transportation revenues, which presented significant challenges to balance the budget in the next four years. The final negotiated 2025-27 biennial transportation budget totals \$15.5 billion, which is lower than both the House and Senate's initial proposals. Of the \$15.5 billion, approximately 60% (\$9.2 billion) is allocated for capital expenditures, and approximately 40% (\$6.2 billion) will pay for ongoing operating expenditures.

The final budget relies on a variety of new and existing revenues, including a 6-cent fuel tax increase, and increases in several fees such as truck weight fees, passenger weight fees, filing fees and more. While the Legislature considered revenue proposals to replace the fuel tax, such as the road usage charge – a fee modeled after a program in Virginia that is calculated based on a car's average miles per gallon – the Legislature chose to not advance those proposals and instead increased revenues through the state's traditional transportation funding sources. [Click here](#) for a full list of new revenue sources.

Despite these increases, some planned projects were delayed, in order to maintain a balanced budget. The budget also includes a permanent transfer of 0.1% of the state sales tax to transportation, beginning in 2028, adding \$300 million annually.

Capital Investments & Project Adjustments

Most capital funding supports ongoing projects from previous legislative packages and the Climate Commitment Act (CCA). However, many state and local projects not yet under contract have been deferred. To view the final 2025-27 Transportation Budget, [click here](#).

- Fish passage barrier removal receives \$1.09 billion this biennium—\$125 million more than the last—and \$1.12 billion is committed in future budgets.
- Washington State Ferries funding supports construction of a new hybrid-electric ferry and related electrification. The first vessel conversion is delayed by one year, with bids for new vessels due in May 2025. Fleet preservation funding increased by \$100 million for 2025–27.
- Highway maintenance and preservation remains flat for 2025–27 but increases by \$200 million in 2027–29.

Climate Commitment Act (CCA)

Appropriations totaled \$1.36 billion for the 2025-27 biennium, including the following key investments:

- \$127 million for ferry terminal electrification
- \$33 million for the Sandy Williams Connecting Communities program
- \$26.2 million for port electrification competitive grants
- \$7.5 million for the high-speed rail program

Cost Management & Program Changes

To manage costs, the budget reduces or eliminates certain programs and administrative expenses. Savings include reduced travel for agency staff, expanded flexibility for WSDOT project delivery, and authorization for in-house ferry work. While funding for bike and pedestrian safety programs was preserved, reductions were made to transit coordination, rideshare, and transportation demand management grants.

Public Safety & Enforcement

New investments total \$30 million for driver safety, including over \$18 million for work zone speed cameras and \$10 million for young driver education. An additional \$16 million supports the Washington State Patrol, funding training, bonuses, and new trooper classes.

Capital Budget

The state's capital budget funds infrastructure and building construction for state and local communities through direct appropriations and grant programs. A percentage of the operating budget is dedicated to paying bonds issued to fund the budget. Of the three budgets, revenues in the capital budget were the most stable although not as ample as in previous years. In recent years there was an influx of funding into the capital budget from the federal government through American Rescue Plan (ARPA) funds that did not occur for the 25-27 biennium.

Key Investments

The 2025-27 Capital Budget appropriates \$4.5 billion in new bond capacity and \$7.5 billion in total funds, including cash, federal funds, and other revenue sources. To view the final 2025-27 Capital Budget and the associated project lists and grant programs, [click here](#). Below are some highlights of the investments made within the final Capital Budget:

- \$975 million for construction of and improvements to K-12 buildings
- \$827 million for natural resources
- \$605 million for the Housing Trust Fund
- \$129 million for behavioral health facilities
- \$365 million for the Public Works Assistance Account to finance infrastructure projects for cities, counties, and special purpose districts. Existing revenue streams are predicted to give the PWAA some \$754 million in resources through the 2025-27 biennium. This year's budgets make a one-time additional diversion of \$288 million on top of preexisting diversions of \$180 million. To offset that, the capital budget gives the Board \$100 million in state construction bonds and authority to spend \$265 million from the

PWAA, which protects existing commitments and allows the Board to offer a new loan round.

- \$81 million for the Community Economic Revitalization Board to assist communities with financing publicly owned economic development infrastructure improvements to encourage new business development and expansion.
- \$32.5 million for the Brian Abbott Fish Barrier Removal Board to award grants for local culvert replacements.
- \$125 million for grant programs funding local clean energy and climate resilience and mitigation projects.



Bills Impacting Cities
2025 Legislative Session
DRAFT – Will be Updated Following Governor Bill Action

Below is a list of bills that passed this session and impact city operations and interests, or will likely require a change in city code. We encourage you to review and prepare for the requirements outlined in the following bills.

Please Note: As of April 27, the Governor has 20 days to sign bills and budgets into law that were delivered to him in the final five days of the legislative session. The Governor has the authority to veto the entirety of bills and veto full sections of bills; the Governor does not have the authority to veto specific sentences. Click [here](#) to track the Governor’s bill action. This list will continue to be updated until the final day of bill signing on May 20 to reflect accurate Governor signing and bill implementation dates.

Criminal Justice

Managing Sexually Violent Predators: [House Bill 1133](#), sponsored by Rep. Mari Leavitt (D-28th LD), introduces procedures for obtaining records relevant to civil commitment determinations for sexually violent predators, clarifies legal processes, and imposes restrictions on offenders’ eligibility for supervision compliance credits. The bill formalizes a civil investigative demand process for prosecuting agencies to access records from public agencies, prohibits compliance credits for offenders concurrently serving less restrictive alternatives, and updates cross-references to align with the new procedures. It also includes a severability clause to preserve the act’s validity if any provision is deemed invalid. The bill was signed by the Governor on April 16 and goes into effect on July 27, 2025.

Comprehensive Firearm Regulation: [House Bill 1163](#), sponsored by Rep. Liz Berry (D-36th LD), establishes a permit-to-purchase system and new training requirements for firearm purchases and concealed pistol licenses (CPLs). Key provisions include mandatory permits for firearm purchases requiring fingerprints, certified safety training, and eligibility checks, as well as enhanced CPL requirements such as live-fire training. Firearm dealers must verify permits and maintain transaction records, while the Washington State Patrol oversees permit issuance, background checks, and annual reporting on permit and CPL data.

Court Interpreter Standards: [House Bill 1174](#), sponsored by Rep. Strom Peterson (D-21st LD), seeks to enhance language access in the legal system by updating interpreter standards and procedures. The bill replaces outdated terminology, establishes criteria for appointing

credentialed interpreters, and requires courts to develop language access plans that include procedures for identifying needs, appointing interpreters, and translating materials. Interpreter costs are not borne by individuals with limited English proficiency in government-initiated proceedings, and the Administrative Office of the Courts must reimburse participating state courts for half of interpreter costs, subject to funding. The bill was signed by the Governor on April 16 and goes into effect on July 27, 2025.

Fingerprint Background Checks: [House Bill 1385](#), sponsored by Rep. Jamila Taylor (D-30th LD), expands fingerprint-based background checks for individuals working with vulnerable populations, including children, the elderly, and individuals with disabilities. The bill broadens the definitions of “applicant” and “qualified entity” to include volunteers and contractors, updates terminology to reflect a broader population, and authorizes the Washington State Patrol to facilitate state and national fingerprint-based criminal history checks for noncriminal justice purposes. It also ratifies the National Crime Prevention and Privacy Compact, authorizes federally recognized tribes to conduct background checks, and grants rulemaking authority to the Washington State Patrol to implement the new provisions. The bill was signed by the Governor on April 16 and goes into effect on July 27, 2025.

Civil Asset Forfeiture Reform: [House Bill 1440](#), sponsored by Rep. Roger Goodman (D-45th LD), establishes a new framework to standardize civil asset forfeiture procedures, replacing existing processes in various statutes. Key provisions include extended deadlines for contesting forfeitures, shifting the burden of proof to seizing agencies to establish forfeiture by “clear, cogent, and convincing evidence,” protections for innocent owners and community property interests, and revenue allocation prioritizing victim restitution and behavioral health programs. The act applies to seizures occurring on or after January 1, 2026.

Hope Card Modernization: [House Bill 1460](#), sponsored by Rep. Dan Griffey (R-35th LD), expands and streamlines the hope card program to improve accessibility, content, and trauma-informed support for protection order petitioners. The bill removes the requirement to include physical characteristics of the restrained person, adds firearm-related restrictions to the card’s content, and ensures petitioners can obtain cards without waiting periods or fees. It also mandates the Administrative Office of the Courts to oversee implementation, collaborate with expanded stakeholder groups, and ensure consistent court practices.

Rape Pregnancy Sentencing: [House Bill 1484](#), sponsored by Rep. Osman Salahuddin (D-48th LD), expands the list of aggravating circumstances that courts may consider when imposing exceptional sentences for rape. The bill broadens existing law to include cases where rape results in pregnancy, removing the limitation to child victims, thereby allowing courts to impose sentences above the standard range for adult victims as well. Additionally, it corrects a statutory reference related to sexually explicit conduct to align with the appropriate subsection. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Speeding Prevention Technology: [House Bill 1596](#), sponsored by Rep. Mari Leavitt (D-28th LD), titled the BEAM Act, mandates the use of Intelligent Speed Assistance (ISA) devices for certain drivers with excessive speeding violations. The bill defines excessive speeding as driving 10 mph or more above the limit in areas with speed limits of 40 mph or less, or 20 mph or more above

the limit in areas with higher speed limits. ISA devices monitor and limit vehicle speed based on GPS data, with protections for data privacy and penalties for tampering. Drivers must pay associated costs, including a \$21 monthly fee, which funds program administration and financial assistance for indigent participants. The bill takes effect on January 1, 2029.

Protection Order Reforms: [Senate Bill 5202](#), sponsored by Sen. Jesse Salomon (D-32nd LD), enhances the protection order process to better support survivors of abuse and address firearm restrictions. The bill requires ongoing acceptance of electronic protection order petitions, allows previously protected minors to renew orders as adults, and provides mechanisms to modify or terminate ex parte orders in specific circumstances. It also expands the definition of unlawful firearm possession to include untraceable or undetectable firearms when an individual is under certain protection orders, elevating such possession to a class B felony. Courts of limited jurisdiction must allow electronic and mail submissions for protection order petitions by January 1, 2026, and provide electronic notifications about case progress, including firearm surrender updates and reminders about court appearances. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Law Enforcement Classification: [Senate Bill 5209](#), sponsored by Sen. John Lovick (D-44th LD), formally recognizes the Department of Labor and Industries as a limited authority Washington law enforcement agency. This designation aligns L&I with other state agencies that enforce laws within specific subject areas, such as the Department of Natural Resources and the Liquor and Cannabis Board. The bill does not grant new enforcement powers to L&I but acknowledges its existing role within its specialized jurisdiction. The bill was signed by the Governor on April 8 and goes into effect on July 27, 2025.

Officer Certification Process: [Senate Bill 5224](#), sponsored by Sen. John Lovick (D-44th LD), enhances the certification and commissioning processes for law enforcement and corrections officers. The bill updates definitions, mandates background checks for officers transferring between agencies, and establishes procedures for certification lapse and reinstatement. It also revises the process for commissioning railroad police officers, requires all law enforcement personnel to complete basic training within specified timeframes, and mandates public access to hearing transcripts and decisions.

Law Enforcement Training: [Senate Bill 5356](#), sponsored by Sen. Tina Orwall (D-33rd LD), expands training requirements for law enforcement, prosecutors, and Title IX investigators to improve responses to sexual and gender-based violence. The bill mandates the Washington Criminal Justice Training Commission (CJTC) to develop trauma-informed curricula for patrol officers and peace officers, with separate training programs for responding to sexual violence and gender-based violence. It adds the Washington Student Achievement Council as an advisor, updates child testimony provisions to allow testimony outside the defendant's presence for minors under 18, and requires periodic retraining for officers. The bill was signed by the Governor on April 22 and goes into effect on July 1, 2026.

Ferry Conduct Rules: [Senate Bill 5716](#), sponsored by Sen. Deborah Krishnadasan (D-26th LD), expands transit conduct rules to include the Washington State Ferries. The bill modifies the definition of "transit authority" to explicitly add the Washington State Ferries, ensuring that

existing prohibitions on behaviors such as smoking, littering, playing loud music, spitting, carrying hazardous materials, consuming alcohol without authorization, obstructing operations, and damaging property apply to ferry passengers and facilities. Violations remain classified as misdemeanors, and no other changes to the law are made.

Public Safety Funding: [House Bill 2015](#), sponsored by Rep. Debra Entenman (D-47th LD), establishes mechanisms to enhance funding for local law enforcement recruitment, retention, training, and public safety initiatives. The bill creates a supplemental criminal justice account, a local law enforcement grant program, and authorizes a local option sales tax for criminal justice purposes. Grant funds may be used to support hiring, training, and retaining law enforcement officers, peer counselors, and behavioral health personnel, with a focus on co-response teams and community policing efforts. Recruiting lateral hires is not an eligible use of these funds. Revenue generated from the optional sales tax can be used for criminal justice purposes, including domestic violence services, public defense, diversion programs, and behavioral health improvement. The bill sunsets the local law enforcement grant program and supplemental criminal justice account on June 30, 2028, and terminates reporting requirements on December 31, 2029.

Economic Development

Tourism Promotion Assessment: [Senate Bill 5492](#), sponsored by Sen. Marcus Riccelli (D-3rd LD), establishes an advisory group to evaluate the feasibility of an industry-funded self-supported assessment for statewide tourism promotion. The bill highlights the economic importance of the tourism industry, which generates \$23.9 billion annually and supports over 230,000 jobs, while noting that state funding for tourism marketing lags behind competing states. It removes outdated provisions related to the initial appointments of the Tourism Marketing Authority board, reorganizes subsections for clarity, specifies the composition and responsibilities of the advisory group, and authorizes the Tourism Marketing Authority to incur expenditures for this purpose until June 30, 2026.

Associate Development Organization Funding Adjustments: [Senate Bill 5677](#), sponsored by Sen. Adrian Cortes (D-18th LD), standardizes performance reporting requirements and clarifies funding allocations for associate development organizations (ADOs). The bill removes additional reporting obligations for ADOs in counties with populations over 1.5 million, ensuring uniform performance measures statewide. It specifies that the Department of Commerce must submit biennial performance results of ADO contracts to legislative committees by December 31 of each even-numbered year and prohibits the use of state general funds for local matching requirements. The bill maintains the locally matched allocation of up to \$0.90 per capita for urban counties with a funding cap of \$300,000 per organization, and retains the base allocation of \$40,000 for rural counties.

Environment

Hydrofluorocarbon Emissions Reduction: [House Bill 1462](#), sponsored by Rep. Davina Duerr (D-1st LD), aims to reduce greenhouse gas emissions associated with hydrofluorocarbons (HFCs) by transitioning to low and ultra-low global warming potential (GWP) refrigerants, promoting the

use of reclaimed refrigerants, and establishing a regulatory framework to support these goals. The bill sets phased prohibitions on high-GWP HFCs starting in 2030, with increasingly stringent thresholds by 2033, while providing exemptions for reclaimed refrigerants and certain federally allowed uses. It also establishes a Refrigerant Transition Task Force to study barriers and opportunities for the transition and directs the Department of Ecology to adopt rules requiring low-GWP refrigerants in specific sectors by 2035.

Clean Buildings Compliance: [House Bill 1543](#), sponsored by Rep. Beth Doglio (D-22nd LD), expands compliance options for building owners under Washington’s clean buildings performance standards. The bill allows the Department of Commerce to develop alternative metrics for energy use and greenhouse gas emissions, alongside existing energy use intensity (EUI) targets, and provides conditional compliance pathways for building owners who meet these alternative metrics. It broadens exemptions for compliance, including historic preservation and financial hardship, and introduces requirements for Tier 2 buildings, such as benchmarking and operations planning, while prohibiting penalties from being passed on to tenants.

Cap-and-Trade Adjustments: [House Bill 1975](#), sponsored by Rep. Joe Fitzgibbon (D-34th LD), amends Washington’s Climate Commitment Act to refine auction price containment mechanisms, ceiling prices, and the Department of Ecology’s authority to amend rules for linkage with other jurisdictions. The bill requires the Department to conduct market dynamic analysis, perform economic modeling, and adjust compliance obligations and reporting deadlines to ensure program implementability. It establishes a fixed price ceiling for 2026–2027, introduces flexibility in emissions reporting deadlines, and includes funding and severability provisions.

Fire Service

Wildfire Mitigation Standards: [House Bill 1539](#), sponsored by Rep. Kristine Reeves (D-30th LD), establishes a work group to study and recommend wildfire mitigation and resiliency standards. Co-chaired by the Insurance Commissioner and the Commissioner of Public Lands, the group includes representatives from state agencies, the insurance industry, local emergency management, fire chiefs, small forest and rural landowners, utilities, and legislative members. Key tasks include aligning wildfire property mitigation standards with national benchmarks, enhancing community-level efforts, improving data sharing, increasing consumer transparency, and proposing a homeowner grant program to support retrofitting homes for wildfire resistance. The bill creates a new section of law, which will expire on December 31, 2025.

Prescribed Fire Liability: [House Bill 1563](#), sponsored by Rep. Adam Bernbaum (D-24th LD), establishes the Prescribed Fire Claims Fund Pilot Program to address liability concerns and encourage the use of prescribed and cultural burns for forest health and wildfire prevention. The program, administered by the Office of Risk Management in consultation with the Department of Natural Resources, provides reimbursement for eligible losses caused by burns conducted under approved plans and permits. Reimbursement is capped at \$2,000,000 per claim, with funding drawn from the newly created Prescribed Fire Claims Account. The bill

creates a time-limited pilot program, with an expiration date of June 30, 2033, and includes an emergency clause to ensure immediate implementation upon passage. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Emergency Services Theft: [Senate Bill 5323](#), sponsored by Sen. Judy Warnick (R-13th LD), enhances penalties for theft and possession of firefighter and EMS equipment critical to emergency response. The bill classifies theft or possession of such property as first-degree offenses if the loss significantly hinders emergency response or exceeds \$1,000 in value, and expands coverage to property taken from fire department vehicles, stations, and EMS facilities. It aims to address theft of equipment essential to emergency services with heightened penalties.

Fire Loss Reporting: [Senate Bill 5419](#), sponsored by Sen. John Lovick (D-44th LD), centralizes fire loss reporting with the Insurance Commissioner and strengthens confidentiality protections for insurers. The bill requires insurers to report fire losses within 90 days of closing a claim or conducting significant adjustments, including details such as property address, date of loss, and cause of loss. Confidentiality protections exempt fire loss reports from public disclosure and civil subpoenas, while allowing limited information sharing with law enforcement and regulatory agencies.

Homelessness and Human Services

Pet-Friendly Emergency Shelters: [House Bill 1201](#), sponsored by Rep. Mari Leavitt (D-28th LD), requires local governments to incorporate companion animal cosheltering into their emergency management plans and operations. Political subdivisions must identify emergency shelters that can accommodate persons with companion animals, provide companion animal emergency preparedness information on their websites, and ensure compliance with FEMA disaster assistance policies. The bill emphasizes the importance of addressing gaps in public preparedness and cosheltering opportunities during disasters or extreme weather events. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Homeless Housing Funding: [House Bill 1260](#), sponsored by Rep. Suzanne Schmidt (R-4th LD), modifies the distribution of document recording surcharge funds to ensure cities operating their own homeless housing programs receive proportional shares without county administrative deductions. The bill limits county administrative costs to 10 percent of retained funds and allows cities to use up to 10 percent of their share for administrative costs. It prohibits counties from deducting administrative costs from funds distributed to cities operating their own homeless housing programs. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Homelessness Data Collection: [House Bill 1899](#), sponsored by Rep. Janice Zahn (D-41st LD), revises the state homeless census by removing the annual mandate and allowing the Department of Commerce to set the schedule. The bill eliminates requirements for coordination with federal HUD standards, as well as provisions for an online housing referral system, continuous case management, and an organizational quality management system. Confidentiality protections for personal information remain intact, and the Department must

continue to publish annual summary data by county. The bill was signed by the Governor on April 24 and goes into effect on July 27, 2025.

Mobile Market Program: [Senate Bill 5214](#), sponsored by Sen. Sharon Shewmake (D-42nd LD), establishes a mobile market program within the Department of Health to expand access to fresh, healthy foods for participants in the Women, Infants, and Children (WIC) and Senior Farmers Market Nutrition Programs. The program, contingent on funding from the U.S. Department of Agriculture, aims to support local farmers while addressing nutritional needs in underserved communities through nonprofit-operated mobile markets. The Department is authorized to define the program through rulemaking and may seek federal approval to allow mobile markets to accept program benefits. The act will take effect on March 1, 2026. The Governor signed the bill on April 22.

Essential Needs Program Expansion: [Senate Bill 5232](#), sponsored by Sen. Claire Wilson (D-30th LD), expands eligibility and funding flexibility for the Essential Needs and Housing Support (ENHS) program. It clarifies that ENHS is not an entitlement program, allows low or extremely low-income elderly or disabled adults to receive support without requiring a referral from the Department of Social and Health Services, and permits the use of funds for direct cash assistance tied to housing stability plans. The bill also aligns administrative expense rates with other Home Security Fund programs and removes certain eligibility requirements, such as citizenship or Social Security number status.

Nonprofit Property Tax Exemption: [House Bill 1094](#), sponsored by Rep. Amy Walen (D-48th LD), expands property tax exemptions for nonprofit-owned properties loaned, leased, or rented to government entities or other nonprofits to provide character-building, benevolent, protective, or rehabilitative social services. It clarifies that the sale of donated merchandise by nonprofits is an exempt use if proceeds further the organization's mission. The bill specifies that these changes apply to taxes levied for collection starting in 2026. The bill was signed by the Governor on April 7 and goes into effect on July 27, 2025.

Housing

Housing Cost Analysis: [Engrossed Second Substitute House Bill 1108](#), sponsored by Rep. Mark Klicker (R-16th LD), establishes a framework for analyzing housing cost drivers. The Washington State Institute for Public Policy (WSIPP) is tasked with conducting a study identifying the primary cost drivers for homeownership and rental housing, focusing on single-family homes, multifamily housing, middle housing, accessory dwelling units, and co-living housing. Findings must be submitted to the Legislature by December 1, 2026, and the Department of Commerce is required to collaborate with WSIPP.

Condominium Warranty Reform: [House Bill 1403](#), sponsored by Rep. Jamila Taylor (D-30th LD), simplifies condominium construction and warranty requirements to promote homeownership and streamline development of smaller buildings and accessory dwelling units. The bill introduces changes to implied warranties, express warranties, and the applicability of construction standards for condominiums and multiunit residential buildings. It provides an express warranty alternative for certain condominiums, exempts accessory dwelling units from

specific construction standards, and includes transitional provisions phasing in new definitions and standards by 2028.

Eviction Court Commissioners: [House Bill 1621](#), sponsored by Rep. Nicole Macri (D-43rd LD), authorizes superior courts to appoint housing court commissioners to expedite unlawful detainer proceedings and address delays caused by increased eviction filings. The bill allows courts, with county legislative approval, to appoint attorneys as commissioners to handle eviction cases, requiring appointees to undergo training in landlord-tenant law and eviction procedures. Commissioners may perform duties such as holding hearings, issuing orders, and supervising cases under the oversight of superior court judges, with the bill effective immediately upon passage.

Homeownership Assistance Expansion: [House Bill 1696](#), sponsored by Rep. Jamila Taylor (D-30th LD), expands the Covenant Homeownership Program to address racial disparities in homeownership. The bill raises the eligibility threshold from 100 percent to 120 percent of the area median income (AMI) and allows county-specific adjustments based on housing needs. It introduces loan forgiveness for down payment and closing cost assistance loans after five years of repayment for participants with incomes at or below 80 percent of AMI, replacing the prior requirement of repayment upon sale of the home. Additionally, the bill modifies the oversight committee's membership, replacing a representative of community-based affordable housing developers with one from nonprofit housing counseling organizations to focus more on addressing historical inequities in homeownership. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Affordable Housing Development: [Senate Bill 5587](#), sponsored by Sen. Annette Cleveland (D-49th LD), titled the "Affordable Housing Action Act," seeks to address affordable housing shortages by requiring counties to report biennially on housing gaps and progress in meeting housing needs at various income levels. The bill prioritizes state funding for public works projects that encourage infill development or increase affordable housing in counties with identified housing gaps and prohibits local governments from imposing conditions that undermine affordability. It also mandates collaboration between the Washington Center for Real Estate Research, the Washington Housing Finance Commission, and the Office of Financial Management to develop metrics for assessing housing needs and progress.

Property Tax Exemptions for ADUs: [Senate Bill 5529](#), sponsored by Sen. Chris Gildon (R-25th LD), expands property tax exemptions for accessory dwelling units (ADUs) rented to low-income households to include counties with populations between 900,000 and 1,500,000, in addition to counties with populations of 1,500,000 or more. For counties with populations between 900,000 and 1,500,000, the exemption applies only to detached ADUs, and a resolution must be passed by the city or county legislative authority to authorize the exemption. The bill strengthens compliance requirements, including annual verification of tenant income, restrictions on rent charged, and prohibitions on exemptions for ADUs occupied by immediate family members, while requiring tenant support policies and administrative oversight mechanisms.

Eviction Notice Procedures: [House Bill 1003](#), sponsored by Rep. Peter Abbarno (R-20th LD), standardizes eviction notice requirements by mandating certified mail sent from within the state to the recipient's last known address. The bill extends the waiting period for tenants to respond to eviction notices sent by mail from one day to five days and requires termination notices to specify the date by which the recipient must vacate the premises or comply with specified terms. The bill was signed by the Governor on April 11 and goes into effect on July 27, 2025.

Rent Stabilization: [House Bill 1217](#), sponsored by Rep. Emily Alvarado (D-34th LD), caps annual rent increases at seven percent, prohibits increases during the first 12 months of tenancy, and establishes stricter notice requirements for rent increases. The bill includes exemptions for newly constructed units, public housing authorities, and certain nonprofit-owned properties, while also capping security deposits and move-in fees at one month's rent. Tenants may terminate leases without penalty for unauthorized rent increases, and the bill mandates a social vulnerability assessment on the impacts of rent stabilization by 2028. The bill takes effect immediately.

Common Interest Community Governance: [Senate Bill 5129](#), sponsored by Sen. Jamie Pedersen (D-43rd LD), modernizes and consolidates laws governing common interest communities (CICs), including condominiums, cooperatives, and homeowners' associations. The bill streamlines governance, clarifies rights and responsibilities, and addresses emerging issues such as electric vehicle charging stations and heat pumps. Key updates include revised rules for meetings, voting, and reserve accounts, as well as protections against unreasonable restrictions on heat pump and EV charging station installations. Most provisions take effect on July 27, 2025, with some delayed until January 1, 2026, or January 1, 2028. The bill was signed by the Governor on April 17.

Manufactured Home Sales: [Senate Bill 5298](#), sponsored by Sen. Noel Frame (D-36th LD), expands notification and procedural requirements for the sale of manufactured/mobile home communities to enhance tenant and eligible organization purchase opportunities. It requires owners to notify tenants, tenant organizations, and various state and local entities of an intent to sell, and introduces specific content, timing, and delivery requirements for such notices. The bill emphasizes good faith during negotiations, allows eligible organizations to compete to purchase, mandates updates to the Department of Commerce on the sale status, and provides remedies for noncompliance, such as injunctive relief and damages.

Tenant Protections: [Senate Bill 5313](#), sponsored by Sen. Jamie Pedersen (D-43rd LD), expands tenant protections by prohibiting rental agreements from including provisions such as nondisclosure agreements about lease terms, class action waivers, mandatory arbitration agreements unless specific conditions are met, or late fees for rent paid within five days of the due date. It also prohibits landlords from requiring tenants to pay rent exclusively through electronic means and clarifies existing restrictions on attorney fees and arbitration agreements. Tenants may recover damages, including up to two times the monthly rent, court costs, and attorney fees for violations, with the bill applying prospectively to leases entered into or renewed after its effective date.

Human Resources

Minor Work Hours: [House Bill 1121](#), sponsored by Rep. Stephanie McClintock (R-18th LD), revises restrictions on the working hours of 16- and 17-year-old minors enrolled in career and technical education (CTE) programs. The bill directs the Department of Labor and Industries to update its rules to allow these minors to work the same number of hours and days during school weeks as they are permitted to work during nonschool weeks, provided the work is performed for an employer approved by their program. The effective date for these changes is July 1, 2026, and “career and technical education program” is defined to include Core Plus programs approved by the Office of the Superintendent of Public Instruction or the minor’s school district. The bill was signed by the Governor on April 21 and goes into effect on July 1, 2025.

Paid Family Leave Expansion: [House Bill 1213](#), sponsored by Rep. Liz Berry (D-36th LD), expands worker protections and modifies employer responsibilities under the Paid Family and Medical Leave program. Key provisions include reducing the minimum claim duration from eight to four hours, expanding employment restoration rights to employees regardless of employer size, and requiring health benefits to be maintained during leave. The bill also establishes a grant program for small employers with fewer than 50 employees to offset costs associated with employee leave, including temporary worker wages and health care benefits.

Local Government Retirement Enrollment: [House Bill 1270](#), sponsored by Rep. Dan Bronoske (D-28th LD), expands automatic enrollment in deferred compensation plans to include employees of counties, municipalities, and other political subdivisions offering their own plans. The bill allows these entities to automatically enroll newly hired employees in their respective plans while maintaining the option for employees to opt out. It excludes local plans from the automatic enrollment requirements of the state plan and requires enrollment to align with the terms of their plan documents. The bill was signed by the Governor on April 24 and goes into effect on July 27, 2025.

Self-Insured Employer Decertification: [House Bill 1275](#), sponsored by Rep. Shaun Scott (D-43rd LD), establishes reimbursement requirements for decertified self-insured employers to cover worker compensation payments made by the Department of Labor & Industries. The bill authorizes the department to pay compensation owed to claimants on behalf of decertified employers and mandates that these employers reimburse the department through periodic charges, paid at least quarterly. Additionally, the bill grants the department rulemaking authority to implement these provisions. The bill was signed by the Governor on April 16 and goes into effect on July 27, 2025.

Employee Personnel Records: [House Bill 1308](#), sponsored by Rep. Julia Reed (D-36th LD), enhances employee rights to access and correct their personnel records. Employers must provide personnel files at no cost within 21 calendar days of a request and furnish discharge statements upon request. Employees may annually petition for the removal of irrelevant or erroneous information, with the right to include a rebuttal, and are granted a private right of

action to enforce these provisions. Statutory damages escalate based on delays in compliance, and public employers must adhere to existing public records laws.

Criminal Record Protections: [House Bill 1747](#), sponsored by Rep. Lillian Ortiz-Self (D-21st LD), strengthens protections for job applicants and employees with criminal records under the Washington Fair Chance Act. The bill prohibits employers from inquiring about criminal records until after a conditional job offer, bars adverse actions based on arrest records or juvenile convictions, and requires employers to document specific factors when making decisions based on adult conviction records. It increases penalties for violations, expands exemptions for positions under federal contracts prohibiting hiring individuals with criminal records, and revises enforcement provisions to allow the attorney general to waive penalties for minor violations. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Paid Sick Leave Expansion: [House Bill 1875](#), sponsored by Rep. Osman Salahuddin (D-48th LD), amends paid sick leave laws to allow employees and transportation network company (TNC) drivers to use accrued paid sick leave for immigration-related proceedings involving themselves or their family members. It specifies acceptable verification documentation, such as a written statement or documentation from an advocate, attorney, or clergy member, and prohibits verification requirements that disclose personally identifiable information about immigration status or protections. The bill retains all other aspects of paid sick leave policies, including accrual rates and carryover limits, while adding privacy protections for immigration-related information. The bill was signed by the Governor on April 25 and goes into effect on July 27, 2025.

Expanded Bargaining Rights for Law Enforcement: [Senate Bill 5040](#), sponsored by Senator Derek Stanford (D-1st LD), expands the definition of “uniformed personnel” for collective bargaining to include more law enforcement officers and other public safety employees. The bill removes population thresholds that limited applicability to certain cities, towns, and counties, and includes law enforcement officers employed by municipal airports. It broadens the scope of collective bargaining rights and employment-related provisions, potentially impacting negotiations on wages, working conditions, and benefits for covered personnel. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Unemployment Benefits for Strikes: [Senate Bill 5041](#), sponsored by Sen. Marcus Riccelli (D-3rd LD), allows workers unemployed due to strikes to qualify for temporary unemployment benefits under specific conditions. Disqualification for benefits ends either two weeks after the strike begins or upon its termination, and benefits are subject to a one-week waiting period. Employers involved in strikes bear the financial responsibility for benefits paid, and the Department of Employment Security must submit annual reports on the impact of strikes through 2035. The bill takes effect on January 1, 2026, with key provisions expiring on December 31, 2035.

Hate Crime Victim Protections: [Senate Bill 5101](#), sponsored by Sen. Javier Valdez (D-46th LD), expands workplace protections and rights for victims of hate crimes, aligning them with those afforded to victims of domestic violence, sexual assault, and stalking. The bill ensures victims can take leave for legal, medical, or safety-related purposes, request reasonable safety

accommodations, and are protected from workplace discrimination. It incorporates hate crimes committed through online or internet-based communication and establishes confidentiality requirements for related information, with an effective date of January 1, 2026.

Workplace Immigration Coercion Protections: [Senate Bill 5104](#), sponsored by Sen. Bob Hasegawa (D-11th LD), prohibits workplace coercion based on immigration status and establishes penalties for violations. The bill defines coercion as threats related to an employee's or their family member's immigration status to deter them from exercising rights under labor laws and treats each act of coercion against each employee as a separate violation. Civil penalties range from \$1,000 for a first violation to \$10,000 for subsequent violations, adjusted for inflation every three years starting in 2028, and are deposited into the supplemental pension fund. It ensures confidentiality for employees during investigations, sets a clear process for complaints and appeals, and prohibits employers from using withheld records to challenge penalties. The act is set to take effect on July 1, 2025.

Islamic Holidays Recognition: [Senate Bill 5106](#), sponsored by Sen. Yasmin Trudeau (D-27th LD), recognizes Eid al-Fitr and Eid al-Adha as days of significance. Eid al-Fitr, marking the end of Ramadan, and Eid al-Adha, commemorating the Islamic tradition of sacrifice, are defined based on the lunar Islamic calendar, causing their dates to shift annually. The bill specifies these recognitions are symbolic and do not create entitlements to time off or other benefits. The bill was signed by the Governor on April 8 and goes into effect on July 27, 2025.

Pregnancy Accommodations Expansion: [Senate Bill 5217](#), sponsored by Sen. T'wina Nobles (D-28th LD), strengthens workplace accommodations for pregnancy and related health conditions. The bill broadens the definition of "employer" to include those with one or more employees and religious or sectarian organizations not organized for private profit, ensures paid breaks for expressing milk without requiring the use of paid leave, and mandates that the Department of Labor and Industries provide online educational materials outlining employer and employee rights. Additionally, it allows breastfeeding individuals to request a delay or exemption from jury service by submitting an attestation form, without requiring a doctor's note, and extends eligibility for jury duty excusal or delay to individuals breastfeeding or expressing milk for infants under 24 months, rather than the previous 12-month threshold.

Pension Service Credit Expansion: [Senate Bill 5306](#), sponsored by Sen. Jeff Holy (R-6th LD), allows retired LEOFF Plan 2 members to purchase service credit for unpaid leave without returning to work. Members can purchase up to two years of service credit based on their salary at the time the leave was granted, adjusted for cost-of-living and other pay increases during the leave period. The bill does not alter the existing maximum service credit limit for unpaid leaves of absence or the requirement to pay employer, member, and state contributions plus interest. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Public Bargaining Reorganization: [Senate Bill 5435](#), sponsored by Sen. Bill Ramos (D-5th LD), reorganizes public employee collective bargaining laws into subchapters for improved clarity and usability. The bill does not introduce substantive changes but restructures the chapter to

enhance navigability and repeals two outdated or redundant sections. It also directs the code reviser to update cross-references throughout the law to reflect the new structure.

Law Enforcement Arbitration: [Senate Bill 5473](#), sponsored by Sen. Steve Conway (D-29th LD), makes minor adjustments to grievance arbitration procedures for law enforcement personnel. The bill clarifies that arbitration requests must align with procedures established in collective bargaining agreements and removes the requirement for staggered term expirations for arbitrators on the roster, simplifying roster management. No recent actions, hearings, or amendments have been reported.

Driver's License Requirements: [Senate Bill 5501](#), sponsored by Sen. Derek Stanford (D-1st LD), prohibits employers from requiring a valid driver's license as a condition of employment unless driving is an essential job function or related to a legitimate business purpose. Employers are also restricted from including such requirements in job postings unless driving is reasonably expected to be essential. The bill establishes enforcement mechanisms, allowing investigations, penalties, and damages for violations, and expands the department's rulemaking authority to cover the entirety of relevant employment law. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Public Employee Bargaining: [Senate Bill 5503](#), sponsored by Sen. Javier Valdez (D-46th LD), revises public employee collective bargaining processes to strengthen worker protections and streamline procedures. The bill requires the Public Employment Relations Commission (PERC) to mandate proof submissions during organizing petitions, allows PERC to set hearing dates without party consent, and updates processes for consolidating bargaining units and selecting interest arbitrators. It also prohibits public employers from requiring workers to waive statutory claims in grievance settlements.

Liquor/Cannabis

Expanded Alcohol Service: [House Bill 1515](#), sponsored by Rep. Julia Reed (D-36th LD), modernizes the regulation of alcohol service in public spaces through temporary authorizations expiring on December 31, 2027. It allows local governments to request approval from the Liquor and Cannabis Board (LCB) for expanded outdoor and indoor alcohol service in public spaces under specific conditions, including shared service areas, flexible barriers, and joint operating plans for events. Jurisdictions hosting international sports events in June or July 2026 may also request expanded service, with reporting requirements due by September 1, 2026.

Brewery Food Service Flexibility: [House Bill 1602](#), sponsored by Rep. Kevin Waters (R-17th LD), expands food service options for domestic breweries and microbreweries by allowing subcontracting or subleasing arrangements with third-party food service providers, such as mobile food units or independent food establishments, to meet food service requirements tied to certain liquor licenses. The bill ensures subcontracted or subleased areas are substantially separated from nontax-paid alcohol storage and updates the definition of "restaurant" to include breweries and microbreweries using subcontracted food services. Additionally, it aligns dog-friendly premises rules with the new food service options and clarifies licensing

adjustments and health compliance responsibilities. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Cannabis Advertising Regulations: [Senate Bill 5206](#), sponsored by Sen. Drew MacEwen (R-35th LD), revises cannabis retailer advertising regulations to limit content, placement, and proximity to sensitive locations. The bill prohibits advertising within 1,000 feet of game arcades admitting persons under 21, increases allowable signage on licensed premises to four signs on the building's main entrance side, and exempts small signs with general information from advertising restrictions. It prohibits transit-related ads, content depicting alcohol or tobacco, and advertising practices targeting youth, while allowing local authorities to enforce stricter rules. The act takes effect on January 1, 2026.

Local Tax Policy Changes

Public Safety Funding: [House Bill 2015](#), sponsored by Rep. Debra Entenman (D-47th LD), establishes mechanisms to enhance funding for local law enforcement recruitment, retention, training, and public safety initiatives. The bill creates a supplemental criminal justice account, a local law enforcement grant program, and authorizes a local option sales tax for criminal justice purposes. Grant funds may be used to support hiring, training, and retaining law enforcement officers, peer counselors, and behavioral health personnel, with a focus on co-response teams and community policing efforts. Recruiting lateral hires is not an eligible use of these funds. Revenue generated from the optional sales tax can be used for criminal justice purposes, including domestic violence services, public defense, diversion programs, and behavioral health improvement. The bill sunsets the local law enforcement grant program and supplemental criminal justice account on June 30, 2028, and terminates reporting requirements on December 31, 2029.

Agritourism Tax Relief: [House Bill 1261](#), sponsored by Rep. Sam Low (R-39th LD), amends existing law to provide tax relief for incidental uses on open space land, farm and agricultural land, and timberland. It expands definitions for "appurtenance" and "incidental use," allowing compatible activities such as farm festivals, weddings, and minor structural upgrades without removal of tax classification unless limits are exceeded. The bill also reduces the lookback period for calculating back taxes from seven years to four years for certain removals of farm and agricultural land classification occurring after September 1, 2025. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Small Airport Funding Flexibility: [House Bill 1650](#), sponsored by Rep. Tom Dent (R-13th LD), expands the allowable uses of local real estate excise tax (REET) revenues to include capital projects for airports with fewer than 10,000 annual enplanements, as determined by Federal Aviation Administration data, and those included in the Washington Aviation System Plan or National Plan of Integrated Airport Systems. The bill clarifies exclusions related to airport fuel systems, explicitly excluding the installation or improvement of fuel systems for distributing leaded fuel at airports, and adjusts terminology for consistency. It also reorganizes subsection references to accommodate these new provisions. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Real Estate Excise Tax Flexibility: [House Bill 1791](#), sponsored by Rep. Dave Paul (D-10th LD), expands allowable uses of local real estate excise tax revenues to include affordable housing and homelessness projects. The bill removes prior restrictions on using REET funds for operations and maintenance of capital projects and explicitly allows their use for planning, acquisition, construction, and improvement of facilities for affordable housing and homelessness. It also introduces a tax exemption for the sale of “qualified space” in affordable housing developments to nonprofit organizations, housing authorities, or public corporations for community purposes. The bill was signed by the Governor on April 24 and goes into effect on July 27, 2025.

Local Tax Notifications: [Senate Bill 5315](#), sponsored by Sen. Chris Gildon (R-25th LD), standardizes notification requirements for local tax changes and bond retirements to improve tax administration and compliance. The bill requires local authorities to provide written notification to the Department of Revenue for any local sales and use tax changes, including supporting documentation such as ordinances, legal descriptions, and maps in cases of annexation. It also mandates public facilities districts to notify the department at least 75 days before retiring bonds issued for regional center projects. The bill enhances the Department of Revenue’s ability to administer local tax changes by requiring written notifications and additional documentation for annexations and ensures timely communication regarding bond retirements.

Community Center Exemptions: [Senate Bill 5516](#), sponsored by Sen. Steve Conway (D-29th LD), expands property tax exemptions for community centers to include surplus university property acquired by nonprofits for conversion into facilities offering nonresidential community services. The bill maintains exemptions for surplus school district property and allows community centers to loan or rent space to other parties. Tax exemptions will apply to qualifying properties for tax years 2026 through 2035, and minor technical adjustments are made to numerical formatting and references to new subsections.

Planning/Land Use/Building Permits

Urban Services to Tribal Lands: [House Bill 1039](#), sponsored by Representative Peter Abbarno (R-20th LD), modifies the Growth Management Act to allow cities and federally recognized Indian tribes to contract for the extension of urban governmental services beyond urban growth boundaries to tribal lands under specific conditions. It establishes a legal framework for agreements between cities and tribes to extend services to tribal lands contiguous to city boundaries, with a deadline of December 31, 2028. The bill introduces a narrowly tailored exception to restrictions on urban development outside urban growth areas, facilitating urban development on tribal lands through mutual agreements.

Residential Driveway Parking: [House Bill 1061](#), sponsored by Rep. Sam Low (R-39th LD), allows residential property owners to park vehicles across their driveways if permitted by local ordinances or resolutions. The bill applies only to driveways no longer than 50 feet and ensures that such parking does not obstruct sidewalks, other driveways, or the roadway. Technical

changes standardizing numerical references in the statute are also included. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Lot Splitting: [House Bill 1096](#), sponsored by Rep. Andrew Barkis (R-2nd LD), facilitates administrative lot splitting to expand middle housing and affordable ownership opportunities in cities under the Growth Management Act. The bill allows residential lots to be split into two through a streamlined administrative process without predecision public hearings, provided conditions such as compliance with development regulations, mitigation of renter displacement, and restrictions on further splitting are met. Cities with comprehensive plan updates due in 2027 must incorporate the requirements into their next update, while others must implement them within two years of the bill's effective date (July 27, 2025).

Growth Management Compliance: [House Bill 1135](#), sponsored by Rep. Davina Duerr (D-1st LD), strengthens requirements for jurisdictions to amend noncompliant plans under the Growth Management Act before achieving compliance. The bill specifies that the Growth Management Hearings Board cannot issue a finding of compliance unless the jurisdiction has amended the portion of its plans or regulations previously found noncompliant, and allows individuals with standing to participate in compliance hearings. It also emphasizes prioritization of compliance hearings and reiterates existing timelines for board findings. The bill was signed by the Governor on April 7 and goes into effect on July 27, 2025.

Retrofit Housing: [House Bill 1183](#), sponsored by Rep. Davina Duerr (D-1st LD), facilitates affordable and sustainable housing development by reforming building codes and development regulations. It adjusts setback and roof height limits for retrofits and passive house construction, prohibits façade modulation and upper-level setbacks for certain residential projects, and restricts off-street parking requirements for affordable housing. Additionally, it establishes maximum size limits for affordable housing units and requires local governments to incorporate these provisions into their regulations during their next comprehensive plan update. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Boundary Review Process: [House Bill 1304](#), sponsored by Rep. Brandy Donaghy (D-44th LD), modifies the filing and review process for notices of intention submitted to boundary review boards. It establishes the effective filing date of a notice as the earlier of the chief clerk's sufficiency determination or automatic sufficiency after deadlines. The bill also introduces criteria for sufficiency, procedures for correcting insufficient notices, and mandates timely review, while aligning existing timelines for board actions with the new framework. The bill was signed by the Governor on April 11 and goes into effect on July 27, 2025.

Accessory Dwelling Unit Self-Certification: [House Bill 1353](#), sponsored by Rep. Alex Ramel (D-40th LD), establishes a framework for cities to create self-certification programs for accessory dwelling unit (ADU) permit applications. Registered architects may self-certify compliance with applicable building codes for detached ADU projects, streamlining the permitting process. Cities must adopt rules requiring random audits of at least 20% of self-certified applications annually, penalties for failed audits, and professional liability insurance for participating architects. The bill clarifies that self-certified permits are treated as equivalent to those issued after full project review and includes safeguards such as reporting requirements and indemnification.

agreements signed by property owners, contractors, and architects. The bill was signed by the Governor on April 7 and goes into effect on July 27, 2025.

Disabled Veteran Parking: [House Bill 1371](#), sponsored by Rep. Ed Orcutt (R-20th LD), expands parking privileges for persons with disabilities to include veterans with a 70% or higher disability rating who use service animals. Veterans qualifying under the new criteria are entitled to parking placards, special license plates, or identification cards free of charge, and must provide documentation as required by the Department of Licensing. The bill also establishes reporting requirements and administrative processes, with the act taking effect on October 1, 2025.

Transit-Oriented Development: [House Bill 1491](#), sponsored by Rep. Julia Reed (D-36th LD), promotes transit-oriented development and affordable housing by requiring cities to allow multifamily housing in station areas near major transit stops and adopt minimum floor area ratios (FAR) for residential and mixed-use development. Rail station areas must have an average FAR of at least 3.5, while bus station areas must have an average FAR of at least 2.5 or 3.0 if up to 25% of bus station areas are exempted. Additional provisions include affordability requirements for residential developments, parking restrictions, a grant program to assist cities, a model TOD ordinance, antidisplacement measures, a surplus property pilot program, impact fee reductions, property tax exemptions, prohibitions on restrictive covenants, and categorical environmental exemptions for certain developments. The bill is null and void if funding is not provided by June 30, 2025, with property tax exemption provisions applying to taxes levied for collection in 2026 and beyond.

Affordable Housing Exemptions: [House Bill 1494](#), sponsored by Rep. Alex Ramel (D-40th LD), amends property tax exemption laws for new and rehabilitated multiple-unit dwellings in urban centers. The bill refines definitions, strengthens affordability requirements, enhances administrative oversight, and introduces antidisplacement measures to ensure alignment with housing needs. Key changes include clarifying affordability requirements for exemptions, updating transit proximity criteria, adding tenant relocation assistance provisions, and expanding eligibility for 20-year exemptions to cities with populations of at least 15,000. No new exemptions may be granted after January 1, 2032, and no extensions after January 1, 2046. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Diaper Changing Stations in Public Restrooms: [House Bill 1562](#), sponsored by Rep. Victoria Hunt (D-5th LD), requires the installation of baby diaper changing stations in public restrooms under specific conditions. Newly constructed public buildings and those undergoing restroom renovations costing \$15,000 or more must include a baby diaper changing station in at least one restroom accessible to women and one accessible to men, or in a gender-neutral restroom. Exemptions apply to health care facilities with single-patient restrooms, industrial or commercial buildings that prohibit entry to minors, and cases where installation is deemed infeasible or noncompliant with accessibility standards. Building owners or operators may remove a changing station if it is misused according to manufacturer standards.

Historic Landmark Designations: [House Bill 1576](#), sponsored by Rep. Amy Walen (D-48th LD), prohibits designating properties as historic landmarks without the written consent of the

property owner if the designation would restrict the use, alteration, or demolition of the property. The bill requires cities and code cities to adopt or amend regulations within one year to comply with the bill's requirements for properties zoned for residential or mixed use, with automatic preemption of conflicting local regulations if they fail to do so. Exceptions are provided for properties within historic districts established through local preservation ordinances or for properties more than 125 years old.

Electric Security Alarms: [House Bill 1688](#), sponsored by Rep. Lisa Parshley (D-22nd LD), establishes statewide standards for the installation and operation of electric security alarm systems in jurisdictions without existing regulations. The bill requires compliance with international safety standards, warning signage, height requirements, and perimeter barriers, while allowing local governments to regulate or prohibit these systems through specific ordinances. Systems installed before the adoption of local regulations may continue to operate if they meet statewide standards. The bill was signed by the Governor on April 16 and goes into effect on July 27, 2025.

Conversion of Existing Buildings: [House Bill 1757](#), sponsored by Rep. Amy Walen (D-48th LD), facilitates the addition of housing units within existing buildings in commercial, mixed-use, or residential zones by limiting local government restrictions. Cities must adopt ordinances to comply by June 30, 2026, and are prohibited from imposing additional permitting requirements beyond those generally applicable to residential development in the zone, though change of use permits may be required. The bill restricts cities from denying permits based on nonconformities such as parking or setbacks unless significant detriment to the surrounding area is demonstrated and exempts unchanged portions of buildings from energy code compliance solely due to the addition of dwelling units.

Building Permit Exclusion: [House Bill 1935](#), sponsored by Rep. Davina Duerr (D-1st LD), excludes building permits from the definition and procedural requirements of "project permits." The bill refines the definition of "project permit" by explicitly removing building permits and adjusts related statutory provisions to align with this exclusion. These changes clarify the scope of project permits and streamline the application of procedural requirements for local governments. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Housing Accountability Act: [Senate Bill 5148](#), sponsored by Senator Jessica Bateman (D-22nd LD), introduces a state-level review process for housing elements and related development regulations adopted by counties and cities under the Growth Management Act. The bill requires jurisdictions to submit these plans to the Department of Commerce for compliance review, with a decision issued within 90 days, and prohibits noncompliant jurisdictions from denying affordable or moderate-income housing developments without specific exceptions. It also establishes mandatory targeted reviews for up to 10 jurisdictions annually and directs the Department to publish minimum compliance standards within six months of the bill's effective date. The bill goes into effect July 27, 2025.

Preemption on Parking Requirements: [Senate Bill 5184](#), sponsored by Sen. Jessica Bateman (D-22nd LD), establishes statewide limitations on minimum parking requirements for residential

and commercial developments. Residential parking is capped at 0.5 spaces per multifamily dwelling unit and one space per single-family home, while commercial parking is capped at two spaces per 1,000 square feet. Exemptions are provided for affordable housing, senior housing, small residences, licensed childcare centers, and certain facilities, with accessible parking requirements under the ADA remaining unaffected. Cities and counties may request variances based on safety studies, and areas near major airports are exempt. The bill repeals prior parking requirement laws and directs the State Building Code Council to review accessible parking standards. Cities and counties with a population between 30,000 and 50,000 must implement the requirements within three years of the effective date of the bill. Cities and counties with a population of 50,000 or greater must implement the requirements of this act within 18 months of the effective date of the bill.

Energy Facility Appeals: [Senate Bill 5317](#), sponsored by Sen. Keith Goehner (R-12th LD), exempts certain local government actions related to Energy Facility Site Evaluation Council (EFSEC)-certified energy facilities from appeals under state siting laws. The bill shields actions taken by cities or counties in partnership with EFSEC for technical assistance, advice, or reviews related to certified energy facilities from challenges based on inconsistency with preempted local codes. This amendment clarifies EFSEC's authority and limits the grounds for appealing local government actions in energy facility siting and operation.

Middle Housing Expansion: [Senate Bill 5471](#), sponsored by Sen. Keith Goehner (R-12th LD), authorizes counties to permit middle housing, such as duplexes and triplexes, in urban growth areas (UGAs) and Limited Areas of More Intensive Rural Development (LAMIRDs) under certain conditions. The bill limits development standards and permitting processes for middle housing to be no more restrictive than those for single-family housing and allows up to four residential units per lot in these areas if infrastructure requirements, such as sewer service, are met. It also exempts county actions implementing these provisions from appeals under the State Environmental Policy Act (SEPA) and review by the Growth Management Hearings Board (GMHB).

Child Care Zoning: [Senate Bill 5509](#), sponsored by Sen. Emily Alvarado (D-34th LD), mandates that cities, towns, and code cities allow child care centers as a permitted use in all non-industrial zones, with reasonable restrictions such as requirements for pickup and drop-off areas. The bill also requires jurisdictions to update their zoning regulations based on their comprehensive plan update schedule or, for non-GMA jurisdictions, within two years of the bill's effective date. Child care centers must also be conditionally approved in industrial and light industrial zones, except near high-hazard facilities, and cities retain flexibility to permit child care centers in other zones.

Comprehensive Plan Deadline Extension: [Senate Bill 5558](#), sponsored by Sen. Keith Goehner (R-12th LD), adjusts Growth Management Act compliance timelines for comprehensive plan updates, design review processes, and housing density regulations. The deadline for Benton, Chelan, Cowlitz, Douglas, Franklin, Kittitas, Skamania, Spokane, Walla Walla, and Yakima counties to update their plans is extended to December 31, 2026, with subsequent updates due every 10 years. Cities must align design review and housing density requirements with their

next periodic updates, while capital facilities plan updates for housing density compliance are deferred until June 30, 2034. The bill also aligns Accessory Dwelling Unit ordinance timelines with periodic updates. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Unit Lot Subdivisions: [Senate Bill 5559](#), sponsored by Sen. Liz Lovelett (D-40th LD), streamlines the subdivision process for residential developments within urban growth areas by establishing procedures for “unit lot subdivisions.” The bill introduces definitions for terms such as “parent lot,” “unit lot,” and “unit lot subdivision” and requires cities and towns in counties planning under growth management laws to adopt regulations allowing unit lot subdivisions. It mandates clear, objective, and streamlined procedures, prohibits public predecision meetings or hearings except where required by law, and specifies implementation deadlines tied to comprehensive plan updates or within two years of the bill’s effective date.

Cladding Material Regulation: [Senate Bill 5571](#), sponsored by Sen. Jessica Bateman (D-22nd LD), prohibits cities, code cities, and counties from mandating or excluding specific exterior cladding materials that comply with the state building code, with certain exceptions. Exceptions include historic districts, wildfire safety areas, and jurisdictions with unique architectural themes, such as Bavarian-style requirements. The bill also allows local governments to mandate fire-resistant siding materials for wildfire protection without violating the prohibition.

Shared Streets Framework: [Senate Bill 5595](#), sponsored by Sen. Emily Alvarado (D-34th LD), establishes a framework for “shared streets” where pedestrians, bicyclists, and vehicles share roadway space under modified traffic rules. The bill allows local authorities to designate nonarterial highways as shared streets, provided they develop procedures for doing so, and permits state highways to be designated as shared streets only if they are primary roads through a central business district. Key provisions include modified right-of-way rules, exemptions from certain existing traffic regulations, and the ability for local authorities to set speed limits as low as 10 miles per hour without requiring a traffic study.

Permitting: [Senate Bill 5611](#), sponsored by Sen. Jesse Salomon (D-32nd LD), streamlines local land use permitting processes and expands the use of binding site plans to include commercially zoned property allowing multifamily residential uses. It prohibits local governments from requiring or requesting deadline extensions at the initial submission of a project permit application, introduces refund provisions for permit fees if deadlines are missed, and mandates annual performance reporting on permit timelines. The bill also ensures equitable treatment of condominiums and cooperatives in zoning and permitting processes.

Child Care Facilities: [Senate Bill 5655](#), sponsored by Sen. Deborah Krishnadasan (D-26th LD), standardizes occupancy load calculations for child care centers in multi-use buildings, such as churches, to encourage repurposing existing spaces. The bill requires that occupancy loads be calculated solely based on the areas used for child care services, aligning building code enforcement and fire safety standards with this method. Legislative findings emphasize the public benefit of using existing buildings for child care rather than new construction. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Public Works - Procurement

Public Works Bidding Requirements: [House Bill 1549](#), sponsored by Rep. Mary Fosse (D-38th LD), modifies responsible bidder criteria for public works projects to enhance compliance with apprentice utilization and training requirements. The bill requires bidders on projects subject to apprentice utilization requirements to submit an apprentice utilization plan, with templates developed or approved by the Department of Labor and Industries (L&I), and exempts bidders who met utilization requirements on their previous project. It revises training requirements to focus on recent public works experience or completion of specific training, and mandates contracting agencies verify compliance using publicly available information. L&I must publish compliance records and maintain training completion data. Sections of the bill take effect in 2026 and 2027, with phased expiration dates. The bill was signed by the Governor on April 16 and goes into effect on July 27, 2025.

Subcontractor Licensing Requirements: [House Bill 1633](#), sponsored by Rep. Natasha Hill (D-3rd LD), tightens requirements for subcontractor listing and licensing in public works bidding. The bill requires subcontractor names for HVAC, plumbing, and electrical work to be submitted “at” the published bid submittal time rather than “within one hour after.” Prime contract bidders must provide proof of licensing for listed subcontractors, with errors in proof of licensing corrected within 48 hours of submission. It removes outdated provisions, including legislative intent language and reporting requirements, and eliminates licensing as a specific reason for substituting a subcontractor.

Prevailing Wage Oversight: [House Bill 1821](#), sponsored by Rep. Julio Cortes (D-38th LD), expands the definition of “interested party” under prevailing wage laws to include joint labor-management cooperation committees and Taft-Hartley trusts, allowing these entities to monitor and enforce compliance. The bill regulates access to certified payroll records, restricting their use to filing complaints and prohibiting use for union organizing or commercial activities. It includes provisions for the expiration and effective dates of certain sections to ensure continuity. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Design-Build Bonding: [House Bill 1967](#), sponsored by Rep. Janice Zahn (D-41st LD), clarifies bonding requirements for design-build public works contracts by exempting non-construction services and aligning bond amounts with construction costs. The bill specifies that performance and payment bonds are required only for the construction portion of the contract and must be in an amount no less than the value of that portion. It also provides procedural clarity regarding the timeline for bond submission. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Public Works - Transportation

EV Installer Certification: [Senate Bill 5528](#), sponsored by Sen. Marko Liias (D-21st LD), establishes specialized certification requirements for electricians installing electric vehicle supply equipment (EVSE) on public works projects. Installations must be performed by individuals certified through the Electric Vehicle Infrastructure Training Program (EVITP) or a

comparable accredited program, with exemptions for apprentices supervised by certified journey-level electricians and for contracts executed before the act's effective date. The Department of Labor and Industries is authorized to adopt rules for implementation, and the act takes effect on January 1, 2026.

Toll Rate Process: [Senate Bill 5702](#), sponsored by Sen. Bill Ramos (D-5th LD), streamlines the toll rate-setting process by exempting the Transportation Commission from the Administrative Procedure Act (APA) when exercising its tolling authority. The bill establishes a new, expedited process for setting and adjusting toll rates, toll exemptions, and administrative fees, while maintaining public transparency and input. Key provisions include public notice at least 30 days before toll rate changes, adoption of toll rates in open meetings with remote participation options, emergency toll adjustments to meet legal or financial obligations, and transparency through publication of toll rates and policies on the Commission's website.

Transportation Funding and Reforms: [Senate Bill 5801](#), sponsored by Sen. Marko Liias (D-21), makes extensive changes to transportation funding, infrastructure, tolling, public-private partnerships, and environmental considerations. Key provisions include a 6-cent per gallon fuel tax increase starting July 1, 2025, with annual inflation adjustments, higher electric vehicle registration fees, and new fees for luxury vehicles, motor homes, vessels, and aircraft exceeding specified price thresholds. The bill also establishes new grant programs for transit safety and active transportation, authorizes the acquisition of hybrid diesel-electric ferries, and requires environmental justice assessments for certain transportation investments. It repeals the Transportation Innovative Partnership Act, replacing it with a new public-private partnership framework, and reduces the number of voting members on the Transportation Commission from seven to five. The bill includes multiple effective dates, with some provisions phased in through 2028.

Highway Land Leasing: [House Bill 1774](#), sponsored by Rep. Jake Fey (D-27th LD), authorizes the Washington State Department of Transportation (WSDOT) to lease unused highway land for community purposes under specified conditions. The bill expands eligible lessees to include public agencies, tribes, state historical societies, and nonprofit organizations, and establishes criteria for evaluating leases, including benefits to overburdened communities and lessee qualifications. Lease agreements must incorporate community benefits, limit use to designated purposes such as housing and salmon habitat restoration, and require legislative approval for nonprofit leases exceeding five years.

Solid Waste

Organic Waste Management: [House Bill 1497](#), sponsored by Rep. Beth Doglio (D-22nd LD), establishes new standards for organic waste management across jurisdictions, businesses, schools, and multifamily buildings. Key provisions include mandatory color-coded waste collection containers by 2028, phased organic waste collection for multifamily residences, and penalties for businesses generating significant organic waste that fail to comply with management requirements. The bill also promotes food waste reduction in schools, expands

farm-to-school programs, and updates the state building code to ensure sufficient space for organic waste collection in new buildings.

Photovoltaic Module Recycling: [Senate Bill 5175](#), sponsored by Sen. Sharon Shewmake (D-42nd LD), extends deadlines for photovoltaic module stewardship plans and establishes an advisory committee to recommend program improvements with a focus on environmental justice. Manufacturers must submit stewardship plans by January 31, 2030, or within 30 days of their first sale, and sales without an approved plan are prohibited after January 31, 2031. The advisory committee, supported by an independent consultant, will develop recommendations for a safe and equitable recycling system, with a report due to the legislature by December 1, 2028. The bill was signed by the Governor on April 22 and goes into effect on June 30, 2025.

Extended Producer Responsibility: [Senate Bill 5284](#), sponsored by Sen. Liz Lovelett (D-40th LD), establishes an extended producer responsibility (EPR) program for consumer packaging and paper products to enhance recycling and reduce waste. Producers must join or form producer responsibility organizations (PROs) to implement and finance statewide programs for waste reduction, recycling, and composting, meeting performance targets for recycling rates, source reduction, and postconsumer recycled content. The bill also requires curbside recycling in urban areas by 2030, mandates equity considerations to reduce service disparities, and includes penalties for noncompliance.

Utilities

Sewage Spill Notifications: [House Bill 1670](#), sponsored by Rep. Victoria Hunt (D-5th LD), establishes new requirements for public notification of sewage spills. The bill mandates the Department of Ecology to develop a public-facing website by July 1, 2026, featuring timely and detailed information about sewage spills, including spill volume, treatment level, location, duration, and impacted waters. The website must also be designed to effectively communicate with individuals with limited English proficiency.

Utility Cost Securitization: [House Bill 1990](#), sponsored by Rep. Peter Abbarno (R-20th LD), authorizes electrical, gas, and water utilities to use securitization financing for disaster-related costs and other rate recovery expenditures. The bill replaces prior provisions for “conservation investment” with broader “rate recovery expenditures” and establishes a framework for the issuance of “rate recovery bonds.” It includes protections for bondholders, procedures for financing orders, and imposes non-avoidable rate recovery charges on customers, with adjustments to ensure timely bond repayment.

PFAS Biosolids Management: [Senate Bill 5033](#), sponsored by Sen. Jeff Wilson (R-19th LD), establishes requirements for PFAS sampling, testing, and reporting in biosolids. The Department of Ecology must publish guidance on sampling requirements by July 1, 2026, and facilities generating biosolids must conduct quarterly sampling for PFAS chemicals starting in 2027, with results due by September 30, 2028. The bill also requires an advisory committee to provide input on testing standards and directs the Department of Ecology to report PFAS levels and recommendations to the Legislature by July 1, 2029.

Excavation Safety Reform: [Senate Bill 5627](#), sponsored by Sen. Bill Ramos (D-5th LD), makes significant amendments to Washington’s Underground Utility Damage Prevention Act, focusing on improving excavation safety, enhancing utility damage prevention, and clarifying responsibilities for excavators and facility operators. Key changes include introducing new definitions such as “blind boring,” “design locating,” “force majeure,” “positive response,” and “work-to-begin date”; prohibiting blind boring without physical exposure of underground facilities; requiring excavators to provide a “work-to-begin date” in their notice and prohibiting excavation until positive response is received; mandating the use of a free web-based platform for submitting excavation notices; and increasing civil penalties for violations to as much as \$25,000 for damaging hazardous facilities. The bill also expands the safety committee’s role to review complaints and authorizes the Utilities and Transportation Commission to enforce violations.

Utility Connection Waiver: [Senate Bill 5662](#), sponsored by Sen. Marcus Riccelli (D-3rd LD), allows municipal utilities to waive connection charges for affordable housing, emergency shelter, and permanent supportive housing, contingent on recorded covenants that restrict property use and include price restrictions and household income limits. Counties east of the Cascade Mountains with populations exceeding 500,000 may waive these charges without requiring upfront funding, provided a covenant is recorded to ensure the property remains dedicated to eligible uses. Developers must repay waived charges if the property is converted to ineligible uses.

Water Policy

Water System Classification: [House Bill 1615](#), sponsored by Rep. Michelle Caldier (R-26th LD), clarifies classification criteria for public water systems and prohibits the use of default population numbers to reclassify systems from Group B to Group A. The bill ensures that actual usage data is used for classification and limits local governments from imposing additional requirements on Group B systems that conflict with these provisions. It declares an emergency, making the act effective immediately upon passage. The bill was signed by the Governor on April 16 and goes into effect immediately.

Water System Oversight: [House Bill 1947](#), sponsored by Rep. Andrew Engell (R-7th LD), expands regulatory oversight of certain Group B public water systems to require satellite management agency operation under specified conditions. The bill clarifies that existing satellite management agency requirements apply specifically to Group A systems and introduces new criteria for Group B systems, including those requiring water treatment, providing fire flow, having atmospheric storage, or serving 10 or more service connections. It also authorizes local boards of health to adopt stricter standards for Group B systems and clarifies enforcement responsibilities for the Department of Health and local health jurisdictions. The bill was signed by the Governor on April 11 and goes into effect on July 27, 2025.

Precode Water Rights: [Senate Bill 5212](#), sponsored by Sen. Sharon Shewmake (D-42nd LD), modifies water rights law to allow the filing of adjudication claims for precode water uses in

Water Resource Inventory Area 1 (WRIA 1), encompassing Whatcom and Skagit counties. The bill aligns WRIA 1 adjudication procedures with those used in the Yakima Basin, ensuring that claims for precode water uses can be included in the process. Claims filed under the new provisions are subordinate to certain pre-existing water rights, including those established before July 27, 1997, and do not impair existing water rights.

Behavioral Health

Health Information Disclosure: [House Bill 1287](#), sponsored by Rep. Alicia Rule (D-42nd LD), aligns confidentiality rules for licensed and credentialed professionals with existing health care information disclosure standards under chapter 70.02. The bill introduces new provisions allowing the disclosure of health care information under specific circumstances and ensures that disclosures permitted under chapter 70.02 are explicitly permissible under these sections. No recent actions, hearings, or amendments have been reported. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Criminal Insanity Reform: [House Bill 1359](#), sponsored by Rep. My-Linh Thai (D-41st LD), establishes a task force to review and modernize laws related to criminal insanity and competency to stand trial. The task force will include representatives from state agencies, courts, advocacy groups, and individuals with lived experience in the forensic mental health system, and is tasked with addressing barriers to administration, fairness, efficiency, and public safety. Additionally, the bill recodifies and decodifies sections of existing statutes to improve clarity and coherence, with a contingency clause requiring funding by June 30, 2025, for the act to take effect.

Juvenile Diversion Reform: [House Bill 1391](#), sponsored by Rep. Julio Cortes (D-38th LD), expands and standardizes juvenile diversion programs to reduce reliance on formal court processes and improve youth outcomes. The bill raises the age limit for diversion agreements to a juvenile's 21st birthday, prohibits parents or guardians from preventing juveniles from entering diversion agreements, and ensures completed diversions are not part of a juvenile's criminal history. It mandates improved data collection and reporting on diversion outcomes, disaggregated by demographics, and includes a funding contingency, making the act null and void if funding is not provided by June 30, 2025, in the omnibus appropriations act. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Mental Health Parity: [House Bill 1432](#), sponsored by Rep. Tarra Simmons (D-23rd LD), updates mental health parity laws to improve access to mental health and substance use disorder (MH/SUD) services. The bill mandates that health plans provide MH/SUD coverage consistent with generally accepted standards of care and eliminates barriers by standardizing medical necessity determinations and utilization review processes. It also prohibits restrictive utilization management practices for initial outpatient visits, requires compliance with federal parity standards, and authorizes the insurance commissioner to adopt rules for implementation.

Co-Response Services: [House Bill 1811](#), sponsored by Rep. Osman Salahuddin (D-48th LD), enhances behavioral health crisis response by integrating co-response teams and establishing statewide training programs. It defines "co-response" as a multidisciplinary partnership

between first responders and human services professionals to address behavioral health crises and complex medical needs, restricts regional crisis lines from dispatching law enforcement, and expands peer support privilege protections to co-response professionals. The bill also directs the University of Washington School of Social Work to establish a crisis responder training academy by January 1, 2026, with statewide expansion by January 1, 2027, offering optional certification in best practices for crisis response.

Mental Health Sales Tax Funding for Capital Facilities: [Senate Bill 5696](#), sponsored by Sen. Curtis King (R-14th LD), expands the allowable uses of local sales and use tax revenue dedicated to chemical dependency and mental health treatment programs to include the construction of new facilities and modifications to existing facilities necessary for the delivery of these programs. The bill also recognizes these programs, along with therapeutic court programs, as integral to local government public safety efforts. The tax rate and other existing provisions remain unchanged. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Involuntary Treatment Counsel: [Senate Bill 5745](#), sponsored by Sen. Manka Dhingra (D-45th LD), mandates counties to administer or fund legal representation for individuals detained under the Involuntary Treatment Act, with reimbursement mechanisms clarified. The bill authorizes the Health Care Authority to contract with the Office of Public Defense for representation at state facilities upon county request, and specifies the Attorney General's role in representing state-operated facilities in related proceedings. It updates definitions for "state hospital" and "state facility" and declares an emergency, taking effect immediately.

Child Care

Early Learning Facilities: [House Bill 1314](#), sponsored by Rep. Lisa Callan (D-5th LD), expands and refines the early learning facilities grant and loan program to increase flexibility, address emergencies, and support capacity growth. The bill separates funding accounts, designates them as the Ruth LeCocq Kagi early learning facilities revolving and development accounts, and allows emergency grants for projects addressing natural disasters or health and safety threats. It also prohibits requiring matching funds from applicants facing financial hardship and prioritizes projects that increase capacity, such as converting ECEAP slots to full-day or extended-day programs. The bill was signed by the Governor on April 7 and goes into effect on July 27, 2025.

ECEAP Eligibility Expansion: [House Bill 1351](#), sponsored by Rep. Adam Bernbaum (D-24th LD), modifies eligibility criteria and enrollment rules for the Early Childhood Education and Assistance Program (ECEAP). The bill revises the definition of an "eligible child" to include children at least three years old by August 31 of the school year, adjusts income thresholds, and introduces new eligibility pathways for children meeting specific risk factors or participating in certain early learning programs. It includes phased implementation and contingent effective dates tied to the enactment of Senate Bill 5752.

Child Care Workforce: [House Bill 1648](#), sponsored by Rep. Tom Dent (R-13th LD), modifies child care provider qualification requirements by extending certification deadlines, creating

alternative training pathways, and recognizing work experience as a qualification. The bill extends the implementation deadline for a community-based training pathway to August 1, 2030, or five years from the date of hire for providers hired after the bill's effective date, whichever is later. It also caps the cost of community-based training at \$250 per person, ensures training pathways are accessible in multiple languages and culturally relevant, and requires the Department of Children, Youth, and Families to convene a stakeholder group to identify strategies for improving qualification processes and report to the legislature by December 1, 2026.

Miscellaneous

Vehicle Rescue Immunity: [House Bill 1046](#), sponsored by Rep. Mari Leavitt (D-28th LD), provides civil liability immunity to individuals who forcibly enter locked vehicles to rescue vulnerable persons or domestic animals under specific conditions. The bill defines “vulnerable person” to include minors or individuals with certain impairments and “domestic animal” as household pets, excluding livestock. Immunity applies if the rescuer acts in good faith, determines the vehicle is locked, believes imminent harm is likely, notifies law enforcement or 911, uses only necessary force, and remains with the rescued individual or animal until authorities arrive.

Consumer Protections in Real Estate Transactions: [House Bill 1081](#), sponsored by Rep. Brandy Donaghy (D-44th LD), establishes consumer protections for owners in solicited real estate transactions. The bill applies to transactions executed on or after January 1, 2026, where a buyer actively solicits the purchase of property not publicly listed for sale. It ensures property owners have the right to an appraisal at the buyer's expense, the ability to cancel purchase contracts without penalty under specific conditions, and requires clear disclosure of these rights in contracts. The bill exempts transactions involving licensed real estate brokers and ties violations to the Consumer Protection Act. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Public Facilities District Sales Tax Credit Extension: [House Bill 1109](#), sponsored by Rep. Cindy Ryu (D-32nd LD), extends the maximum duration for public facilities districts to collect sales and use tax credits from 40 to 55 years. The bill also clarifies statutory language by replacing “the regional center” with “a regional center” to improve consistency.

911 Funding Allocation: [House Bill 1258](#), sponsored by Rep. Timm Ormsby (D-3rd LD), mandates revenue sharing of county 911 excise taxes with municipalities operating public safety answering points. The bill applies to counties east of the Cascade Mountains with populations between 530,000 and 1,500,000 that operate regional 911 systems transferring emergency calls to municipal systems. Beginning in 2026, counties must transfer a portion of excise tax revenues quarterly to municipalities handling emergency call disposition and dispatch.

Oath of Office Timing: [House Bill 1573](#), sponsored by Rep. Lisa Parshley (D-22nd LD), revises the timeline for local elected officials in counties, cities, towns, and special purpose districts to take the oath of office. The bill specifies that the oath must be taken between the final certification

of election results and the day before the term of office begins, removing previous options for earlier oath-taking and clarifying the timeline. It also includes minor language adjustments for consistency.

PRA Exemption for Employees Involved in Investigation: [House Bill 1934](#), sponsored by Rep. Rob Chase (R-4th LD), expands privacy protections for individuals in employment investigations by requiring redactions of names, images, job titles, email addresses, and phone numbers of complainants, accusers, and witnesses in investigative records. It also mandates voice alterations in audio recordings to ensure anonymity while retaining inflection and tone. The bill includes an exception for elected officials, whose names and titles will not be redacted after investigations conclude, and clarifies that disclosure of redacted information requires consent.

Public Records Exemptions Review: [Senate Bill 5049](#), sponsored by Senator Jeff Wilson (R-19th LD), clarifies the Sunshine Committee’s meeting schedule by specifying it must meet four times a year, replacing the previous language requiring quarterly meetings. The bill does not alter the committee’s composition, duties, or support structure, which remains focused on reviewing public disclosure exemptions, developing criteria for evaluations, and recommending whether exemptions should be continued, modified, or terminated. The bill takes effect on July 27, 2025. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Public Risk Pools Exemption: [Senate Bill 5102](#), sponsored by Sen. Bob Hasegawa (D-11th LD), exempts proprietary financial data of public risk pools from public disclosure. This includes formulas, data used for calculating member contributions or assessments, and actuarial analyses and reports. The bill seeks to expand the scope of information exempt from public disclosure to safeguard sensitive proprietary information related to public risk pools’ financial operations.

Electrical Inspector Qualifications: [Senate Bill 5265](#), sponsored by Sen. Curtis King (R-14th LD), expands the eligibility criteria for electrical inspectors by recognizing out-of-state experience. Individuals with a journey-level electrician certificate issued by the Washington Department of Labor and Industries and at least eight years of electrical construction trade experience, four of which must follow licensure or certification by examination in another state with a reciprocal licensing agreement, would qualify for inspector positions. The bill retains provisions regarding the appointment, duties, and compensation of electrical inspectors, as well as the funding source for their salaries and expenses, which are paid from the electrical license fund. The bill takes effect on July 27, 2025. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Unclaimed Property Management: [Senate Bill 5316](#), sponsored by Sen. Paul Harris (R-17th LD), updates unclaimed property laws concerning funeral contracts, virtual currency, reporting thresholds, and administrative procedures. Prearrangement funeral service contracts are presumed abandoned after specified criteria, including the beneficiary’s death or reaching 107 years of age. The bill mandates liquidation of virtual currency within 30 days before reporting, lowers reporting and notification thresholds, and establishes a six-year statute of limitations for

holders to request refunds for property delivered in error. The bill was signed by the Governor on April 8 and goes into effect on July 27, 2025.

Community Center Libraries: [Senate Bill 5365](#), sponsored by Sen. Jeff Wilson (R-19th LD), expands the allowable uses of park and recreation district facilities to include public library spaces under specific conditions. The bill clarifies that community centers classified as recreational facilities may house public libraries, provided the library occupies less than 50% of the usable space within the center and is operated in accordance with laws governing public libraries. No other changes to the statute are made by this bill.



2025 Bills Likely to Return in 2026

Below is a list of bills that did not make it through this legislative session. Although all bills that did not pass will automatically be reintroduced and reconsidered during the 2026 session, the list below highlights legislation that is expected to receive significant discussion during the 2026 session. We encourage you to review and prepare for the continuation of these policy discussions.

Misdemeanor Charge Dismissal Framework: [House Bill 1113](#), sponsored by Rep. Darya Farivar (D-46th LD), establishes a framework for courts of limited jurisdiction to dismiss certain misdemeanor and gross misdemeanor charges if defendants comply with court-ordered conditions aimed at rehabilitation. Courts may dismiss charges upon a defendant's substantial compliance with conditions over a continuance period of 6 to 12 months, which must be tailored to support rehabilitation and address factors such as behavioral health disorders, housing instability, or employment challenges. Exclusions include serious offenses such as DUI-related crimes, domestic violence, firearm-related charges, animal cruelty, and offenses involving sexual motivation or minors.

Neighborhood Cafes: [House Bill 1175](#), sponsored by Rep. Mark Klicker (R-16th LD), mandates that cities and towns allow neighborhood cafés and stores in residential areas, with provisions regulating parking, hours of operation, and additional local controls such as maximum square footage. Neighborhood cafés serving alcohol must also offer food, and stores in residential zones are prohibited from selling nicotine products. The bill exempts certain actions related to its implementation from environmental review under the State Environmental Policy Act (SEPA) and requires cities planning under the Growth Management Act to incorporate these requirements into their comprehensive plan updates in 2027, while other cities must implement the requirements within two years of the bill's effective date.

Commerce Oversight of Shelter Permitting: [House Bill 1195](#), sponsored by Rep. Strom Peterson (D-21st LD), facilitates the siting, permitting, and operation of permanent supportive housing, transitional housing, indoor emergency housing, and indoor emergency shelters. Counties and cities must approve permit applications for these facilities through administrative processes, prohibiting local comprehensive plans or regulations from precluding such developments in residential or commercial zones within urban growth areas contiguous with cities. The Department of Commerce is empowered to resolve disputes, enforce compliance, and withhold certain revenues from noncompliant local governments, while exemptions apply to critical areas, natural hazard zones, and lands of long-term commercial significance.

Competency Evaluations: [House Bill 1218](#), sponsored by Rep. Darya Farivar (D-46th LD), introduces significant changes to Washington State's forensic mental health system, focusing on competency evaluation and restoration services. The bill aims to reduce demand for forensic services, improve diversion options, and enhance community-based behavioral health services. Key provisions include expanding the role of forensic navigators to assist individuals referred for competency evaluation for class B and C felonies and misdemeanors, streamlining outpatient competency restoration eligibility, and requiring courts to dismiss charges if restoration is deemed unlikely. Additionally, it establishes a Behavioral Health Diversion Incentive Program to reduce inpatient competency referrals, creates a Behavioral Health Diversion Fund, and mandates counties to develop diversion plans to reduce jail time for individuals with behavioral health needs.

Wildfire Building Codes: [House Bill 1254](#), sponsored by Rep. Davina Duerr (D-1st LD), mandates phased statewide adoption of the International Wildland Urban Interface Code (IWUIC) to address wildfire risks. The bill requires the State Building Code Council to adopt the IWUIC by November 1, 2029, following the creation of statewide wildfire hazard maps, and allows local governments to use optional IWUIC codes until the statewide maps are finalized. The bill also mandates IWUIC application in high-risk areas identified through mapping, permits local governments to adopt amendments with fire marshal approval, and establishes a grant program to support mapping efforts.

Even-Year Local Elections: [House Bill 1339](#), sponsored by Rep. Mia Gregerson (D-33rd LD), allows local governments to move their elections from odd-numbered to even-numbered years to boost voter turnout. The bill introduces a new option for cities, towns, and special purpose districts to transition their elections to even-numbered years through mechanisms such as legislative adoption of an ordinance, voter approval of a referred ordinance or charter amendment, or voter-initiated initiatives or charter amendments. Key provisions include requirements for two public hearings held at least 30 days apart, adjustments to elected officials' term lengths to align with the new schedule, and a funding contingency clause making implementation dependent on specific appropriations by June 30, 2025.

Homelessness Regulation Framework: [House Bill 1380](#), sponsored by Rep. Mia Gregerson (D-33rd LD), establishes a framework for regulating the use of public property by individuals experiencing homelessness, requiring such regulations to be "objectively reasonable" in terms of time, place, and manner. The bill applies to laws enacted by cities, towns, counties, and the state, including those governing capitol building lands. It allows individuals to challenge unreasonable laws in court and assert an affirmative defense, prohibits monetary damages, and includes an emergency clause for immediate enactment.

Public Defense Funding Reform: [House Bill 1592](#), sponsored by Rep. Strom Peterson (D-21st LD), revises Washington State's public defense funding structure by shifting significant financial responsibility to the state and establishing new requirements for counties and cities. Beginning in fiscal year 2026, the state will cover 50 percent of public defense costs and assume responsibility for costs exceeding a five-year average of county and city expenditures, while

counties must redirect supplanted funds to programs such as diversion, behavioral health services, and affordable housing. The bill also mandates robust data collection and reporting requirements, establishes eligibility standards for state funding, and allows rural counties to request the Office of Public Defense (OPD) to take over public defense services.

AI and Collective Bargaining: [House Bill 1622](#), sponsored by Rep. Lisa Parshley (D-22nd LD), requires employers to bargain over the adoption or modification of artificial intelligence (AI) technologies that impact wages or performance evaluations. Bargaining is not required for updates to existing AI technologies made by third parties that do not meaningfully affect wages or evaluations. The bill also ensures existing contracts are not subject to the new requirements until they expire, are renewed, or reopened.

Independent Jail Oversight: [Senate Bill 5005](#), sponsored by Senator Rebecca Saldaña (D-37th LD), establishes the Washington Jail Council within the Office of the Governor to oversee and improve the state's jail system. The council's purpose is to promote transparency, ensure safe and humane conditions for jail employees and incarcerated individuals, encourage rehabilitative reforms, and reduce litigation risks. The council is tasked with monitoring jail operations, conducting annual surveys, publishing reports, investigating systemic issues, and participating in unexpected fatality review teams to issue recommendations to the legislature and governing jail authorities.

Juvenile Interrogations: [Senate Bill 5052](#), sponsored by Sen. Jesse Salomon (D-32nd LD), clarifies law enforcement authority to contact juvenile witnesses and victims not suspected of criminal activity. It specifies that attorney consultation requirements apply only to juveniles detained based on probable cause of criminal involvement, ensuring law enforcement can interact with juvenile witnesses and victims without triggering these requirements. The bill also adds provisions to ensure the admissibility of lawfully obtained evidence and includes legislative intent to provide consistent statewide interpretation of juvenile law enforcement interactions.

Prevailing Wage Adjustments: [Senate Bill 5061](#), sponsored by Sen. Steve Conway (D-29th LD), requires annual adjustments to prevailing wage rates for most public works contracts to ensure wages reflect current rates during the duration of a project. The bill exempts small works roster projects and residential construction from the adjustment requirement and requires residential construction projects to include a designation in the contract, with provisions for reclassification to commercial rates if necessary.

Expanded Weapon-Free Zones: [Senate Bill 5098](#), sponsored by Sen. Javier Valdez (D-46th LD), expands weapon-free zones to include neighborhood, community, or regional park facilities where children are likely to be present, state or local public buildings, and county fairs during public operating hours. Exceptions are provided for gun shows, color guards, and honor guards during permitted events, museum staff handling firearms as part of collections or exhibitions, and concealed pistol license holders in specific circumstances. Municipalities are required to post signage at common access points, and violations are classified as gross misdemeanors. The

definition of "weapon" is updated to include additional instruments capable of causing death or bodily injury.

Short-Term Rental Tax: Engrossed Substitute [Senate Bill 5576](#), sponsored by Sen. Liz Lovelett (D-40th LD), authorizes counties, cities, and towns in Washington State to impose a new local excise tax on short-term rental lodging transactions facilitated through short-term rental platforms. The bill establishes the framework for the tax, its rate, collection, and use of proceeds, as well as administrative requirements. Local governments may impose the tax at a rate not exceeding 4%, with proceeds deposited into the "essential affordable housing local assistance account" to fund affordable housing-related purposes, including construction, operations, rental assistance, and social services. Local governments may retain up to 15 percent of revenue for administrative costs and are required to publish annual reports on expenditures.

Clear and Objective Development Regulations and Design Standards: [Senate Bill 5613](#), sponsored by Sen. Jesse Salomon (D-32nd LD), amends Washington's Growth Management Act to require cities and counties to adopt clear and objective development regulations and design standards for residential development. The Department of Commerce must form a stakeholder work group to analyze barriers to housing and develop model codes, which cities and counties must adopt or submit alternatives for approval by the Department by January 1, 2029. The bill expands the jurisdiction of the Growth Management Hearings Board to address noncompliance and allows alternative approval processes for aesthetic considerations if they do not reduce density below comprehensive plan levels.

Mandatory Hearing Examiners: [Senate Bill 5719](#), sponsored by Sen. Jesse Salomon (D-32nd LD), mandates changes to Washington State law regarding the use of hearing examiners for land use and development decisions by counties and cities. Counties fully planning under the Growth Management Act (GMA) and cities with populations over 2,000 must adopt hearing examiner systems for quasi-judicial land use decisions, such as plat approvals, planned unit developments, variances, and conditional uses. Hearing examiner decisions are designated as final and appealable only through the courts, with jurisdictions allowed to specify whether substantial weight must be given to administrative decision-makers in appeals. Counties not fully planning under the GMA and cities with populations of 2,000 or less may adopt hearing examiner systems, but are not required to do so, with optional legislative review processes also permitted.

Permit Streamlining: [Senate Bill 5729](#), sponsored by Sen. Chris Gildon (R-25th LD), streamlines the permitting process for affordable housing construction by deeming professionally prepared applications complete upon submission and limiting local governments' ability to impose substantial modifications. Applications consistent with development regulations and infrastructure capacity are deemed approved after six reviews unless violations are demonstrated, and certain types of projects are excluded from site plan review. The bill also imposes professional liability insurance requirements for engineers and architects and

compliance restrictions to ensure adherence to development regulations and housing affordability standards.



City of Kenmore
2025 End of Session Legislative Report
May 19, 2025

Dear City of Kenmore,

It was a pleasure to advocate for the City of Kenmore throughout the 2025 legislative session.

The 2025 session was the first of the two-year legislative biennium, and the Legislature had the primary task of adopting new biennial budgets. This task proved to be more difficult than recent years due to lower than projected revenue growth and increased obligations from program expansions. Additionally, the Governor directed the Legislature to address the double digit billion-dollar budget deficit by first making significant cuts to spending. These cuts primarily impacted the operating budget but placed an additional strain on the development of the capital budget.

For these reasons, it was a difficult year to secure new funding. Larger dollar requests faced an even harder path. While we were not able to secure funding for two of the City's top priorities this session, we were able to restore the \$3.5 million for the 61st Avenue Sidewalk Project. Not only was the funding restored, it was advanced from a future biennium to the upcoming 2025-27 biennium. This would not have been possible without an active and supportive legislative delegation: Senator Derek Stanford, Representative Davina Duerr and Representative Shelley Kloba.

Now that session is over, legislators will turn their focus to interim work. Due to the long session, this is a short interim and a non-election year for the Legislature. However, there were eight legislators appointed to their position following the last election and one vacancy due to the passing of Senator Bill Ramos. Candidates will compete for these seats during the fall's special election.

Looking ahead, the 2026 session will be a short 60-days and will be the second year of the two-year legislative cycle. The Legislature will focus on creating supplemental budgets, will consider bills that were introduced this year but did not pass, and develop new legislation. The ever-changing political climate requires adaptive and consistent advocacy. I look forward to working with the City throughout the interim months to continue advancing Kenmore's priorities and preparing for the 2026 legislative session.

Thank you,
Shelly Helder

Gordon Thomas Honeywell Government Relations

1

Overview of the 2025 Legislative Session

The 2025 Legislature convened for a 105-day session beginning on January 14 and concluded on time on April 27. Legislators had a challenging task of balancing new biennial budgets, which were agreed upon in the final hours of the session. A total of 2,387 pieces of legislation were introduced this session, and the Legislature passed 431 bills into law.

As the first year of the legislative biennium, the Legislature established new committee structures, committee chairs, and selected new leadership. In November 2024, Democrats captured nine executive state office positions and flipped two previous Republican seats in the Legislature. The Democrats held the majority in the House of Representatives (59-39) and the Senate (30-19). This means Democrats had a 60 percent majority of each chamber, allowing them to approve bonds and transfers out of the budget stabilization account without support from Republicans. It also allowed Democrats in the House of Representatives to adopt new rules that limit the length of debate on the House floor and limit the ability for staff from the Governor's Office to access the floor.

Although the state's political landscape remains relatively the same, the Legislature saw high turnover this year following retirements and lawmakers moving to different elected or appointed positions. As transitions occurred over the weeks leading up to and during the session, 24 new "freshman" legislators were welcomed.

Democrats from both Chambers prioritized public schools, affordable housing and health care, a clean environment, and safe communities.

Additionally, Governor Bob Ferguson was inaugurated as the 24th Governor of Washington State. Much of the legislative session was marked with tensions between the Governor and the Legislature, with the Governor finding himself more aligned with Republicans and moderate Democrats.

Legislative Agenda Items

Lakepointe

The City requested \$3 million from the state capital budget to be used toward the land acquisition for Lakepointe. Prior to the legislative session, we met with members of the 1st district delegation and briefed them on the vision for the property. During those meetings we solicited input on a reasonable request to make of the legislature, given the anticipation of constrained budgets. At that time, it was unclear what capacity the capital budget would have for local projects and the delegation was eager to support the City's vision. Recognizing that the historic average award was \$800,000, the City decided to submit the request for \$3 million with full recognition that the entire amount would not be feasible.

We worked with City staff to complete the legislative form for the request to be officially submitted for consideration. Once the form is submitted it can be easy for legislators to shift focus to other tasks, so we consistently checked in and helped keep the city's request top of

mind for them. Ultimately, the project did not receive any funding in the final capital budget. Budget writers prioritized projects whose match funding had time constraints for spending and/or projects that had an imminent need. While this is a disappointing outcome, it is only the first year of the biennium. Although the second year will not have nearly the level of budget investment as this year, there will be opportunities for the City to pursue in 2026 and/or begin preparing for a competitive request in 2027.

Ped/Bike Projects in Kenmore

The City requested state funding to deliver five different pedestrian and bicyclist safety projects: 61st Avenue Sidewalk and Stream Enhancement, 80th Avenue, Burke Gilman Trail/ SR 522 Accessibility, Arrowhead Drive and NE 181st. All the projects had a gap of \$1 million or less to be fully funded. The list of projects was developed with the intent of providing the delegation with a menu of options, allowing them to pursue opportunities as they arose. Knowing the limitations of the transportation budget, it was never anticipated that all five projects would receive funding. This strategy allowed the City to respond quickly when transportation budget writers unexpectedly issued a call for projects that legislators wanted to see funded in the budget. However, the solicitation was a bit of a false alarm since it soon became evident that transportation revenues could not sustain existing commitments, much less new projects. The final transportation budget allocates no funding to new projects. However, it does include \$3.5 million for the 61st Avenue Sidewalk and Stream Enhancement project in the 2025-27 biennium. Although this is not new money for the City, it is an advance of when the funding was previously anticipated to be available and is a significant outcome considering the high demand for transportation resources in the upcoming biennium.

Digital Permitting System Upgrades

The City of Kenmore is one of the six principal partners that lead the eCityGov Alliance. The Alliance provides a front-end online portal service for customers to submit applications for building and construction permits to local governments, which is called MyBuildingPermit. In coordination with the other members of the Alliance, the City requested \$2.7 million from the state operating budget to match the local investment to build a back-end portal for MyBuildingPermit.

Heading into the session, we knew it would be difficult to secure any amount of funding from the operating budget, much less an award of this size. For this reason, we met with legislators over the interim to brief them on the value of myBuildingPermit, the demand for a back-end system and the benefit to local governments, builders and the broader public. Every legislator we met with quickly understood the value of the investment but cautioned that it would be a heavy lift in a difficult budget year.

Given the challenging budget, legislators were limited in the number and size of budget requests they were allowed to submit for consideration. Rep. Amy Walen (D-Kirkland) and Rep. Davina Duerr (D-Bothell) took the lead in submitting the request in the House. Sen. Adrian Cortes (D-Battle Ground) championed the request in the Senate. Throughout session, the eCityGov Alliance Executive Director met with key legislators and individual jurisdictions met with their legislators to remind them of the importance of the state's partnership and the

statewide benefit. We also coordinated a joint letter of support that was signed by a dozen legislators and sent to the lead operating budget writers in each chamber.

When the House and Senate released their operating budget proposals, neither budget included funding for eCityGov's request. We asked our legislative champions if there was any path forward for a committee or floor amendment. Unfortunately, there was none. While this is an incredibly disappointing outcome, it is not unexpected given the state's budget challenges. If the eCityGov Alliance timeline for a new system is flexible, this may be something worth pursuing again in the next biennium.

Policy Statements

Climate Change and Environmental Stewardship

Climate Action: The 2025-27 capital budget includes \$20 million for the [Energy Retrofits for Public Buildings Grant program](#). Of that amount, \$11 million is available for the Department of Commerce to issue on a competitive basis. An additional \$20 million is allocated to a [Solar and Energy Storage Grant program](#) to support installation and planning work for solar storage systems at community buildings so they can provide essential services when the power goes out.

Additionally, the legislature passed [House Bill 1543](#), sponsored by Rep. Beth Doglio (D-22nd LD), which expands compliance options for building owners under Washington's clean buildings performance standards. The bill allows the Department of Commerce to develop alternative metrics for energy use and greenhouse gas emissions, alongside existing energy use intensity (EUI) targets, and provides conditional compliance pathways for building owners who meet these alternative metrics. It broadens exemptions for compliance, including historic preservation and financial hardship, and introduces requirements for Tier 2 buildings, such as benchmarking and operations planning, while prohibiting penalties from being passed on to tenants.

Recycling Reform Act: After six years of proposed legislation and more than 15 years of legislatively directed—and publicly funded—studies, change is coming to the state's recycling programs. [Senate Bill 5284](#), sponsored by Sen. Liz Lovelett (D-40th LD), establishes extended producer responsibility (EPR) programs for packaging and paper products to improve solid waste management in Washington. Both bills require producers to join or form Producer Responsibility Organizations (PROs) by 2026 to manage the lifecycle of their products, including recycling, composting, and waste reduction efforts.

Culvert & Stormwater Funding: The primary source of funding for local fish culverts is the Brian Abbott Fish Barrier Removal Board. The grant program is administered jointly by the Recreation and Conservation Office and the Department of Fish & Wildlife. Every two years the Board administers a competitive grant process and provides a prioritized list of local fish culvert projects for the legislature to consider for funding. Click [here](#) to see the recommended list for the 2025 grant cycle. This year the legislature allocated \$32.5 million to the program which

supports fish passage for [13 local projects](#) around the state. This funding is lower than the 2023 level of investment which was the high-water mark for this program at \$48.4 million. This year's investment funds 24% of the projects that requested funding and 46% of the total amount of funds requested.

Economic Development

In 2016, the City lobbied for an exemption to the standard 50-year lease length for state park properties that was limited by state statute. The exemption, allowed under specific circumstances, was only applicable to property at Saint Edward State Park and extended the allowable lease length to 62 years. The success of the Lodge at Saint Edward State Park prompted the State Parks Department to change the maximum lease term for all state properties from 50 years to 80 years. However, when this change was made, it did not affect the lease terms between the state and the Lodge.

[House Bill 1024](#), sponsored by Rep. Shelley Kloba and [Senate Bill 5300](#), sponsored by Sen. Derek Stanford, were companion bills that extended the lease length for Saint Edward State Park from 62 years to 80 years, to align with all other state park properties. This is a change that was supported by The Lodge, the State Parks & Recreation Commission, and the City of Kenmore. Both bills easily passed their chamber of origin with unanimous support and House Bill 1024 was selected to be the vehicle that advanced. It passed the Legislature, was signed by the Governor and takes effect July 27, 2025.

Housing

Continuing efforts from prior legislative sessions, the Legislature dedicated attention to the issue of housing affordability. Throughout the session, Democrat lawmakers concentrated on three key pillars: enhancing housing stability for renters (stability), increasing the overall housing supply (supply), and expanding financial subsidies for housing development (subsidy). As a result of this emphasis, the Legislature passed [House Bill 1217](#), regulating rent increases. To address housing supply, the Legislature continued its trend of focusing on local government mandates by approving [Senate Bill 5814](#) mandating a reduction in parking requirements for new construction projects in cities with a population over 30,000, [House Bill 1096](#) and [Senate Bill 5633](#) allowing lot splitting and unit lot subdivision, and [House Bill 1491](#) mandating density around light rail and bus rapid transit. Additionally, the Legislature made significant investments in the state's Housing Trust Fund, allocating substantial resources to subsidize the construction of affordable housing units across Washington. Here are some of the highlights:

- \$605 million for the Housing Trust Fund.
- \$90 million for Connecting Housing to Infrastructure (CHIP) grants to local governments.
- \$14.7 million for recovery residences grants.
- \$9 million for youth shelters and housing.
- \$5 million for low-income home rehabilitation grants.

After years of struggling with how best to reform condominium liability laws to spur greater homeownership opportunities, the Legislature enacted [House Bill 1403](#), sponsored by

Rep. Jamila Taylor (D-30th LD). The bill introduces changes to implied warranties, express warranties, and the applicability of construction standards for condominiums and multiunit residential buildings. It provides an express warranty alternative for certain condominiums, exempts accessory dwelling units from specific construction standards, and includes transitional provisions phasing in new definitions and standards by 2028.

Affordable Housing Near Fixed Route Transit: [House Bill 1491](#), sponsored by Rep. Julia Reed (D-36th LD), promotes transit-oriented development and affordable housing by requiring cities to allow multifamily housing in station areas near major transit stops and adopt minimum floor area ratios (FAR) for residential and mixed-use development. Rail station areas must have an average FAR of at least 3.5, while bus station areas must have an average FAR of at least 2.5 or 3.0 if up to 25% of bus station areas are exempted. Additional provisions include affordability requirements for residential developments, parking restrictions, a grant program to assist cities, a model TOD ordinance, antidisplacement measures, a surplus property pilot program, impact fee reductions, property tax exemptions, prohibitions on restrictive covenants, and categorical environmental exemptions for certain developments. The bill is null and void if funding is not provided by June 30, 2025, with property tax exemption provisions applying to taxes levied for collection in 2026 and beyond.

Mobile Home Communities: The City supported legislation that recognizes that mobile homes represent an important affordable housing option throughout the state. The capital budget allocates \$10 million in the Mobile/Manufactured Home Infrastructure and Repair grant program and \$17.5 million in the Mobile/Manufactured Home Parks grant program. Both programs are administered by the Northwest Cooperative Development Center and grants are awarded based on need.

The Legislature also passed [Senate Bill 5298](#), sponsored by Sen. Noel Frame (D-36th LD), which modifies procedures for the sale of manufactured/mobile home communities to enhance tenant and eligible organization purchase opportunities. It expands notification requirements to include tenants, tenant organizations, local governments, housing authorities, and the Washington State Housing Finance Commission, and mandates individual notices to tenants. The bill also requires good faith negotiations, periodic updates to the Department of Commerce on sale status, and provides remedies for substantial noncompliance, including injunctive relief and damages.

REET as a Funding Tool for Affordable Housing: The City joined other ARCH Cities in requesting more flexibility with the use of real estate excise tax revenue. At the prompting of ARCH cities, Rep. My-Linh Thai introduced [House Bill 1694](#) which allowed cities to use REET toward regional affordable housing projects. The bill had a favorable public hearing in the House Finance Committee and rather than advance it as a solo piece of legislation, it was incorporated into a broadly titled bill, House Bill 1791. [House Bill 1791](#), sponsored by Rep. Dave Paul (D-10th LD), expands allowable uses of local real estate excise tax revenues to include affordable housing and homelessness projects. The bill removes prior restrictions on using REET funds for operations and maintenance of capital projects and explicitly allows their use for planning,

acquisition, construction, and improvement of facilities for affordable housing and homelessness. It also introduces a tax exemption for the sale of “qualified space” in affordable housing developments to nonprofit organizations, housing authorities, or public corporations for community purposes. The bill was signed by the Governor on April 24 and goes into effect on July 27, 2025.

Human Services and Behavioral Health

There continues to be bipartisan recognition that addressing behavioral health (mental health and substance use) is a key element to improving public safety. Consistent with recent budgets, the Legislature continued to make significant investments in the state’s behavioral health system, including \$78.5 million for assertive community treatment (PACT) teams, \$17 million for substance use disorder peer supports, and \$61.2 million to support the housing needs of individuals with behavioral health disorders including crisis response teams, housing programs, recovery navigators, stabilization teams, and more. These investments are all part of a larger vision for the state’s behavioral health system to become more community-based and less centered on state facilities.

Co-Responder Support: [House Bill 1811](#), sponsored by Rep. Osman Salahuddin (D-48th LD), enhances behavioral health crisis response by integrating co-response teams and establishing statewide training programs. It defines “co-response” as a multidisciplinary partnership between first responders and human services professionals to address behavioral health crises and complex medical needs, restricts regional crisis lines from dispatching law enforcement, and expands peer support privilege protections to co-response professionals. The bill also directs the University of Washington School of Social Work to establish a crisis responder training academy by January 1, 2026, with statewide expansion by January 1, 2027, offering optional certification in best practices for crisis response.

Public Safety and Justice Services

During his campaign and subsequent entry into office, Democrat Governor Bob Ferguson, pledged to dedicate \$100 million to law enforcement hiring grants. This initiative was advanced to the Legislature through proposals introduced by Republican Senator Jeff Holy and Representative Hunter Abell, [Senate Bill 5060](#) and [House Bill 1435](#). Separately, the Legislature's Democrat Members of Color Caucus proposed an alternative framework for these grants in HB 2015, suggesting that the allocation of grant funding be contingent upon adherence to specific law enforcement training and operational standards, as well as a requirement for local jurisdictions to have established a dedicated local tax to ensure the grants' long-term funding. The Legislature chose to adopt a version of [House Bill 2015](#), which creates a new state grant program and a new councilmanic local sales tax option for funding public safety programs. The final budget included \$100 million for the grant program.

The budget funds 23 Basic Law Enforcement Funding courses in 2026 and 2027, with two per year in each of the four regional training academies in Arlington, Pasco, Spokane, and Vancouver, and reinstates the requirement that cities pay 25% of the cost of each officer’s training. This is a reduced investment from what the Legislature allocated in the 2023-25

budget but is similar to amounts allocated to law enforcement training prior to 2023. The Legislature maintained investment levels for co-responder programs, allocating \$4 million to the Association of Washington Cities to provide grants to create alternative response team programs throughout the state.

Firearms: [House Bill 1163](#), sponsored by Rep. Liz Berry (D-36th LD), establishes a permit-to-purchase system and new training requirements for firearm purchases and concealed pistol licenses (CPLs). Key provisions include mandatory permits for firearm purchases requiring fingerprints, certified safety training, and eligibility checks, as well as enhanced CPL requirements such as live-fire training. Firearm dealers must verify permits and maintain transaction records, while the Washington State Patrol oversees permit issuance, background checks, and annual reporting on permit and CPL data.

Racial and Social Issues

Racial Equity: The Legislature considered several pieces of legislation to address racial equities. One that passed this session is [House Bill 1696](#), sponsored by Rep. Jamila Taylor (D-30th LD), which expands the Covenant Homeownership Program to address racial disparities in homeownership. The bill raises the eligibility threshold from 100 percent to 120 percent of the area median income (AMI) and allows county-specific adjustments based on housing needs. It introduces loan forgiveness for down payment and closing cost assistance loans after five years of repayment for participants with incomes at or below 80 percent of AMI, replacing the prior requirement of repayment upon sale of the home. Additionally, the bill modifies the oversight committee's membership, replacing a representative of community-based affordable housing developers with one from nonprofit housing counseling organizations to focus more on addressing historical inequities in homeownership. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Reproductive Healthcare: The City supports amendments to the State Constitution to codify an individual's right to comprehensive, safe and accessible reproductive healthcare. Sen. Vandana Slatter introduced [Senate Joint Resolution 8204](#) which would have submitted to the voters an amendment to the Constitution that the state shall not deny or interfere with an individual's reproductive freedom decisions. It was referred to the Senate Health & Long-Term Care committee but never scheduled for a public hearing.

Tax Policies and Fiscal Sustainability

Despite a multi-year push supported by local governments to remove the 1% cap on property tax levy growth and allow local councils to align increases with the cost of services, this session's efforts ultimately stalled. While various legislative proposals, including [House Bill 2049](#)/[Senate Bill 5812](#), [Senate Bill 5798](#), and [House Bill 1334](#), were considered, strong opposition from businesses, the public (evidenced by over 40,000 sign-ins against the proposal), and Republicans proved significant. As Democrats sought revenue for their budgets, the 1% cap issue gained traction, only to be halted in the final week when Governor Ferguson announced his intention to veto any bill increasing property taxes. Unwilling to pass a tax measure that would inevitably be vetoed, the Legislature ultimately approved a version of HB 2049 that

sidestepped the local property tax levy growth issue, focusing instead on increasing the revenue school districts can generate through voter-approved levies for educational enrichment.

Transportation Choices

The City supports efforts to explore passenger-only ferry service from Kenmore to Seattle and the east side of Lake Washington. While there were no bills or proposed investments for this specific ferry service, there was a bill that would have increased the availability of passenger-only ferries on the Puget Sound. [House Bill 1923](#), sponsored by Rep. Greg Nance (D-Bainbridge Island), would have extended the entities that are eligible to form passenger-only ferry districts and broaden the locations where they can be formed. The passenger-only ferry districts have additional taxing authority that is used to fund ferry service but even with that additional authority, there is fear that a ferry district will rely on state financial support to be sustainable. Due to this concern, the bill advanced out of the House but not beyond committee in the Senate.

Zoning and Land Use

Retaining local control has long been a core value of local governments. However, in the last few years there has been a shift in how cities have responded to the legislative push for more state control. Rather than oppose all bills that limit local control, some cities have opted for a neutral position which has allowed them to be engaged in the policy development process with the goal of having a law that is more easily implementable at the local level. We saw this shift occur with middle housing policies in previous sessions and this year it occurred again with lot splitting, transit-oriented development and parking minimum bills. There are some cities that have held firm in their resistance to the erosion of local control and the mix of city positions on these issues has been difficult for the Association of Washington Cities to navigate. The attached report summarizes all the land use related bills that passed the legislature, even those that do not impact Kenmore due to population limits or other qualifying factors. Despite several bills passing the legislature that limit local control, the vast majority of bills introduced were defeated during the process.

Many of the bills that made it to the finish line are concepts that have been circulating for several sessions. This includes density around light rail and bus rapid transit stops, state review of housing elements, zoning impacting childcare facilities, subdivision reform, parking requirements, and more. Jurisdictions with a population over 30,000 or that have light rail and bus rapid transit stops will need to comply with [House Bill 1491](#), regarding new transit-oriented density requirements, and [Senate Bill 5184](#), regarding state-mandated parking requirements. All jurisdictions will need to comply with new subdivision and lot splitting requirements in [Senate Bill 5559](#) and [House Bill 1096](#). Finally, the state will now have the authority to audit up to 10 local housing elements per year to ensure compliance with the state's land use mandates. For a full list of bills that need to be implemented, see the Attachment "2025 Bills Impacting Cities."

Housing Accountability Act: [Senate Bill 5148](#), sponsored by Senator Jessica Bateman (D-22nd LD), introduces state oversight of housing elements and development regulations adopted by counties and cities under the Growth Management Act. Jurisdictions may voluntarily submit their plans to the Department of Commerce for compliance review, with decisions issued within 90 days. The Department must publish minimum compliance standards within six months of the bill's effective date and may conduct mandatory targeted reviews for up to ten jurisdictions annually based on housing production or diversity criteria.

Child Care Zoning: [Senate Bill 5509](#), sponsored by Sen. Emily Alvarado (D-34th LD), mandates that cities, towns, and code cities allow childcare centers as a permitted use in all zones except industrial, light industrial, and open space zones. Reasonable restrictions, such as requirements for pickup and drop-off areas, may be imposed. The timeline on when jurisdictions must comply depends on when a jurisdiction is required to update its comprehensive plan.

Unit Lot Subdivisions: [Senate Bill 5559](#), sponsored by Sen. Liz Lovelett (D-40th LD), streamlines the subdivision process for residential developments by introducing provisions for "unit lot subdivisions" and clarifying related procedures and requirements. The bill requires cities and towns in counties to adopt regulations allowing unit lot subdivisions, mandates clear and objective standards for subdivision approval, and establishes specific implementation deadlines depending on when a jurisdiction is required to update its comprehensive plan.

Lot Splitting: [House Bill 1096](#), sponsored by Rep. Andrew Barkis (R-2nd LD), facilitates administrative lot splitting to expand middle housing and affordable ownership opportunities in cities. The bill allows residential lots to be split into two through a streamlined administrative process without pre-decision public hearings, provided conditions such as compliance with development regulations, mitigation of renter displacement, and restrictions on further splitting are met. The bill establishes specific implementation deadlines depending on when a jurisdiction is required to update its comprehensive plan.

Preemption on Parking Requirements: [Senate Bill 5184](#), sponsored by Sen. Jessica Bateman (D-22nd LD), mandates the amount of parking that cities can require for new development. Residential parking is capped at 0.5 spaces per multifamily dwelling unit and one space per single-family home, while commercial parking is capped at two spaces per 1,000 square feet. No parking may be required for residences under 1,200 square feet, affordable housing, senior housing, licensed childcare centers, small commercial spaces, and certain mixed-use buildings. Accessible parking requirements under the ADA remain unaffected. Cities and counties with populations under 30,000 are exempt, and jurisdictions may request variances based on safety studies certified by the Department of Commerce.

Bill Tracking List

Below is the list of bills we tracked for the City during the 2025 session and the City's position on the bill, if one was taken. This list includes the bills that died and those that passed into law and is organized by the topics listed on the City's Policy Statements document.

Climate Change & Environmental Stewardship

Bill #	Abbrev. Title	Short Description	Status	Sponsor	Position
<u>SHB 1015</u> (Dead)	Energy labeling/residential	Concerning energy labeling of residential buildings.	H Rules C	Duerr	Support
<u>SHB 1071</u> (Dead) (SB 5058)	Recycling rates	Implementing strategies to achieve higher recycling rates within Washington's existing solid waste management system.	H Approps	Fey	
<u>2SHB 1150</u> (Dead) (E2SSB 5284)	Solid waste management	Improving Washington's solid waste management outcomes.	H Rules R	Berry	Support
<u>HB 1153</u> (Dead)	Urban forest management	Concerning urban forest management ordinances.	H Ag&Nr	Duerr	
<u>2SHB 1497</u>	Waste material management	Improving outcomes associated with waste material management systems.	Del to Gov	Doglio	
<u>2SHB 1607</u> (Dead) (2SSB 5502)	Recycling & waste reduction	Concerning recycling and waste reduction.	H 2nd Reading	Stonier	
<u>SB 5058</u> (Dead) (SHB 1071)	Recycling rates	Implementing strategies to achieve higher recycling rates within Washington's existing solid waste management system.	S Environment, E	Chapman	
<u>E2SSB 5284</u> (2SHB 1150)	Solid waste management	Improving Washington's solid waste management outcomes.	Del to Gov	Lovelett	Support
<u>2SSB 5502</u> (Dead) (2SHB 1607)	Recycling & waste reduction	Concerning recycling and waste reduction.	S Rules X	Robinson	

Economic Development

Bill #	Abbrev. Title	Short Description	Status	Sponsor	Position
2SHB 1024 (SSB 5300)	St. Edward state park	Concerning the leasing authority of the state parks and recreation commission at St. Edward State Park.	C 14 L 25	Kloba	Support
HB 1148 (Dead)	Youth athletics/sales tax	Exempting goods and services provided by youth athletic facilities from sales and use tax.	H Finance	Schmidt	
E2SSB 5061 (Dead)	Public works wages	Requiring certain wages in public works contracts to be at least the prevailing wage in effect when the work is performed.	S Rules 3	Conway	
SSB 5300 (Dead) (2SHB 1024)	St. Edward state park	Concerning the leasing authority of the state parks and recreation commission at St. Edward State Park.	S Rules 3	Stanford	Support
SB 5604 (Dead)	Transit-oriented development	Promoting transit-oriented development.	S Housing	Liias	
ESSB 5719 (Dead)	Local gov. hearing examiners	Concerning local government hearing examiners.	S Rules 3	Salomon	

Housing

Bill #	Abbrev. Title	Short Description	Status	Sponsor	Position
HB 1088 (Dead) (SB 5678)	Residential landlord-tenant	Preparing for revisions to the residential landlord-tenant act by creating a task force and establishing a moratorium on new residential landlord-tenant regulations.	H Housing	Barkis	
HB 1089 (Dead) (SB 5740)	Eviction reform	Concerning eviction reform and tenant safety.	H Housing	Barkis	
2SHB 1183	Building codes	Concerning building code and development regulation reform.	C 139 L 25	Duerr	
EHB 1217 (SSB 5222)	Residential tenants	Improving housing stability for tenants subject to the residential landlord-tenant act and the manufactured/mobile home landlord-tenant act by limiting rent and fee increases, requiring notice of	Del to Gov	Alvarado	

		rent and fee increases, limiting fees and deposits, establishing a landlord resource center and associated services, authorizing tenant lease termination, creating parity between lease types, and providing for attorney general enforcement.			
SHB 1353	ADU self-certification	Establishing a self-certification program for accessory dwelling unit project permit applications.	C 22 L 25	Ramel	
HB 1358 (Dead) (SSB 5298)	Mobile home community sale	Concerning the notice of sale or lease of manufactured/mobile home communities.	H Housing	Gregerson	
HB 1365 (Dead)	Mobile home rental assist.	Providing rental assistance to manufactured/mobile home park tenants.	H Housing	Orcutt	
EHB 1403	Condominium construction	Simplifying condominium construction statutes.	Del to Gov	Taylor	Support
HB 1438 (Dead)	Housing permit approval	Ensuring efficient approval of certain housing permit applications.	H Local Govt	Connors	
2SHB 1443 (Dead) (SSB 5332)	Mobile dwellings	Concerning mobile dwellings.	H Rules R	Gregerson	
HB 1480 (Dead)	Affordable housing REET	Allowing all counties to impose a real estate excise tax for the purpose of developing affordable housing, subject to the will of the voters.	H Finance	Ramel	
HB 1694 (Dead)	City & county REET revenues	Concerning revenues from the excise tax on real estate transactions imposed by cities and counties under RCW 82.46.035.	H Finance	Thai	Support
HB 1717 (Dead) (SB 5591)	Affordable housing/sales tax	Creating a sales and use tax remittance program for affordable housing.	H Approps	Leavitt	Support
HB 1760	Manufactured homes/org. sale	Removing barriers for organizations selling manufactured homes to low-income households.	C 68 L 25	Volz	

SHB 1867 (Dead)	Affordable housing REET	Allowing counties or cities to impose a real estate excise tax for the purpose of developing affordable housing, subject to the will of the voters.	H Rules R	Ramel	Support
HB 1907 (Dead) (SB 5711)	Self-service storage/tax	Defining the rental or lease of individual storage space at self-service storage facilities as a retail transaction for the imposition of business and occupation and sales and use taxes.	H Finance	Peterson	
HB 2027 (Dead)	Housing/taxes	Increasing the supply of affordable and workforce housing.	H Finance	Berg	
SSB 5222 (Dead) (EHB 1217)	Residential tenants	Improving housing stability for tenants subject to the residential landlord-tenant act and the manufactured/mobile home landlord-tenant act by limiting rent and fee increases, requiring notice of rent and fee increases, limiting fees and deposits, establishing a landlord resource center and associated services, authorizing tenant lease termination, creating parity between lease types, and providing for attorney general enforcement.	S Ways & Means	Trudeau	
SSB 5298 (HB 1358)	Mobile home community sale	Concerning the notice of sale or lease of manufactured/mobile home communities.	Del to Gov	Frame	
SB 5553 (Dead)	Multifamily housing/tax	Providing a sales and use tax incentive for multifamily affordable housing.	S Ways & Means	Salomon	
ESSB 5576 (Dead) (HB 1763)	Affordable housing funding	Providing state funding for essential affordable housing programs.	S Rules 3	Lovelett	
SB 5591 (Dead) (HB 1717)	Affordable housing/sales tax	Creating a sales and use tax remittance program for affordable housing.	S Housing	Bateman	Support
SB 5711 (Dead) (HB 1907)	Self-service storage/tax	Defining the rental or lease of individual storage space at self-service storage facilities as a retail transaction for the imposition of	S Ways & Means	Bateman	

		business and occupation and sales and use taxes.			
--	--	--	--	--	--

Human Services & Behavioral Health

Bill #	Abbrev. Title	Short Description	Status	Sponsor	Position
SHB 1380 (Dead)	Public property regulations	Allowing objectively reasonable regulation of the utilization of public property.	H Rules R	Gregerson	
SHB 1811	Crisis co-response	Enhancing crisis response services through co-response integration and support.	Del to Gov	Salahuddin	
HB 1870 (Dead) (SB 5709)	Public health clinics/tax	Concerning county property tax levies for public health clinic purposes.	H Rules R	Zahn	
SB 5709 (Dead) (HB 1870)	Public health clinics/tax	Concerning county property tax levies for public health clinic purposes.	S Ways & Means	Alvarado	

Public Safety & Justice Services

Bill #	Abbrev. Title	Short Description	Status	Sponsor	Position
HB 1056 (Dead) (SSB 5066)	Law enf. misconduct	Concerning law enforcement and local corrections agency misconduct through investigations and legal actions.	H Civil R & Judi	Farivar	
HB 1095 (Dead)	Law enforcement funding	Incentivizing cities and counties to attract and retain commissioned law enforcement officers.	H Finance	Walen	
ESHB 1113 (Dead)	Misdemeanor dismissal	Concerning accountability and access to services for individuals charged with a misdemeanor.	H Rules 3C	Farivar	
HB 1436 (Dead) (SB 5285)	Law enf. officers/increase	Incentivizing cities and counties to increase employment of commissioned law enforcement officers.	H Finance	Abell	

ESHB 2015	Public safety funding	Improving public safety funding by providing resources to local governments and state and local criminal justice agencies, and authorizing a local option tax.	Del to Gov	Entenman	
2SSB 5060 (Dead) (HB 1435)	Law enforcement personnel	Creating a law enforcement hiring grant program.	S Rules X	Holy	
SSB 5066 (Dead) (HB 1056)	Law enf. misconduct	Concerning law enforcement and local corrections agency misconduct through investigations and legal actions.	S Ways & Means	Hansen	
E2SSB 5098 (Dead)	Weapons in certain areas	Restricting the possession of weapons on the premises of state or local public buildings, parks or playground facilities where children are likely to be present, and county fairs and county fair facilities.	S Rules 3	Valdez	
SB 5757 (Dead)	Auto. traffic safety revenue	Concerning the distribution of automated traffic safety revenue.	S Transportation	Christian	Oppose

Racial & Social Issues

Bill #	Abbrev. Title	Short Description	Status	Sponsor	Position
HB 1090 (Dead) (SB 5498)	Contraceptive coverage	Concerning contraceptive coverage.	H Rules C	Alvarado	
E2SHB 1163 (SB 5140)	Firearm purchase	Enhancing requirements relating to the purchase, transfer, and possession of firearms.	Del to Gov	Berry	
SB 5140 (Dead) (E2SHB 1163)	Firearm purchase	Enhancing requirements relating to the purchase, transfer, and possession of firearms.	S Law & Justice	Lias	

SJR 8204	Reproductive & gender care	Amending the Constitution to address reproductive freedom and gender-affirming care.	S Health & Long-	Slatter	
--------------------------	----------------------------	--	------------------	---------	--

Tax Policies & Fiscal Sustainability

Bill #	Abbrev. Title	Short Description	Status	Sponsor	Position
HB 1042 (Dead)	County treasurer costs	Authorizing cost recovery for county treasurers.	H Finance	Wylie	
HB 1100 (Dead)	Local sales and use tax	Creating a local sales and use tax.	H Finance	Jacobsen	
HB 1334 (Dead)	Property tax revenue growth	Modifying the annual regular property tax revenue growth limit.	H Finance	Pollet	Support
HB 1428 (Dead)	Criminal justice assistance	Concerning the county criminal justice assistance account and municipal criminal justice assistance account.	H Approps	Rule	
HB 1435 (Dead) (2SSB 5060)	Law enf. hiring grants	Creating a law enforcement hiring grant program.	H Approps	Abell	
SHB 1592 (Dead) (SB 5404)	Public defense services	Concerning public defense services.	H Approps	Peterson	
HB 1704 (Dead)	Cannabis revenue/local gov.	Increasing cannabis revenue distributions to local governments.	H Approps	Schmidt	
HB 1778 (Dead)	State sales tax revenues	Sharing state sales tax revenues with local governments and not increasing the state or local sales tax rate.	H Approps	Dufault	
SHB 1791	Local real estate excise tax	Increasing the flexibility of existing funding sources to fund public safety and other facilities by modifying the local real estate excise tax.	C 159 L 25	Paul	Support
HB 1921 (Dead) (SB 5726)	Transportation revenue	Establishing new sources of transportation revenue	H Transportation	Fey	

		based on motor vehicle use of public roadways.			
ESHB 2049 (SB 5812)	K-12 education funding	Investing in the state's paramount duty to fund K-12 education and build strong and safe communities.	Del to Gov	Bergquist	Support
SSB 5085 (Dead)	Closed retirement plans	Concerning three of Washington state's closed retirement plans.	S Rules 3	Robinson	
SB 5107 (Dead)	Local gov. vehicle insurance	Concerning underinsured motorist coverage for local government employees.	S Loc Gov	Boehnke	
SB 5113 (Dead) (HB 1292)	Plan 1 retiree COLAs	Concerning cost-of-living adjustments for plan 1 retirees of the teachers' retirement system and public employees' retirement system.	S Ways & Means	Boehnke	
SB 5285 (Dead) (HB 1436)	Law enf. officers/increase	Incentivizing cities and counties to increase employment of commissioned law enforcement officers.	S Loc Gov	Holy	
SB 5404 (Dead) (SHB 1592)	Public defense services	Concerning public defense services.	S Law & Justice	Trudeau	
SB 5547 (Dead)	Cannabis revenue/local gov.	Increasing cannabis revenue distributions to local governments.	S Ways & Means	Wagoner	
SB 5650 (Dead)	Cannabis local excise tax	Authorizing a local excise tax on cannabis.	S Ways & Means	Wagoner	
SB 5726 (Dead) (HB 1921)	Transportation revenue	Establishing new sources of transportation revenue based on motor vehicle use of public roadways.	S Transportation	Ramos	
SSB 5798	Property tax	Concerning property tax reform.	S Rules	Pedersen	Support
SSB 5804	Fish habitat restoration	Concerning fish habitat restoration.	S Rules 2	Trudeau	

SB 5812 (ESHB 2049)	K-12 education funding	Investing in the state's paramount duty to fund K-12 education and build strong and safe communities.	S Ways & Means	Wellman	Support
--	------------------------	---	----------------	---------	---------

Zoning & Land Use

Bill #	Abbrev. Title	Short Description	Status	Sponsor	Position
E2SHB 1096	Lot splitting	Increasing housing options through lot splitting.	Del to Gov	Barkis	
ESHB 1135	Local government planning	Ensuring that local government planning complies with the growth management act.	C 17 L 25	Duerr	
2SHB 1195 (Dead) (SB 5497)	Housing & shelters	Concerning compliance with siting, development permit processes and standards, and requirements for permanent supportive housing, transitional housing, indoor emergency housing, or indoor emergency shelters.	H Rules C	Peterson	
SHB 1212 (Dead) (ESSB 5509)	Child care center siting	Concerning the siting of child care centers.	H Approps	Alvarado	
HB 1235 (Dead) (E2SSB 5148)	GMA housing element	Ensuring compliance with the housing element requirements of the growth management act.	H Housing	Peterson	
HB 1299 (Dead) (ESSB 5184)	Minimum parking requirements	Concerning minimum parking requirements.	H Local Govt	Peterson	
3SHB 1491	Transit-oriented housing dev	Promoting transit-oriented housing development.	Del to Gov	Reed	
E2SSB 5148 (HB 1235)	GMA housing element	Ensuring compliance with the housing element requirements of the growth management act.	Del to Gov	Bateman	

ESSB 5184 (HB 1299)	Minimum parking requirements	Concerning minimum parking requirements.	Del to Gov	Bateman	
SSB 5332 (Dead) (2SHB 1443)	Mobile dwellings	Concerning mobile dwellings.	S Ways & Means	Shewmake	
SB 5421 (Dead)	Small businesses/residential	Allowing small business establishments in residential zones.	S Loc Gov	Shewmake	
SB 5497 (Dead) (2SHB 1195)	Housing & shelters	Concerning compliance with siting, development permit processes and standards, and requirements for permanent supportive housing, transitional housing, indoor emergency housing, or indoor emergency shelters.	S Housing	Alvarado	
SB 5555 (Dead)	Zoning regulations	Concerning zoning regulations in commercial, retail, and mixed-use areas in cities and code cities.	S Housing	Salomon	
ESB 5559	UGA subdivision process	Streamlining the subdivision process inside urban growth areas.	Del to Gov	Lovelett	



Operating Budget Revenue

Provision	2025-27	Total 4-Year																											
Capital Gains & Estate Tax - SB 5813 • Applies an additional 2.9% excise tax on an individual's Washington capital gains exceeding \$1m (current rate is 7% making the total 9.9%); 7% rate is maintained for capital gains between \$250,000 and \$1 million. • Increases the estate exclusion amount to \$3m (current exclusion is \$2.193m) and then increases annually with the Seattle CPI. • Increases the tax rates for Washington taxable estates of descendants dying on or after July 1, 2025: <table><tr><td>Washington Taxable Estate Value</td><td>Current Rate</td><td>New Rate</td></tr><tr><td>\$0 to \$1,000,000</td><td>10%</td><td>10%</td></tr><tr><td>\$1,000,000 to \$2,000,000</td><td>14%</td><td>15%</td></tr><tr><td>\$2,000,000 to \$3,000,000</td><td>15%</td><td>17%</td></tr><tr><td>\$3,000,000 to \$4,000,000</td><td>16%</td><td>19%</td></tr><tr><td>\$4,000,000 to \$6,000,000</td><td>18%</td><td>23%</td></tr><tr><td>\$6,000,000 to \$7,000,000</td><td>19%</td><td>26%</td></tr><tr><td>\$7,000,000 to \$9,000,000</td><td>19.5%</td><td>30%</td></tr><tr><td>\$9,000,000 and up</td><td>20%</td><td>35%</td></tr></table>	Washington Taxable Estate Value	Current Rate	New Rate	\$0 to \$1,000,000	10%	10%	\$1,000,000 to \$2,000,000	14%	15%	\$2,000,000 to \$3,000,000	15%	17%	\$3,000,000 to \$4,000,000	16%	19%	\$4,000,000 to \$6,000,000	18%	23%	\$6,000,000 to \$7,000,000	19%	26%	\$7,000,000 to \$9,000,000	19.5%	30%	\$9,000,000 and up	20%	35%	\$321.6 million	\$635.5 million
Washington Taxable Estate Value	Current Rate	New Rate																											
\$0 to \$1,000,000	10%	10%																											
\$1,000,000 to \$2,000,000	14%	15%																											
\$2,000,000 to \$3,000,000	15%	17%																											
\$3,000,000 to \$4,000,000	16%	19%																											
\$4,000,000 to \$6,000,000	18%	23%																											
\$6,000,000 to \$7,000,000	19%	26%																											
\$7,000,000 to \$9,000,000	19.5%	30%																											
\$9,000,000 and up	20%	35%																											

Qualified Family-Owned Business Interest may be deducted from the taxable value of an estate if the deduction is less than \$2.5 million, the business interest exceeds 50% of the decedent's estate, the heir must continue the business for three years from the date of death.		
B&O Increases, Advanced Computing Surcharge Cap - HB 2081 - B&O on businesses with a gross income over \$5 million is increased to 2.1 percent beginning October 1, 2025. - B&O on businesses in the following categories is increased to .5% (currently these categories have a variety of rates between .471% and .484%): manufacturing, extracting, wholesaling, retailing, radioactive waste cleanup, retail of digital goods, research and development by nonprofits, insurance agents, childcare, treatment of chemical dependency, salmon canners, commercial airplanes or components of airplanes or tooling used in airplane manufacturing, printing materials and publishing of periodicals and magazines other than newspapers, highway and government contractors, cold storage warehousing, and radio and television broadcasting. - B&O increase to 1.8 percent for contests of chance. - B&O tax of .5% on businesses with at least \$250 million in Washington taxable income; the tax is only on income in excess of \$250 million and is in addition to other B&O taxes paid. Exempted: income related to manufacturing activities, the sale of food, food stamp purchases, prescription drugs, petroleum products, fuel, timber, and timber products. Farmers and financial institutions are exempt. Taxpayers who pay an advanced computing charge (below) are exempt. - B&O tax on financial institutions is increased to 1.5%. - Under current law, advanced computing businesses with a worldwide revenue in excess of \$25 billion are subject to a 1.22% advanced computing surcharge, and the total amount is capped at \$9 million per year per taxpayer. The tax is increased to 7.5% and the amount per taxpayer is capped at \$75 million per year per taxpayer. By FY 2028, the number of enrollments in computer science in 4-year state universities must increase.	\$2.066 billion	\$5.622 billion
Excise Tax on Zero-Emission Vehicle (ZEV) Credits HB 2077 <i>Background:</i> Consistent with the Federal Clean Air Act (CAA), Washington has adopted California's emission standards for new motor vehicles. Manufacturers are required to sell a specified percentage of vehicles that are ZEV or obtain credits equal to that percentage (e.g. 22% in 2025;	\$54.5 million	\$54.5 million

35% in 2026; 43% in 2027). Manufacturers can trade credits with other manufacturers and can “bank” credits for up to 4 years for use in a future year and can be transferred to another state that has adopted California’s emission standards. • 2% excise tax is imposed on ZEV credits sold from one manufacturer to another. • 10% excise tax is imposed on ZEV credits once carried over by a manufacturer to be used in a future model year • Exemptions: Credits transferred to other states are not taxed. Manufacturers with credits under 25,000 for a specific model year.		
Retail Sales on Services, Nicotine, and Pre-Payment - SB 5814 • The following services are classified as “retail” and subject to retail sales and use tax <i>and</i> retailing B&O tax. ○ Investigation, security services, security monitoring services, and armored car services, including background checks, security guard and patrol services, personal and event security, armored car transportation of cash and valuables, and security system services and monitoring. This does not include locksmith services. ○ Temporary staffing services (excludes hospitals) ○ Custom software and customization of prewritten computer software ○ Imposes a sales tax on digital automated services, which is any service that primarily involves the application of human effort by the seller, and the human effort originated after the customer requested the service; excludes telehealth and telemedicine services. • Imposes a 3% B&O tax on gross income derived from advertising, which excludes web hosting services and services rendered in respect to printing, publishing, radio, and television. • Imposes a 3% B&O tax on gross income derived from high technology services (IT consulting, custom website development, IT training services and technical support). • Expands the definition of nicotine products to include products that contain nicotine, whether derived from tobacco or created synthetically, and subjects them to the "other tobacco products" tax	\$1.46 billion	\$2.993 billion

Requires taxpayers who file a monthly combined excise tax return with \$3m or more taxable retail sales during the 2026 calendar year to make a one-time prepayment of state sales tax, which must be paid June 25, 2027.		
Repealing Tax Preferences – SB 5794 - A B&O tax (.5%) and retail sales tax (6.5% + local sales tax) are imposed on the sale of precious metals (gold, silver, platinum, rhodium, and palladium) and bullion. - A B&O tax is imposed on the gross receipts from the rental or lease of individual self-service storage space at self-storage facilities; 1.5% for businesses with a taxable income of less than \$1 million and 1.75% for businesses with a taxable income over \$1 million.	\$148.5 million	\$236.7 million
Estimated Totals	\$3.854 billion	\$9.54 billion

Additional Revenue-Generating Policy Adopted by the Legislature

Marriage License Fee/Domestic Violence Support – HB 1498 Imposes a new \$100 fee on marriage licenses
Discover Pass Increase – SB 5390 Increases the cost of a Discover Pass from \$30 to \$45.
Mortgage Fee – SB 5686 Imposes an \$80 fee for each residential mortgage loan originated, with the exception of reverse mortgage loans issued to seniors over 61.
Public Safety Sales Tax – HB 2015 Authorizes cities and counties to each impose a .01 sales tax increase to fund public safety.
School Enrichment Levies – HB 2049

- *Background:* Schools are funded through state funding and local property tax levies. Local enrichment levies are voter-approved property tax increases to fund elements beyond basic education. The levy is capped at the lesser of \$2.50/\$1,000 AV or a per student amount (depending on school size is either \$3,149.60 or \$3,779.62). The per student amount increases by the Seattle CPI each year. It is that amount that this bill increases, thereby allowing larger local enrichment property tax levies until 2031.
- The bill increases the per student amount to be the Seattle CPI plus \$500 in 2026. For smaller school districts, the increase in 2027-2030 is 3.3 percent above the Seattle CPI. In 2031, all school districts have a maximum per student limit of \$5,035.
- The bill creates a work group and report back on changes to school funding formulas. If state funding does not increase to fund education at a similar pace, schools will be increasingly funded with local levies.

Transportation Budget Revenue

Provision & Summary	6-Year Total	Implementation Date
Fuel-Related		
<u>Increases Fuel Tax & Establishes Indexing</u> • Imposes a 6 cent increase to the current 49.4 cent rate in fiscal year (FY) 2026. • The entire higher rate is inflated by 2% each year starting in FY 2027. • Of the increased amounts, 2.5% is distributed to cities and 2.5% is distributed to counties.	\$1.448 billion	July 1, 2025
<u>Increases Diesel Differential Tax Rate</u> • Imposes a 3 cent increase to the Special Fuel Tax rate above the gasoline rate in FY 2026, and another 3 cent increase in FY 2028. • The 6 cent increase is inflated by 2% each year starting in FY 2029. • Of the increased amounts, 2.5% is distributed to cities and 2.5% is distributed to counties	\$166 million	July 1, 2025
Fees Due at the Time of Vehicle Registration		
<u>Increases Truck Weight Fees</u> • Sets gross weight fees at \$30 per ton, up to 40,000 lbs for schedule B trucks and 52,000 lbs for schedule A trucks, including the freight project fee and additional fee in the calculation.	\$317 million	January 1, 2026

Gross weight fees are inflated by 2% each year starting in FY 2027.																	
<u>Increases Passenger Weight Fees</u> Increases the passenger weight fee for heavier vehicles as follows: <table><tr><th>Weight</th><th>Current Fee</th><th>New Fee</th></tr><tr><td>0 – 4,000 lbs</td><td>\$35</td><td>\$35</td></tr><tr><td>4,001 – 6,000 lbs</td><td>\$55</td><td>\$75</td></tr><tr><td>6,001 – 8,000 lbs</td><td>\$75</td><td>\$90</td></tr><tr><td>8,001 and over</td><td>\$82</td><td>\$110</td></tr></table>	Weight	Current Fee	New Fee	0 – 4,000 lbs	\$35	\$35	4,001 – 6,000 lbs	\$55	\$75	6,001 – 8,000 lbs	\$75	\$90	8,001 and over	\$82	\$110	\$317 million	Half of the increase occurs January 1, 2026 The second half of the increase occurs January 1, 2029
Weight	Current Fee	New Fee															
0 – 4,000 lbs	\$35	\$35															
4,001 – 6,000 lbs	\$55	\$75															
6,001 – 8,000 lbs	\$75	\$90															
8,001 and over	\$82	\$110															
<u>Increases Filing Fees</u> - Increases the \$4.50 registration filing fee to \$6 and the \$5.50 title filing fee to \$6.50. - The majority of the funds (\$89 million) from the fee increases is retained by counties, but \$5 million is to be deposited into the Highway Safety Account	\$5 million	January 1, 2026															
<u>Increase Abandoned Recreational Vehicle Fee</u> Increases the fee from \$6 to \$8 and changes the administrative allocation up to 10%	\$3 million	January 1, 2026															
Sales and Use Taxes																	
<u>Increases Motor Vehicle Sales and Use Taxes</u> Increases the additional sales tax assessment on motor vehicles from 0.3% to 0.5%	\$257 million	January 1, 2026															
<u>Increases Rental Car Tax & Establishes Corporate Peer to Peer Car Sharing</u> - The 5.9% additional rental car tax is increased to \$11.9% on January 1, 2026 and then adjusted down to 9.9% on January 1, 2027 - These rates are applied to peer-to-peer car transaction involving a vehicle exempted from retail sales or use tax. True peer-to-peer transactions involving personal car sharing by individuals would not be subject to taxation.	\$205 million	Rental Car Tax: January 1, 2026 Peer-to-Peer Car Transaction: January 1, 2027															
<u>Establishes a Recreational Vessels Tax</u> Imposes a 0.5% sales and use tax on recreational vehicles	\$7 million	July 1, 2026															
<u>Establishes Luxury Vehicle Tax</u>	\$202 million	January 1, 2026															

- Imposes a luxury tax of 8% on a portion of the retail sale, lease or transfer of a vehicle. Applies to the portion of the selling price or value that exceeds \$100,000. - The deduction of \$100,000 is increased by 2% per year. This does not apply to motor vehicles that have a gross weight fee rating above 10,000 lbs other than motor homes. Commercial motor vehicles are also exempt. There is no exception for the value of a trade-in vehicle.		
<u>Establishes a Luxury Aircraft Tax</u> - Imposes a 10% luxury tax on a portion of the retail sale, lease, or transfer of an aircraft. - Applies to the portion of the selling price or value that exceeds \$500,000 of a non-commercial aircraft. - There is no exception for the value of a trade-in aircraft.	\$21 million	April 1, 2026
Other Taxes and Fees		
<u>Increases Tire Disposal Fees</u> - Increases the existing \$1 tire replacement fee to \$5. - Increase the amount retained by the retailer to 25 cents	\$117 million	January 1, 2026
<u>Establishes a WSDOT Work Zone Violation Fee</u> <i>Background:</i> WSDOT is beginning implementation of a speed safety camera work zone pilot program that ends in FY 2030, unless extended. Current policy provides a \$0 fine for the 1st offense. - First offense fines are increased to \$125 until the pilot program concludes.	\$138 million	July 1, 2026
<u>Increases fees for Standard Driver's License and Identicards</u> - Increases the current \$9 per year fee for driver's licenses and identicards to \$10 per year in FY 2026. - The per-year fee amounts are increased to \$1 per year every three years in the future to approximate inflation.	\$74 million	October 1, 2025
<u>Removes Toll Exemption for Transit and Ride Share Vehicles</u>	\$6 million	October 1, 2025

• Directs the Transportation Commission to remove current toll exemptions for public and private transit buses, vans and rideshare vehicles on bridges. Public and private school buses may be exempted. • Anticipated to primarily apply to the Tacoma Narrows Bridge and the 520 bridge.		
Washington State Ferries (WSF) Specific Increases		
<u>Increases Capital Vessel Surcharge</u> • Increases the current 50 cent fee to \$1 in October 2025. • Requires an additional 10 cent increase in October 2027 and an additional 10 cent increase in October 2029.	\$47 million	October 1, 2025
<u>Imposes a Credit Card Surcharge on Riders</u> • Imposes a rider surcharge to cover credit card transactions currently paid by Washington State Ferries.	\$24 million	March 1, 2026
Total Revenue Raised over 6 years	\$3.208 billion	



Washington final budgets FY 2025-27: Selected impacts on cities

For more information, please visit the fiscal.wa.gov website for legislative budget proposals and the Office of Financial Management website at ofm.wa.gov for the Governor's proposed budget.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
Operating budget – Shared revenues		
Liquor profits (Liquor Revolving Account)	\$98.9 million	\$98.9 million
Liquor taxes (Liquor Excise Tax Account)	\$89.4 million	\$88 million
Cannabis Excise Tax	\$47.2 million (due to reduced forecast)	\$44.2 million
Municipal Criminal Justice Assistance Account	\$51.7 million	\$60.3 million \$266,000 for reimbursement for mandatory arrest for repeat offenders.
City-County Assistance Account (6050)	\$34.6 million (due to reduced REET revenues)	\$43.8 million
Fire Insurance Premium Tax	\$14.6 million	\$16.9 million
Operating budget – Programs		
General Government		
Pensions	- Final Rates adjusted to account for UAAL reduction under SB 5294: - PERS employer rate: 8.86% - PSERS employer rate: 9.1% - LEOFF 2 employer rate: 5.12% \$143,000 for implementing changes to military service credits. 0.01% increase to state contributions to pay for additional benefits (HB 1007). \$1.06 million for implementing retire/rehire expansion (HB 1056). \$199,000 to implement moving 911 operators to PSERS (HB 1055). \$12 million increase for 2024-25 state appropriations to LEOFF 2 system. 0.13% increase in state employer contributions to PSERS to fund moving 911 operators to PSERS.	- Select Committee on Pension Policy to study implications of possible Plans 1 merger (as suggested by SB 5085) or LEOFF 1 restatement (as suggested by HB 2034). Report by January 9, 2026. - Pension rates adjusted to take into account SB 5357. New employer rates: - PERS 5.38% - PSERS 6.91% - LEOFF 2 employer rate: 5.32%
PERS 1 COLA	0.12% increase in employer contributions provided for PERS 1 COLA in SB 5350.	No PERS 1 COLA included.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	0.08% increase for state and local government employer contributions for PERS 1 COLA in HB 1985.	
Paid Family & Medical Leave Program	\$30,000 to implement changes to paid leave premiums calculations (SB 5286). \$2.9 million to implement changes of employer access to paid leave data (SB 5586). \$250,000 for an ESD study on impacts of PFML job protection standards on utilization of PFML benefits. \$5.6 million to increase PFML program staffing for processing claims and customer service. \$7.3 million for staffing to complete PFML technology upgrades for statutorily required components of PFML. \$100,000 for ESD report on how to collect demographic information of PFML and UI program participants.	\$10.8 million for additional staff to process PFML customer and employer inquiries. \$8.9 million completing statutorily required PFML implementation. \$5 million to implement changes to PFML job protections.
Miscellaneous HR & labor provisions of interest	\$15.4 million to LTSS program to implement IT project. \$3.54 million for PFML and LTSS programs for outreach to underserved communities, perform program evaluation, data management, and enhance customer experience. \$21.2 million to cover anticipated shortfall in federal funding for unemployment insurance program. \$1.73 million to L&I to implement repeal of ban on musculoskeletal injuries rules (SB 5217). \$572,000 to implement “good faith” standard for self-insured employers (HB 1521) \$15.4 million to LTSS program to implement IT project. \$64.2 million transfer from LTSS account to GF to repay 2024 startup costs. \$4.2 million to implement benefits portability for the WA Cares Fund (HB 2467). \$400,000 to fund a third party contracted PTSD study for public safety workers and nurses. Report to legislature required June 30, 2025. \$844,000 to incorporate all protected classes into	\$851,000 to implement restriction on including unnecessary driver requirements in job applications (SB 5501). \$852,000 to implement UI benefits for striking workers (SB 5041). \$102,000 to implement changes to public employee bargaining (SB 5503).

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	Equal Pay & Opportunity Act (HB 1905). \$404,000 to implement changes to temporary total disability benefits (HB 1927). \$2.23 million to implement increased safety for construction cranes (HB 2022). \$611,000 to implement new definition of family member for paid sick leave (SB 5793).	
Municipal Research and Services Center	\$6.8 million \$2.2 million for procurement technical assistance.	\$6.8 million
Municipal Revolving Account	-	Sweep of \$5 million from State Auditor municipal revolving account balance of local audit fees.
Elections	-	\$500,000 to UW to study local government compliance with voting and elections laws and recommend best practices.
Public safety & Criminal Justice		
Training for law enforcement	\$3.4 million for six additional classes. Funds 23 Basic Law Enforcement Academy (BLEA) classes in 2024 and 2025, with at least three classes in Spokane each year and the remainder at the Burien campus. \$12 million for six additional BLEA classes, starting in 2024, at three new regional training academies: Pasco, Snohomish, and Clark County. \$4.4 million to eliminate 25% local government match for BLEA. \$50,000 to study establishing a regional BLEA and/or corrections officer academy on the Kitsap Peninsula.	- Funds 23 BLEA classes per year in 2026 and 2027, with two per year in each of four regional academies in Arlington, Pasco, Spokane, and Vancouver. Remaining classes in Burien. - Reinstates 25% local match for BLEA and basic corrections officer training programs.
Crisis intervention training	\$1.8 million for <i>Trueblood</i> phase one regions.	\$1.8 million for <i>Trueblood</i> phase one, two, and three regions.
Co-responder team funding	\$5.3 million to cities and counties to assist with alternative response, including: \$4 million to AWC to provide funds to cities to create alternative response team programs around the state. \$2 million to support behavioral health co-responder services on nonlaw enforcement emergency medical response teams.	\$5.2 million to cities and counties to assist with alternative response, including: \$4 million to AWC to provide funds to cities to create alternative response team programs around the state. \$1.2 million to support Whatcom County alternative response team.
Law enforcement behavioral health & suicide prevention program	\$5 million to the CJTC for law enforcement wellness programs, including:	\$5 million to the CJTC for officer wellness programs, including:

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	\$3 million for grants to local law enforcement agencies for wellness programs. \$2 million for a wellness app. \$1.3 million for first responder wellness (HB 2311).	\$3 million for grants to local law enforcement agencies for wellness programs. \$2 million for a wellness app.
Multijurisdictional drug task forces	\$2.7 million, replacing the funds redirected from the Byrne grant program, including \$50,000 for three roundtables to review policies, regulations, and fiscal investments in multijurisdictional drug task forces and report to legislature.	Funding not included.
Public safety funding	Funding not included.	\$100 million for public safety funding grants to support recruiting, hiring, retaining, and training officers and co-responders (HB 2015). \$635,000 to CJTC to administer grants.
Retail crime task force	\$2.2 million \$1 million for a statewide organization to conduct a retail crime pilot program focused on diversion-oriented programs.	Funding not included.
Drug & gang prevention	\$1 million grant program.	\$1 million grant program.
Impaired driver safety account	\$1.1 million	\$1.2 million
Small & rural court facilities grants for increased security	\$2 million for grant matching funds to small rural municipal county courts for increasing court security.	\$1 million for grant matching funds to increase small rural court security.
Public defense and prosecution recruitment and training	\$611,000 to OPD for a rural public defense program (SB 5780). \$442,000 to OPD for public defense recruitment and internship program. \$694,000 to CTJC for a rural prosecution program.	Funding not included.
Public defense grants	\$900,000 to cities.	\$900,000 for grants to cities. - Additional \$2.7 million for public defense grants to cities.
Vacating & resentencing under <i>State v. Blake</i> decision & refunding LFOs	\$115.8 million in continued response to the <i>State v. Blake</i> decision, including: \$11.5 million to assist cities with costs of complying with the <i>State v. Blake</i> decision. AOC must collaborate with cities to adopt a standardized	\$7.7 million to AOC to refund legal financial obligations vacated under <i>Blake</i> and an additional \$1.7 million for the activities of the AOC including contracting with cities and counties to disburse legal financial obligations.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	process, including coding for application to <i>Blake</i> convictions. \$51.4 million to the Administrative Office of the Courts to establish a direct refund process to individuals and an additional \$1.6 million for the activities of the office relating to resentencing and refunding legal financial obligations and costs. \$5.2 million to the Office of Civil Legal Aid to continue legal information, advice, assistance, and representation for individuals eligible for civil relief under <i>State v. Blake</i>. \$3.4 million to the Administrative Office of the Courts for resentencing or vacating convictions. \$963,000 to the Office of Public Defense to provide statewide attorney training, technical assistance, and data reporting.	\$7.6 million to AOC to assist cities and counties with costs to comply with <i>Blake</i>. \$8.6 million to the Office of Public Defense to assist cities and counties with public defense services related to <i>Blake</i>, including SPAR grants.
Therapeutic courts	\$29.6 million for therapeutic courts: \$9 million to the Health Care Authority to maintain funding for new therapeutic courts created or expanded during 2021. \$20.6 million to the Administrative Office of the Courts for therapeutic court programs.	Funding not included.
Medicated assisted opioid treatment in jails	\$17.3 million to expand opioid disorder medication in city, county, regional, and tribal jails.	Funding not included.
Human Services		
Community Behavioral Health	Significant investments in the community behavioral health system, including: \$55 million for community treatment (PACT) teams. \$4.5 million for mental health services for mentally ill offenders in county or city jails and connection to services after release from confinement. \$21.5 million for crisis triage, relief, or stabilization centers. \$11.6 million for clubhouse programs. \$17 million for substance use disorder peer support services. \$46.5 million for the recovery navigator program, including funding for recovery navigator teams to	Continued investments in the community behavioral health system, including: \$78.5 million for assertive community treatment (PACT) teams. \$4.1 million for mental health services for mentally ill offenders in county or city jails and connection to services after release from confinement. \$38.1 million for clubhouse programs. \$17 million for substance use disorder peer support services. \$61.2 million to support the housing needs of individuals with behavioral health disorders. Includes funds for crisis response teams, housing programs,

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	provide outreach and case management services for law enforcement assisted diversion. • \$44.4 million for behavioral health mobile crisis response teams. • \$2.6 million for a substance use or drug overdose prevention campaign (HB 1956 or SB 5906). • \$3 million for health engagement hubs. • \$3.7 million for street medicine teams. • \$1.3 million for a public health nurse pilot • \$5.2 million to expand distribution of naloxone and \$1.2 million to purchase supply of naloxone for first responders. • \$900,000 for public health vending machines • \$3 million to increase access to buprenorphine and \$1.5 million to establish high-intensity community-based teams to provide buprenorphine to people with opioid use disorder. • \$1.4 million for young adult post inpatient housing (HB 1929). • \$2.2 million for behavioral health crisis system coordination (SB 6251) • \$4 million for opioid and fentanyl data dashboards.	recovery navigators, stabilization teams, and more. • \$14 million for a substance use or drug overdose prevention campaign. • \$9.5 million for health engagement hub pilot program sites (SB 5536). • \$5.3 million to continue existing street medicine contracts with Tacoma, Everett, and Spokane, as well as King and Kitsap County. • \$6.9 million to expand distribution of naloxone to community health programs, other community settings, and first responders. • \$2 million to increase access to buprenorphine. • \$2.7 million to launch a tele-buprenorphine hotline to increase access to medications for opioid use disorder. • \$4.5 million for young adult post inpatient housing.
Forensic mental health	\$108.7 million for forensic mental health and to continue implementation of the <i>Trueblood</i> Settlement, including: • \$18.2 million to phase-in <i>Trueblood</i> settlement competency evaluations, competency restoration, forensic navigators, crisis diversion and supports, education and training, and workforce development. • \$14.3 million to improve the timeliness of competency evaluation services for individuals in local jails. • \$10.3 million to provide behavioral health and stabilization services in King County. • \$7.6 million to DSHS to hire additional forensic evaluators to provide in-jail competency and community-based evaluations. • \$8 million, including \$7 million for <i>Trueblood</i> phase one and phase two regions. \$8 million to continue diversion grant programs.	• \$18.2 million to phase-in <i>Trueblood</i> settlement competency evaluations, competency restoration, forensic navigators, crisis diversion and supports, education and training, and workforce development. • \$14.3 million to improve the timeliness of competency evaluation services for individuals who are in local jails. • \$8 million, including \$7 million for <i>Trueblood</i> phase one and phase two regions.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
Foundational public health	\$301.2 million	\$300.2 million
Housing & Homelessness		
Housing and homelessness	\$150 million for covenant homeownership program (HB 1474). \$150 million to transition those living in encampments to safer housing, requiring \$120 million to be used for those living on state-rights-of-way. \$130 million for HEN program. \$136 million for emergency housing and rental assistance. \$62 million for grants to support O&M costs of permanent supportive housing. \$45.6 million for homeless services contracts. \$43 million for grants to local government to maintain programs impacted by loss of document recording fees. \$34 million for grants for local governments for homeless housing programs and services. \$29 million for homeless families, youth prevention and diversion. \$14 million for Consolidated Homeless Grant Program. \$4.2 million for foreclosure prevention assistance.	\$200 million for covenant homeownership program. \$137 million for HEN program. \$117.6 million for grants to local governments to maintain programs impacted by loss of document recording fees. \$111 million for grants for local governments and NGOs for homeless housing programs and services. \$90 million to transition those living in encampments to safer housing. \$30.4 million for homeless families, youth prevention and diversion. \$25 million for grants to support building operations, maintenance and service costs of permanent supportive housing projects. \$22.5 million for housing assistance, including rental subsidies, permanent supportive housing, and low- and no-barrier housing beds for unhoused individuals. \$6.5 million for the Consolidated Homeless Grant Program. \$1.2 million for foreclosure prevention assistance. \$1 million for diversions services for those at risk of losing stable housing or are homeless that are determined to have a high probability of returning to stable housing.
Land Use & Environment		
Stormwater nonpoint pollution	\$5.2 million to study the tire chemical 6PPD's impact on stormwater runoff and determine best management practices to filter out/treat. \$2.7 million to develop a strategy and recommendations to eliminate 6PPD in tires.	\$8.5 million for Ecology to address and mitigate 6PPD (tire chemical lethal to salmonids), including to identify effective management practices for stormwater treatment. Including: \$4.4 million to identify effective best management practices to treat 6PPD in stormwater. \$2.7 million to develop a strategy and recommendations to eliminate 6PPD in consumer products.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
PFAS and water quality	\$100,000 for Dept. of Health to convene a nonregulatory stakeholder forum to discuss solutions to PFAS contamination of surface and groundwater.	\$4 million to investigate and monitor sources and impacts of PFAS, including a study of how to manage discharges at municipal wastewater treatment facilities. \$196,000 to implement SB 5033, required PFAS testing of biosolids.
Growth Management Act Planning Grants	\$20 million for updating comprehensive plans, with funding also provided to incorporate HB 1220 (2021) and SB 5412 (SEPA exemption for housing). \$41 million for integrating new climate planning requirements into comprehensive plans (HB 1181). \$10 million for greenhouse gas reduction sub element of comprehensive plans (HB 1181). \$6 million for grants and technical assistance for planning for housing supply. \$2 million to implement HB 1110 (middle housing). \$3 million for grants to local governments to implement SB 5290 (local permit review). - Proviso stating that smaller cities and counties will receive proportionally more Growth Management Act grant funding and technical assistance than larger jurisdictions.	\$22.5 million for local government climate planning implementation. \$18 million for updating comprehensive plans and development regulations to comply with the Growth Management Act. \$3.8 million to support implementation of various land use bills (HB 1096 (lot splitting), HB 1183 (development regulations), HB 1491 (transit density), SB 5148 (housing element audits), SB 5509 (childcare zoning), SB 5559 (subdivision reform), & SB 5587 (housing gaps report & infill housing)). \$1.7 million to increase middle housing.
Clean energy technologies	\$50 million to implement programs and incentives that promote alternative fuel vehicles. \$138 million (\$69 million/year) for development of community electric vehicle charging infrastructure. \$39 million (\$19.5 million/year) for grants to provide solar and battery storage community solar projects for public assistance organizations serving low-income communities. \$10 million to support municipalities in siting and permitting of clean energy projects. \$20.5 million for grants to assist owners of public buildings conduct energy audits. Transfer to capital budget: \$138 million for community electric vehicle charging infrastructure. \$39 million for grants to community solar projects. Adds (from Climate Commitment Act revenue):	\$5 million to support local governments in siting and permitting clean energy projects. \$13 million to assist owners of public buildings conduct energy audits. \$10 million to assist local governments, local organizations, and tribes to access federal tax incentives and grants.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	• \$800,000 to establish a Washington State green bank. • \$2.5 million to create a web portal for state and federal grant opportunities and to conduct marketing and outreach. • \$5 million to assist local governments, local organizations, and tribes to access federal tax incentives and grants. • \$4.5 million to support local governments and organizations, and tribes in applying for and reporting on federal grant awards. • \$600,000 for cities and counties to establish permitting processes using the National Renewable Energy Lab's online software	
Climate mitigation and resiliency	• \$10 million in Fire Wise grants to local governments and landowners to reduce forest fuels wildfire risk. • \$4 million in BIL funding for coastal climate hazards for assessing vulnerabilities with communities, provide technical assistance, and increase local capacity to implement effective projects. • \$1.7 million for wildfire reconstruction grants. See Growth Management Planning Grants for climate planning.	\$1.9 million for coastal hazard monitoring and resilience, including grant technical assistance to local governments and tribes.
Urban and Community Forest Grant Program	\$6 million in assistance to local communities to increase their capacity for urban forestry activities and programs.	\$3 million for investment in urban forestry.
Public Works & Infrastructure		
Public Works Assistance Account (PWAA)	-	\$288 million transfer from PWAA to state general fund in FY 2026. <i>See also PWAA under Capital Budget.</i>
Local Solid Waste Financial Assistance	• \$24 million for Local Solid Waste Financial Assistance grants. • \$500,000 for Ecology to inform the development of legislative proposals for design and implementation of a producer responsibility program for consumer packaging.	\$24 million for Local Solid Waste Financial Assistance grants.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
Utility assistance	\$35 million for grant funding through existing network of federal low-income home energy assistance. \$300,000 for Commerce to develop recommendations for a statewide energy assistance program for low-income households \$150 million for public and private utilities to provide one-time bill rebates for low- and moderate-income residential electricity customers. \$300,000 for a feasibility study of a statewide low-income assistance program for water utility customers.	\$25 million for grant funding through existing network of federal low-income home energy assistance.
Capital budget		
Public Works & Infrastructure		
Public Works Assistance Account (PWAA)	\$400 million - Continues \$114 million (\$57 million/year) transfer for Move Ahead WA Account. \$35 million for Water Pollution Control Revolving Account. \$3.5 million for Drinking Water Assistance Account. \$5 million for CARB revolving loans. \$300,000 for study on public utilities relocation costs.	\$365 million*: \$265 million from PWAA. \$100 million in state construction bonds. New and historic diversions from PWAA total resources (estimated at \$754 million in 2025-27): \$288 million to the general fund (new) \$114 million (\$57 million/year) transfer to general fund (temporary redirection of existing transfers to the Move Ahead WA Account). \$41 million to Water Pollution Control Revolving Account. \$25 million to Drinking Water Assistance Account. *Enough to protect existing commitments and allow PWB to potentially offer a new loan round in 2025-27. See also PWAA under Operating Budget.
Stormwater Financial Assistance Program	\$68 million	\$60 million
Puget Sound Nutrient Reduction WWTP Grant Program	\$9 million	\$10 million

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
Drinking Water State Revolving Fund Loan Program (DWSRF)	\$131 million for DWSRF Construction Loan Program. \$3.5 million for DWSRF State Match dollars for federal funds.	\$120 million for water system infrastructure construction projects through DWSRF. \$25 million for DWSRF state match dollars from PWAA.
Water Pollution Control Revolving Loan Program	\$670 million, including: \$200 million federal \$435 million state \$35 million from PWAA	\$614 million including: \$214 million federal \$400 million state \$41 million PWAA
Centennial Clean Water Grant Program	\$40 million	\$40 million
Community Economic Revitalization Board (CERB)	\$25 million for CERB Capital Construction funds.	\$81.3 million for CERB Capital Construction.
Broadband grants and loans	\$200 million, including: \$50 million for State Broadband Office as match for Broadband Equity, Access, and Deployment state grants program from IIJA. \$150 million federal. \$75,000 for a State Broadband Office feasibility study for increasing broadband access in unserved areas through satellite networks. \$95.6 million federal as match for Broadband Equity, Access, and Deployment (BEAD) program state grants.	\$1.3 billion, including: \$114 million as match for Broadband Equity, Access, and Deployment state grants program from IIJA. \$1.2 billion federal.
Regional Approaches Grant Program	-	\$2 million
Land Use & Environment		
Puget Sound Restoration and Salmon Recovery Grants	\$120 million for Salmon Recovery Funding Board (SRF) grants, plus an additional \$25 million for riparian area grants. \$70 million for Puget Sound acquisition and restoration, including estuary/salmon restoration. \$8 million for Washington Coastal Restoration & Recovery.	\$105 million for Salmon Recovery Funding Board (SRF) grants, plus an additional \$20 million for riparian area grants. \$60.5 million for Puget Sound acquisition and restorations. \$9.6 million for Washington Coastal Restoration & Recovery.
PFAS & Water Quality	\$11.3 million to address PFAS at three water treatment facilities.	\$14.5 million to address PFAS cleanup.
Remedial Action Grants	\$115 million	\$84.4 million

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
Urban and Community Forest Grant Program	\$13.5 million	\$6.2 million
Floodplains by Design Grant Program	\$67 million	\$75.7 million
Aquatic Lands Enhancement Account	\$5.8 million	\$4.3 million
Washington Wildlife & Recreation Program	\$120 million	\$120 million
Youth recreational facilities	\$10.4 million for specific projects.	\$7.6 million for specific projects.
Youth and community outdoor athletic facilities	\$12.5 million	\$19.8 million for specific projects.
Fish Barrier Removal Board	\$70.4 million to fund identified projects and agency administration.	\$32.5 million to fund identified projects and agency administration.
Air quality & greenhouse gas reduction	\$36.4 million to Ecology: \$21.4 million for Improving Air Quality in Overburdened Communities Initiative. \$15 million for landfill methane capture grants. - Directs \$5 million to a specific landfill methane project.	\$10.1 million for landfill methane capture grants. \$4.1 million for community participatory budgeting program for mitigating climate change impacts on overburdened communities.
Clean energy & climate resilience and mitigation	\$150 million to Commerce: \$50 million for Clean Energy Fund program. \$50 million for energy retrofits and solar power for public buildings. \$40 million for Weatherization Plus Health program. Adds (from Climate Commitment Act revenue): \$4 million of clean energy retrofit dollars for grants (administered by AWC) for energy audits to city-owned tier 1 & 2 covered buildings. \$25 million for green jobs and infrastructure grants. \$50 million for Clean Energy Community non-competitive grants. \$38 million for Community Solar Resilience Hubs* \$105 million for Community EV Charging grants* \$45 million for Clean Building Performance grants. \$45 million for hard-to-decarbonize sector and economic development grants.	\$10 million for Clean Energy Community grants. \$23 million for Community EV charging grants \$26 million for Clean Energy Fund program. \$30 million for Weatherization Plus Health grants. \$20 million for Solar and Energy Storage grants. \$11 million for Energy Retrofits for Public Buildings grants. \$5 million for Clean Buildings Performance grants. <i>Extended 2023-25 appropriation of clean energy retrofit dollars for grants (administered by AWC) for energy audits of city-owned tier 1 & 2 buildings into FY 2026.</i>

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	*Transfer from operating budget	
Housing & Homelessness		
Housing Trust Fund	\$527 million, including: • \$180.6 million for housing to benefit low-income and special needs populations, including permanent supportive housing. • \$100 million for Apple Health & Homes. • \$81.3 million for identified projects. • \$69 million for housing for those with developmental disabilities. • \$60 million for affordable homeownership (80-100% AMI). • \$30 million for affordable housing preservation. • \$21 million for acquisition and preservation of mobile homes. • \$20 million for rapid conversion or acquisition of housing to address extremely low-income and unhoused populations.	\$605 million, including: • \$536 million for housing to benefit low-income and special needs populations, including permanent supportive housing, including: • \$215 million multifamily rental housing. • \$100 million for Apple Health & Homes. • \$75 million for first-time low-income homeownership. • \$62 million for identified projects. • \$50 million for housing for those with developmental disabilities. • \$50 million for affordable housing preservation. • \$30 million for mobile home park preservation. • \$10 million for rapid conversion or acquisition of housing to address extremely low-income and unhoused populations. • \$5 million for farmworker housing. • \$5 million for urgent repair grants.
Additional investments in housing and shelters	• \$83.2 million for Inflation Reduction Act (IRA) HOMES Program. • \$60 million for Connecting Housing to Infrastructure (CHIP) grants to local governments (80% AMI or less). • \$50 million to match private investment for grants and loans to support high-capacity transit-oriented development of at least 80 units (TOD). Dedicates \$4 million to a local project • \$40 million for weatherization. • \$12.2 million for contaminated property redevelopment grants for affordable housing.	• \$90 million for Connecting Housing to Infrastructure (CHIP) grants to local governments. • \$22 million for identified projects. • \$14.7 million for recovery residences grants. • \$9 million for youth shelters and housing. • \$8 million for identified transit-oriented housing projects. • \$5 million for low-income home rehabilitation grants.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	\$6 million for rural home rehabilitation. \$5 million for Landlord Mitigation.	
Human Services		
Behavioral Health Community Capacity	\$287.5 million for behavioral health capacity grants, including: \$29.4 million for competitive community behavioral health grants to address regional needs. \$24 million for intensive behavioral health treatment facilities for long term placement of patients with complex needs. \$18 million for grants to community providers to increase capacity to serve children and minor youth. \$7.5 million for grants to community providers to prevent closure of existing behavioral health facilities. \$181.5 million for 33 projects for regional behavioral health and substance use services. \$1 million for competitive community behavioral health grants. \$4.2 million for opioid recovery and care access. \$48.4 million for regional behavioral health and substance use projects.	\$119.8 million, including: \$70 million for competitive community behavioral health grants to address regional needs, including: preventing closure of existing facilities, youth and adult bed capacity, facilities that serve specialized populations, crisis relief centers, and more. \$49.8 million for 11 specific local crisis stabilization projects.
Crisis Stabilization Facility – Trueblood	\$5 million	\$15 million, including: \$5 million for Phase 3 <i>Trueblood</i> facility. \$10 million for one crisis stabilization facility in south King County.
Transportation budget		
Statutory transfers to local governments	\$512.1 million	\$494 million - Additional \$36.2 million over next 3 biennia for city distribution of 6-cent increase to motor vehicle fuel tax.
Transportation Improvement Board (TIB)	\$287 million, including: \$3.9 million to Small City Pavement and Sidewalk Program. \$14.6 million for Complete Streets grants. \$9 million in preservation funding for cities.	\$310.8 million, including: \$3.9 million to Small City Pavement and Sidewalk Program. \$24.6 million for Complete Streets grants.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
		\$9.3 in preservation funding for cities. Legislature intends to provide an additional \$21 million in 2027-29 for the Complete Streets Program.
Safe Routes to Schools Grants	\$98 million	\$83.3 million
Pedestrian and Bicycle Safety Programs & Grants	\$90.7 million \$5 million to assist local jurisdictions in addressing emergent issues related to safety for pedestrians and bicyclists.	\$81.7 million
Safety and Active Transportation	-	\$33.2 million for the Sandy Williams Connecting Communities Pilot Program for projects to reconnect communities bifurcated by state highways. \$500,000 for grants to local jurisdictions to implement network-wide traffic conflict screening programs.
Freight Mobility Strategic Investment Board	\$50.9 million, including: \$731,000 for duties and best practices study for preventing or mitigating the impacts of freight projects on overburdened communities (HB 1084). \$400,000 to develop a truck parking solutions implementation plan. \$43.8 million for recommended project list. \$5.2 million for projects identified in consultation with the Board and other stakeholders.	\$44.2 million, including: \$35.5 million for recommended project list.
Fish passage	- Retains proviso language to coordinate with Fish Barrier Removal Board on watershed approach to include local culverts. - Adds language to explore innovative funding partnerships to leverage state and local funds to match opportunity for federal funding under BIL.	- Retains proviso language to coordinate with Fish Barrier Removal Board on watershed approach to include local culverts. - Includes language allowing partnerships to leverage state and local funds to match opportunity for federal funding under BIL.
Homeless encampments	\$13.5 million to address homeless encampments on WSDOT-owned rights-of-way in coordination with local governments, including: \$1 million for safety improvements and debris cleanup in Seattle. \$1 million in coordination with the City of Tacoma. \$1 million in coordination with the City of Spokane. \$1.5 million to contract with the City of Fife.	\$9.2 million to address homeless encampments on WSDOT-owned rights-of-way in coordination with local governments and social service organizations to direct people to housing and prevent future encampments. - A minimum of \$2 million dedicated to litter removal. \$1 million in coordination with the City of Spokane. \$1 million for safety improvements and debris cleanup in Seattle.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	<i>See also Housing and Homelessness in Operating budget</i>	\$1 million in coordination with the City of Tacoma. \$1.2 million to contract with the City of Fife. <i>See also Housing and Homelessness in Operating budget</i>
Rural mobility grant	\$32.7 million	\$32.2 million
Alternative fuel and electric vehicle infrastructure	\$33.7 million for clean alternative fuel vehicle charging and refueling infrastructure program. \$2 million for an e-bike lending library and ownership program offering competitive grants. \$15 million (from Climate Commitment Act revenue).	\$25 million for clean alternative fuel vehicle charging and refueling infrastructure program. \$3.5 million for an e-bike lending library and ownership program offering competitive grants.
Federal fund exchange pilot program	\$7.1 million for a federal fund exchange pilot program of Transportation Block Grant population funding and state funds at an exchange rate of 95 cents in state funds per \$1 in federal funds.	\$17.5 million for a federal fund exchange pilot program of Transportation Block Grant population funding and state funds at an exchange rate of 95 cents in state funds per \$1 in federal funds.
Studies	-	\$250,000 to update the 2013 memorandum of understanding between AWC and WSDOT for the construction, operations and maintenance responsibilities for city streets as part of state highways. \$140,000 for the JTC to update the 2019 assessment of city transportation funding needs. \$200,000 for the JTC to study alternative new methods for local governments to fund sidewalk improvements.
FHA bridge load rating	-	\$5 million for the County Road Administration Board to provide grant dollars to counties and cities for the costs associated with obtaining a new federal highway administration load rating.

CITY OF KENMORE

2025 LEGISLATIVE SESSION

May 19, 2025

Shelly Helder



PURPOSE



OVERVIEW OF THE 2025
LEGISLATIVE SESSION



OUTCOME OF 2025 CITY'S
LEGISLATIVE PRIORITIES



NEXT STEPS

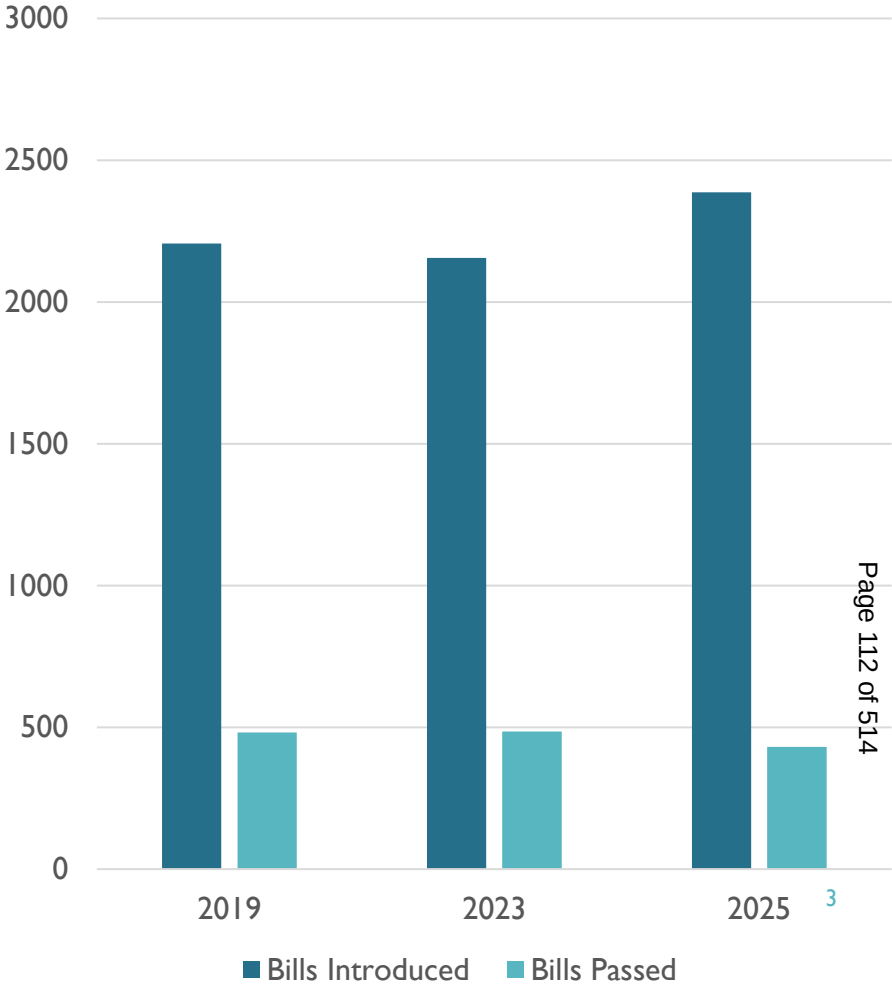
OVERVIEW OF 2025 LEGISLATIVE SESSION

General Context

- First year of the biennium, 105-day session
- Adopted 2025-27 operating, capital, and transportation budgets
- 2,387 bills introduced, 431 passed into law
- Any legislation that did not pass, will be reconsidered next session

Political Context

- Democrats held the majority in House and Senate
- 24 “freshman” legislators
- New Governor in leadership



OVERVIEW OF 2025 LEGISLATIVE SESSION: BUDGETS

Operating

- Funds all state agency operations
- Revenue growth has slowed – 2022-24 revenues grew at 5.2% annually, starting in 2025 reduced to 3.5%
- \$77.8 billion budget for 2025-27, \$2.3 billion in reserves
- \$4.3 billion in new taxes

Capital

- Funds public and nonprofit construction projects (excluding transportation)
- \$7.5 billion budget
 - Funded by the combination of bond capacity, federal funds, dedicated sources, etc.
- \$201.3 million allocated for local community projects (\$231.8 million in 2023)
 - *Average local community project award: \$604,000*

Transportation

- Expected \$1 billion shortfall in 2025-27
- Some projects delayed due to reduced revenues
- No new project investments
- Taxes, fees and transfer from operating resulting in \$3.2 billion over the next 6 years
- \$15.5 billion budget for 25-27

2025 LEGISLATIVE PRIORITIES

Lakepointe

- Request: \$3 million toward acquisition
- Capital budget funding in high demand; focused on projects with matching funds or imminent need
- Not included in final budget

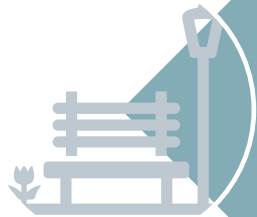
Ped/Bike Projects

- Request for 5 different bike/ped safety projects throughout city
- No new project funding included in Transportation Budget
- Big Win: Existing \$3.5 million for 61st Avenue Sidewalk and Stream Enhancement restored and moved up to 2025-27 biennium.

Digital Permitting System Upgrades

- Request: \$2.7 million from Operating budget
- Operating budget had greatest demand
- Bicameral support
- No funding included in final budget

POLICY STATEMENTS



Saint Edward State Park

- Passed: House Bill 1024



REET Flexibility

- Passed: House Bill 1791



Property Tax

- Multiyear effort failed again in final week of session

NEXT STEPS



Recognize the legislative delegation

Implement new policies and obligate state funds

Interim Action Plan & steps to prepare for the 2026 session

2026 Legislative Session begins January 12th

QUESTIONS?

Shelly Helder

State Lobbyist

360-209-3338

shelder@gth-gov.com



City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 4/19/2025

Subject/Topic:	Proposed Council Action/Motion:
Kenmore Electric Vehicle Infrastructure Plan Department: Environmental Services Prepared by: Nina Rasmussen Climate Action Plan Program Manager Richard Sawyer Environmental Services Director Attachments: 1 – Kenmore Electric Vehicle Infrastructure Plan	☒ Information Only ☐ Receive and File ☐ Discuss ☐ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☐ Authorize ☐ Other:

Approvals:

Department Head RS 5/7/2025 City Attorney NA Finance Director NA City Manager SL 5/8/2025 Optional Initials & Date

Summary/Background:

The Climate Action Plan identifies the electrification of vehicles as a major strategy to reduce greenhouse gas emissions. An Electric Vehicle Infrastructure Plan (EVIP) was developed as a way to strategically implement more charging for the public as well as to assess the City's transition to an all-electric fleet.

This project was funded through a grant from the State of Washington Department of Commerce. Accenture was selected as the consultant to lead the EVIP effort.

The EVIP project includes a current conditions report, modeling to inform future fleet needs, and an evaluation of potential public charger sites taking into account current electrical hosting capacity throughout the city. A community workshop and survey were conducted to gather public input on the priorities and preferences surrounding charging. Additionally, staff were interviewed to understand future needs, existing projects, and current challenges.

The resulting report incorporates these aspects into recommended actions and suitable charging locations by charger type. Vehicle substitutions for fleet are also provided based on the type and frequency of usage of current vehicles.

With the completion of the EVIP, staff will begin prioritizing and selecting charger placements this fall.

Previous Council Action(s):

N/A

Fiscal Consideration:

State of Washington Department of Commerce Climate Planning funds in an amount of \$110,000 were provided to the City for EVIP development and no City match was required.

The 2025-2026 Biennium Budget allocates \$150,000 for EVIP implementation under Special Projects. The EVIP will guide the spending of those funds based on the recommendations established.

City Council Priorities or Budget Objective Being Addressed:

1. Continue to implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation.

THE CITY OF KENMORE'S ELECTRIC VEHICLE INFRASTRUCTURE PLAN (EVIP)

April 2025



CITY OF KENMORE
ENVIRONMENTAL SERVICES



EXECUTIVE SUMMARY

PLAN OVERVIEW & INTRODUCTION

CURRENT CONDITIONS

STAKEHOLDER & COMMUNITY ENGAGEMENT

EV MARKET ASSESSMENT & COMMUNITY CHARGING

FLEET ELECTRIFICATION TRANSITION

CONCLUSION & NEXT STEPS

KEY TERMS AND DEFINITIONS

APPENDICES



CITY OF KENMORE
ENVIRONMENTAL SERVICES

ACKNOWLEDGMENTS

Thank you to the City Staff:

- Nina Rasmussen** - Climate Action Plan Program Manager
- Richard Sawyer** - Environmental Services Director
- Sammie Roeun** - Administrative Specialist - Environmental Services
- Jennifer Gordon** - Public Works Operations Director
- Chuck Worek** - Public Works Project Manager
- Garrett Oppenheim** - Assistant to the City Manager/Diversity, Equity, Inclusion, and Accessibility (DEIA) Coordinator

Special thanks to City Staff from all departments

Thank you to Local Partners:

City of Kenmore Diversity, Equity, Inclusion and Accessibility (DEIA) Advisory Committee

- Alinafe Matenda
- Juliana Pooley
- Lev Elson-Schwab
- Ben Resler
- Mariel Mehdipour
- Nancy Thai

City of Kenmore Climate Action Advisory Committee members

- Mariana Lassalle
- Chris Eastland

Puget Sound Energy (PSE)

Northwest Electric & Solar

Executive Summary

Chapter 1



CITY OF KENMORE

ENVIRONMENTAL SERVICES



PROJECT OVERVIEW

CLIMATE ACTION PLAN – TRANSPORTATION & LAND USE

INFRASTRUCTURE

FUNDING

STAKEHOLDER AND COMMUNITY ENGAGEMENT

IMPACT OF PUBLIC CHARGING

INFRASTRUCTURE ALLOCATION

FLEET TRANSITION

2025 NEXT STEPS

2026 AND BEYOND



CITY OF KENMORE
ENVIRONMENTAL SERVICES

PROJECT OVERVIEW



The city of Kenmore's (the city or Kenmore) **Electric Vehicle Infrastructure Plan (EVIP)** is a critical initiative designed to guide the transition to electric vehicles (EVs) within the city's fleet and across the broader community. This plan is an integral part of **Kenmore's commitment to achieving carbon neutrality by 2050**, aiming to reduce greenhouse gas (GHG) emissions by 95%, enhance sustainability, and create a cleaner, energy-efficient future in support of the city's climate action plan (CAP).

Kenmore recognizes that a robust EV charging infrastructure is essential for supporting the growing adoption of EVs by residents, businesses, and visitors. By focusing on **expanding charging networks** and **electrifying the city's own vehicle fleet**, Kenmore is reinforcing its dedication to creating a sustainable vibrant community. The EVIP serves as the foundation for these efforts, helping to fulfill the city's long-term goals aforementioned.

To develop the EVIP, a project team led by Accenture and supported by energeia and encode conducted an in-depth analysis of Kenmore and the existing EV infrastructure in surrounding areas. This work included **evaluating relevant regulations** and **incentives** that could be leveraged to **accelerate the development of EV infrastructure** for both public and city-owned EVs. The team also identified potential **barriers** and **opportunities** for the city's consideration as it moves forward with the implementation of the EVIP.

Through this thorough planning process, research, and community engagement, the project team has developed a comprehensive strategy that **identifies key potential locations** for charging stations (including businesses to collaborate with) **evaluates the electrification of the city's vehicle fleet**, and outlines how to **overcome challenges to widespread EV adoption, including highlighting key funding sources**. The EVIP is designed to meet the city's sustainability goals by supporting the transition to a cleaner, more energy-efficient transportation system.

CLIMATE ACTION PLAN – TRANSPORTATION & LAND USE



The City of Kenmore's Transportation & Land Use Goals | Climate Action Plan (CAP)

This EVIP is in support of the CAP Community Priorities

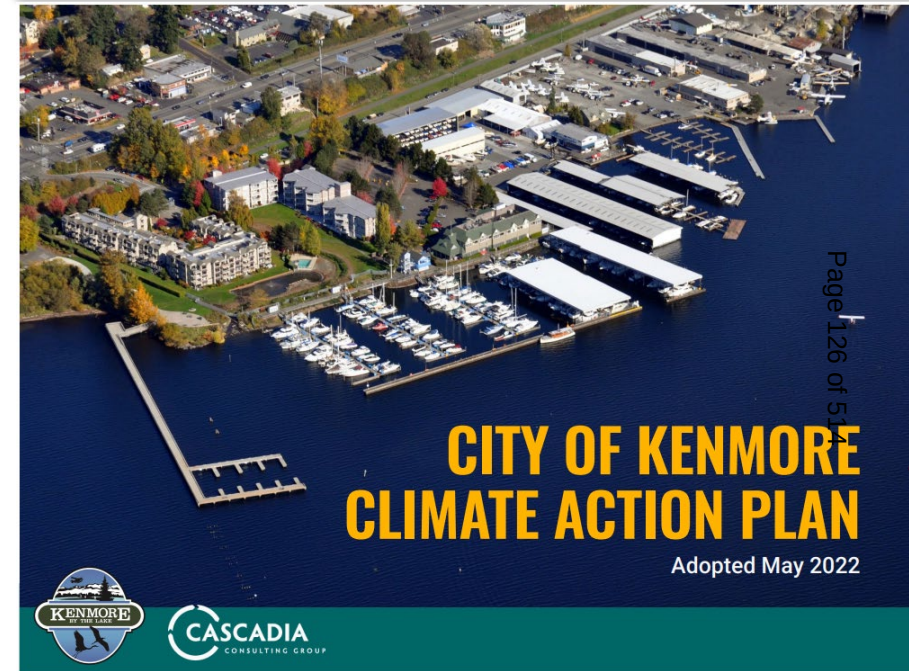
Goal: Prioritize sustainable and equitable land use planning, accessible multi-modal and low-carbon transportation options, and expanded electric vehicle incentives to reduce GHG emissions from transportation and development

Namely, community priority *Transition to electric vehicles (EVs):*

Strategy #3: Drive cleaner vehicles

- TL 3.1 Encourage transition to electric vehicles - Promote existing and develop new incentives to encourage the purchase of electric vehicles (including stronger incentives for low-income residents).
- TL 3.2 Expand EV charging - Expand incentives for EV charging for multi-family homes, apartment buildings, major employers, and parking garages

*As of 2023, transportation accounts for about a third of Kenmore's greenhouse gas emissions, with **31%** of the city's total emissions coming from the transportation sector, primarily from on-road vehicles such as cars and trucks. (Kenmore 2023 Inventory of Community and Government Greenhouse Gas Emissions, 2025)*



INFRASTRUCTURE



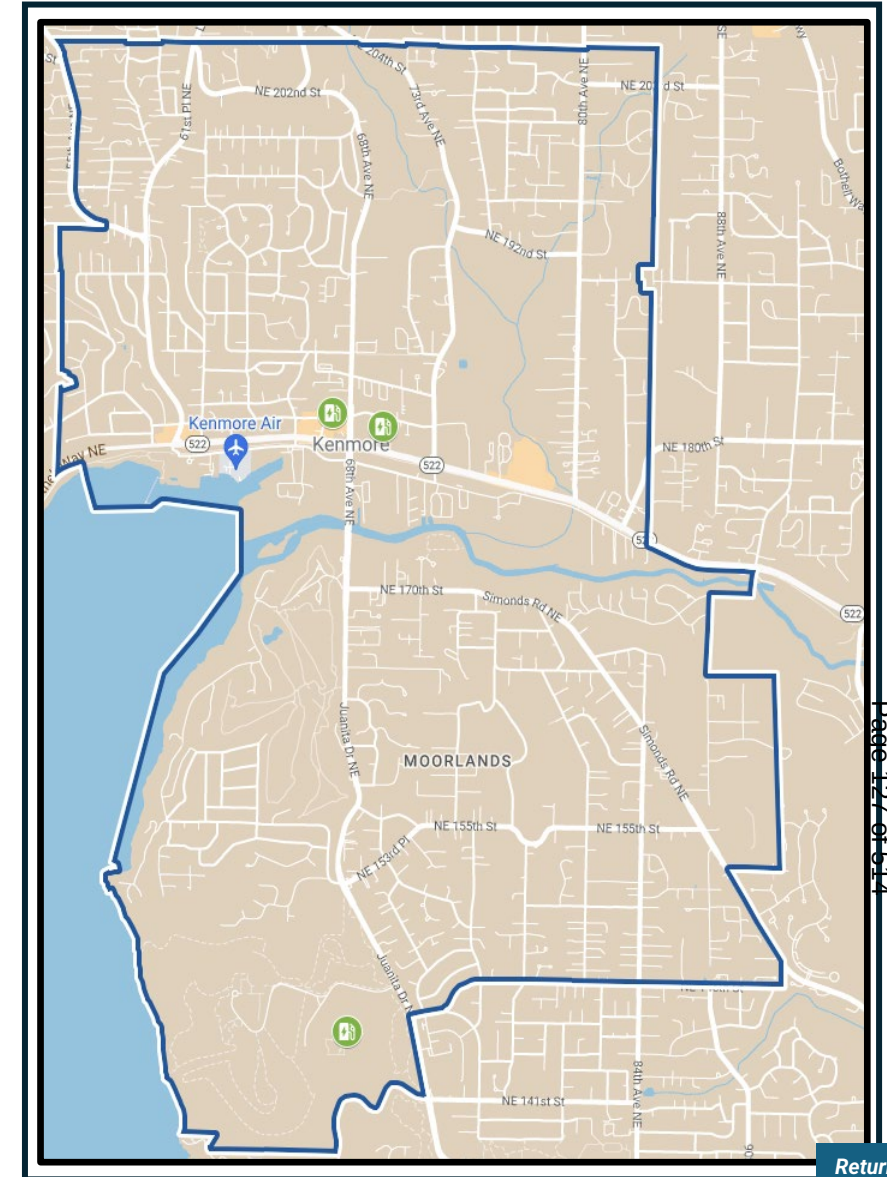
This EVIP is designed to accelerate the adoption of EVs while ensuring equitable access to chargers and infrastructure across the city. The current condition of Kenmore's EV infrastructure reveals strengths and challenges in the City's efforts to implement a robust and inclusive plan. Key findings from the assessment include:

Existing Infrastructure:

- Kenmore currently has a limited number of publicly available EV chargers. Kenmore is the home of **seven (7) public EV Level 2 (L2) chargers**, two of which are City-owned chargers designated for the Kenmore fleet and located in the City Hall Garage (18120 68th Ave NE, Kenmore, WA). **Five (5) charging locations are public**, with two (2) Shell Recharge (formerly Volta) chargers located at Safeway, two (2) located at Bastyr University (which require a parking pass from the University to access), and the last charger, a public Blink charger located in the town square. St. Edward Park is a potential long-term site for public charging, and the Lodge provides a guest-only charger; however, this is not public (Plugshare, 2025)
- Kenmore is building a Public Works Operation Center (PWOC) and, at the time of this report, has **planned six (6) L2 dual-port chargers for the PWOC**. These chargers, coupled with the existing chargers at City Hall, will allow adequate charging capacity for Kenmore's internal fleet as of the fleet composition of the time of this report.

Infrastructure Gaps:

- The city's EV charging infrastructure is currently underdeveloped, especially in low-income and multi-family residential areas, where access to at-home charging is limited. Kenmore recognizes the clear need for more strategically placed chargers, particularly in areas of high demand and where accessibility issues exist. This gap in infrastructure poses a barrier to EV adoption, especially for residents who cannot charge at home due to living conditions or limited public charging options.
- With King County having over **110,000 registered EVs in 2024**, there is a need for targeted expansion to support EV adoption across the city to support local and regional growth, namely in high-traffic corridors, parks, commercial shopping and entertainment hubs, and multifamily units (WSDOT, 2025).



FUNDING



State and Local Funding Opportunities: Kenmore has access to several key state funding programs to support expanding its EV infrastructure and vehicle electrification efforts. Notable programs include:

PSE Up & Go Electric Programs: A series of incentives that support fleet electrification, workplace charging, and multi-family housing infrastructure. These programs are designed to help Kenmore electrify its fleet and improve access to charging stations. PSE's Up & Go Electric for Workplace program covers up to 100 percent of the cost for qualifying customers to install and maintain Level 2 charging for their employees.

Supporting PSE EV Home Charger Rebate: Depending on household income and size, the enhanced [Empower Mobility](#) incentives offer up to \$600 in rebates for qualifying EV home chargers and up to \$2,000 towards installation costs. Encourage Kenmore residents to evaluate this program when considering the purchase of an EV.

Washington State EV Charging Program: This program provides financial incentives for installing charging infrastructure, particularly for multi-family housing and public charging stations. In 2023, \$64 million was allocated, with 40% directed towards overburdened communities, making it an opportunity for Kenmore to expand charging access in underserved areas.

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program: This program offers grants for developing public charging stations and associated infrastructure, presenting an opportunity for Kenmore to further invest in its charging network.

Recommendations for Improvement:

PSE Up & Go: Kenmore should continue to work with PSE and aggressively apply for PSE's Up & Go Electric Programs to take advantage of local funding while it is still available.

- **Up & Go Electric for Fleet:** [Up & Go Electric Fleet](#)
- **Up & Go for Public:** [Up & Go Public](#)
- **Up & Go Electric for Workplace:** [Up & Go Workplace](#)
- **Up & Go Electric for Multifamily:** [Up & Go Multifamily](#)
- **Engage Local Businesses:** To enhance local business participation, Kenmore could highlight how funding for EV infrastructure can benefit businesses, such as through tax incentives or by increasing customer traffic to charging locations.
- **Targeted Funding for Low-Income Areas:** Kenmore can seek additional funding specifically for low-income households and neighborhoods that currently lack sufficient charging infrastructure. Targeted incentives can reduce barriers to EV adoption and help bridge equity gaps.



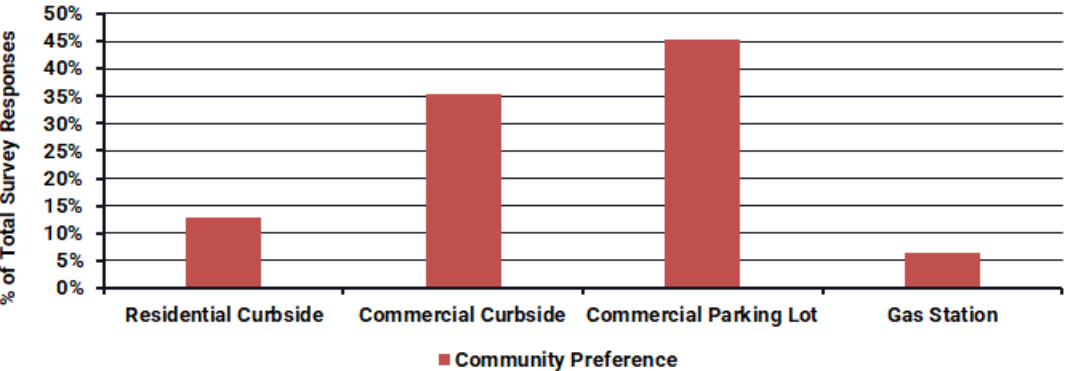
Sources: PSE

STAKEHOLDER AND COMMUNITY ENGAGEMENT

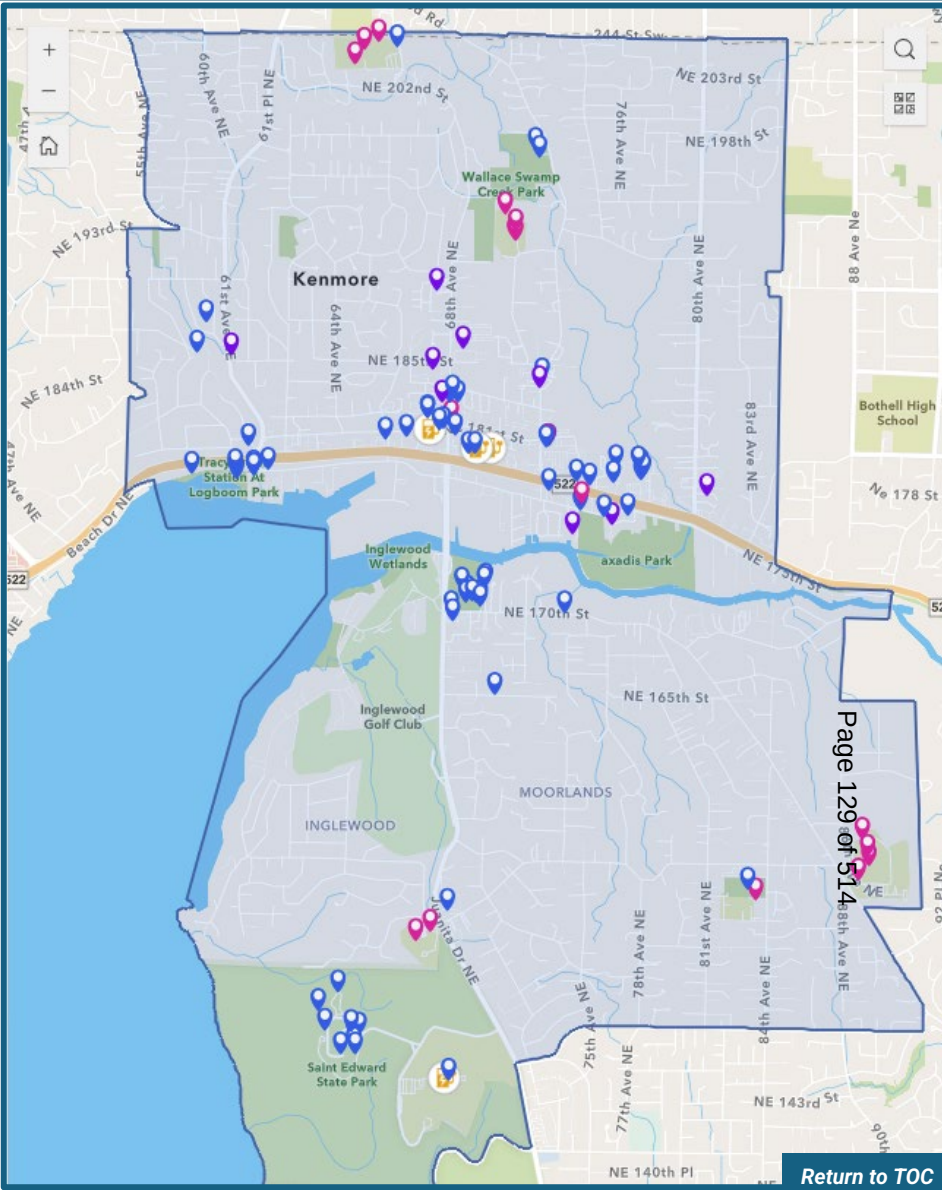


- Community Engagement Efforts:** Kenmore has utilized mixed engagement methods including in-person and virtual convenings such as, community meetings and online surveys to gather feedback from a sample set of residents, businesses, and stakeholders; meetings were held at City Hall on October 22, 2024, and virtual sessions on October 28 and November 1, 2024. This allowed the Project Team to capture feedback on desirable charging locations as shown on the adjacent map. As noted, a majority of charging priorities were given to public charging around corridors and parks. It is important to note that the sample size received (23 survey responses, roughly 80 pins on the GIS map, and just over 20 pins on the physical map) does not represent the entirety of the Kenmore community, and it is recommended that continued community engagement efforts persist throughout the entirety of the process.
- Education on EVIP and Incentives:** A key challenge identified was the lack of awareness about available financial incentives for EV adoption and home charging infrastructure. Many residents were unaware of these benefits, presenting a barrier to widespread EV adoption. Future engagement efforts should prioritize clear, accessible education on EV adoption, incentives, and the benefits of transitioning to electric vehicles.
- Opportunities for Broader Outreach:** Kenmore can expand its outreach by partnering with community-based organizations (CBOs) and local businesses to reach underserved and hard-to-reach populations. These partnerships can help ensure that the City's engagement efforts are inclusive and accessible to a wider audience, especially those who may not typically engage in local government processes.
- Feedback Integration and Ongoing Communication:** To maintain trust and long-term support, community feedback must continue to be integrated into the EVIP. Key feedback given orbited around the availability of incentives and rebates, safety around public charging, and equitable access.

Charging Location Preference Survey Responses Mapped to Charging Solutions



Source: City of Kenmore, Accenture, Energeia Analysis (2025)



IMPACT OF PUBLIC CHARGING



The Project Team conducted an in-depth analysis of various EV adoption scenarios, including the development of a bespoke forecast, using the [Washington State Department of Commerce's Transport Electrification Strategy \(TES\)](#) as a benchmark. Key elements from the analysis include:

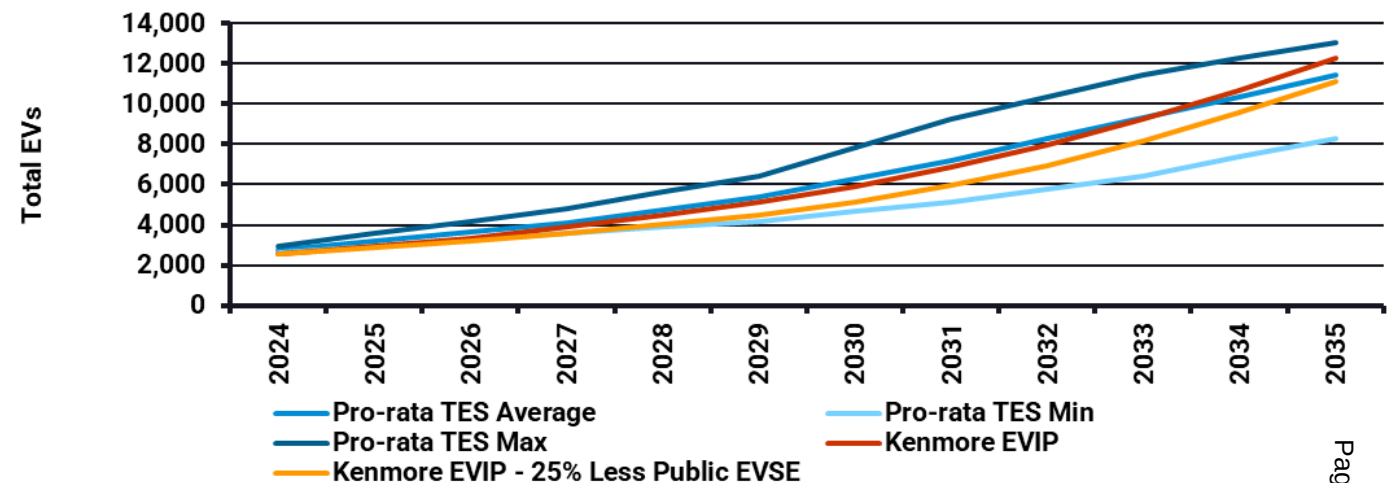
Scaled EV Adoption Scenarios: The team scaled the TES EV adoption scenarios to Kenmore's population and current EV stock in 2024, providing a benchmark forecast for the city's adoption trajectory.

Kenmore's Adoption Forecast: The bespoke adoption forecast for Kenmore shows an **EV adoption rate 5% higher** than the TES average adoption scenario by 2035, indicating a stronger shift to electric vehicles than anticipated for the state based on income and current market and sales share trends.

Impact of Public Charging Infrastructure: The team also modeled an adoption scenario with 25% fewer public charging stations to demonstrate the critical role of infrastructure in supporting EV adoption. This scenario **showed an 11% reduction in adoption, highlighting the importance of expanding public charging** infrastructure to reduce the barrier to adoption.

- These findings underscore the significant potential for EV adoption in Kenmore and emphasize the need for continued investment in public charging infrastructure to support this transition.

WA State TES Scenarios vs. Kenmore EVIP Forecast



Source: WA Dept. of Commerce (2024), Energeia Analysis (2024)

FINDING SUMMARY - INFRASTRUCTURE ALLOCATION METHOD COMPARISON



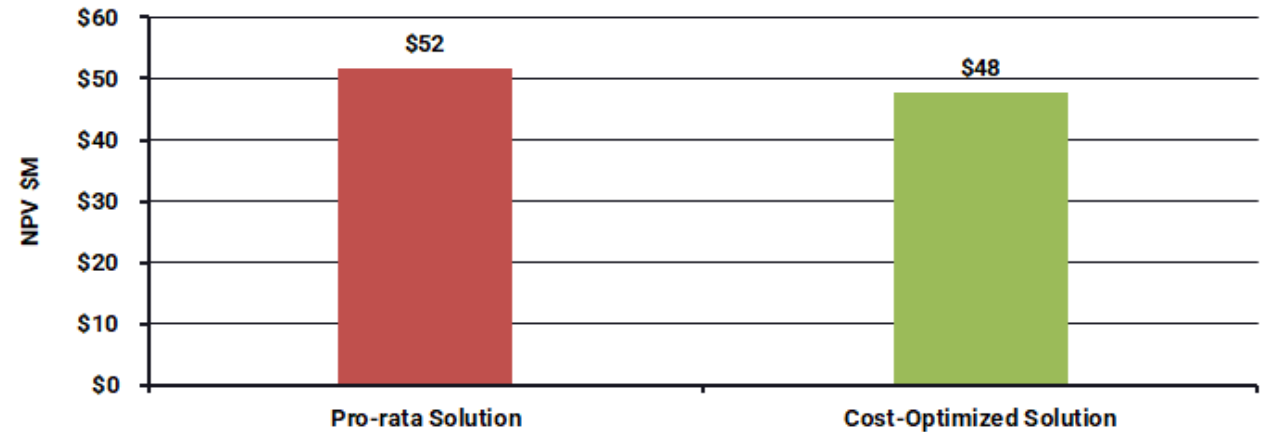
Two infrastructure solutions were developed for the City: the Pro-rata as a **base case** and the Cost-Optimized to meet demand at **least cost**.

The Cost-Optimized charging solution delivers approximately **\$3.7 million in total savings** over the forecasted deployment period, assuming a **2.5% discount rate**. The 2.5% rate reflects guidance from federal circulars and commonly used planning discount rates.

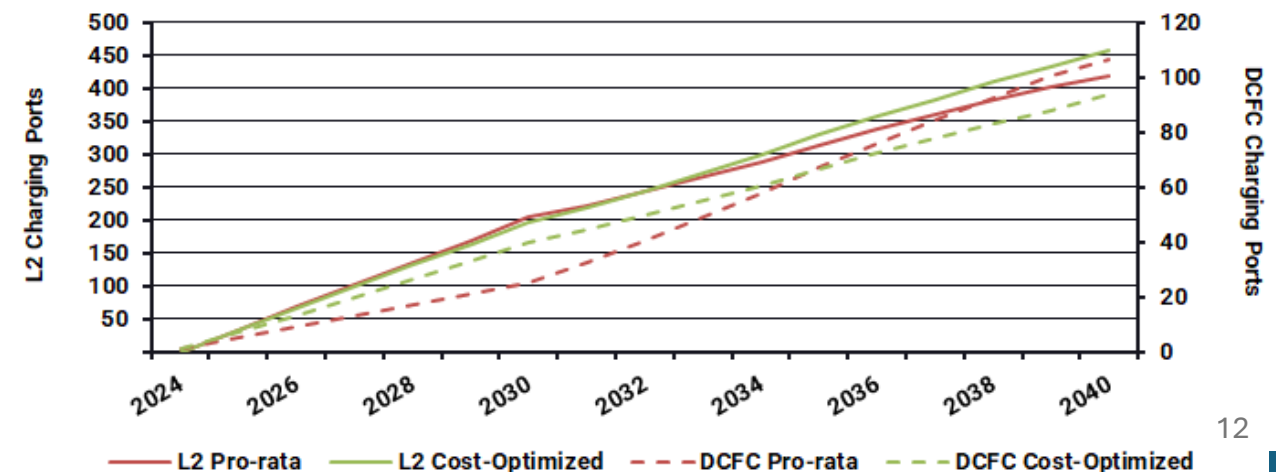
This approach prioritizes **earlier deployment of DC fast chargers (DCFCs)**, while Level 2 charger (L2s) deployment accelerates in the **2030s**. Level 1 chargers (L1s) may be used for existing residential and multi-family use cases.

- In the initial years, the **utilization-to-cost ratio for DCFCs is higher**, driving greater investment in fast charging infrastructure.

Net Present Value Charger Deployment Costs by Allocation Method



Charging Port Counts by Level and Allocation Method

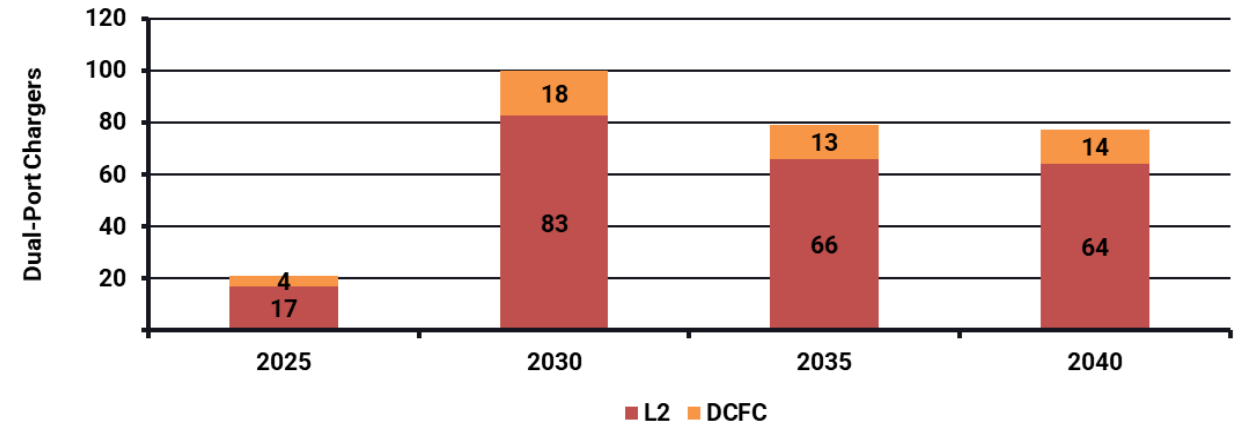


MODELED CHARGING INFRASTRUCTURE NEEDS

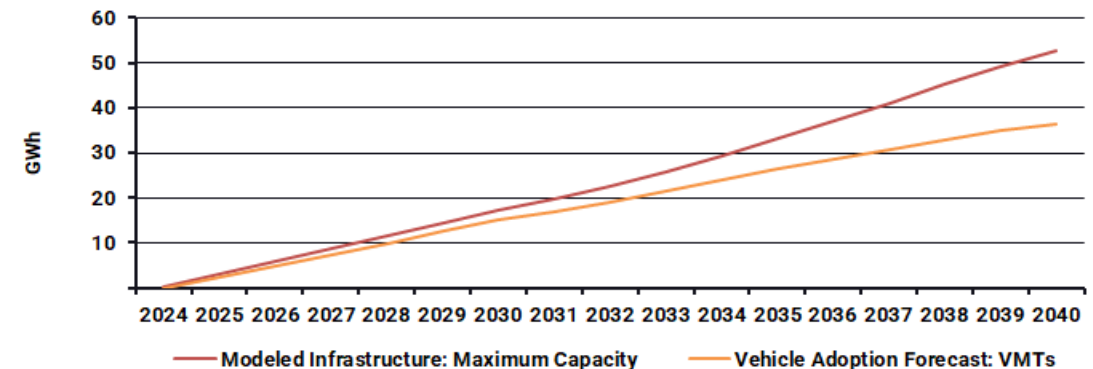


- The Project Team developed a **5-year phased deployment plan** based on modeled infrastructure demand in the City and the Cost-Optimized charging infrastructure solution.
- The deployment plan indicates the largest infrastructure development from **2025 to 2030**, driven by high demand for public charging as **forecast EV adoption rates increase**.
- Additionally, the team estimated **maximum energy capacity** based on modeled infrastructure versus estimated charging demand from vehicle miles traveled. Post-2030, the **charging infrastructure capacity grows faster** than **energy demand**, driven by **improved vehicle efficiency** and **higher nameplate charging power**.
- This surplus capacity could **help absorb additional demand** from regional traffic congestion, leading to **higher infrastructure utilization rates**.

5-Year Phased Charger Deployment Summary



Maximum Infrastructure Capacity vs. Demand

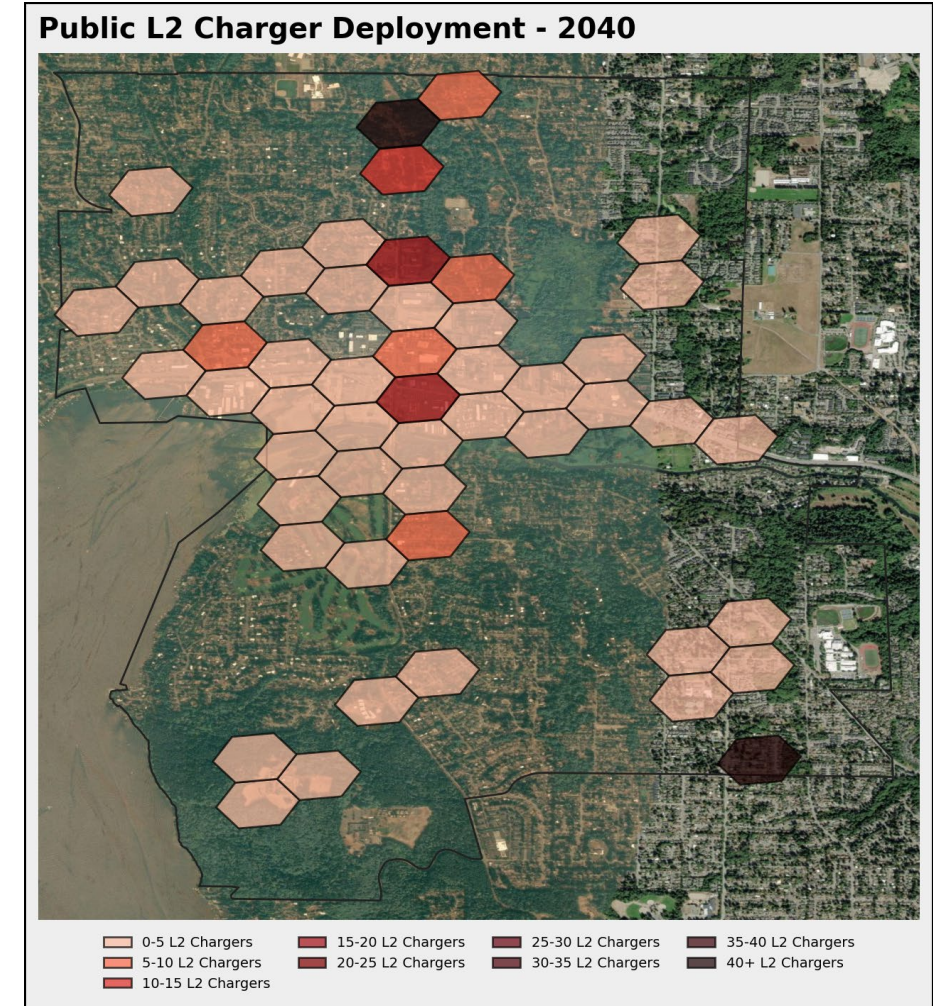


Source: Energeia Analysis (2025)

2040 L2 Charger Allocation

L2 Spatial Allocation: 2040

- Hexagonal charge zone cells used to estimate spatial charging demand across the City on a standardized basis and allocate infrastructure accordingly.
- Shown at right is cumulative spatial allocation of L2 chargers based on:
 - Site availability by charging solution type
 - Non-dedicated driver density, which refers to the number of potential EV users without dedicated home charging—i.e., multifamily residents or workers
 - Environmental health disparity score
 - Distribution system headroom/grid capacity
- Majority of chargers allocated near central corridor, with some L2s spread out across key residential areas and parks, based on high trip density, land use mix, and public access.

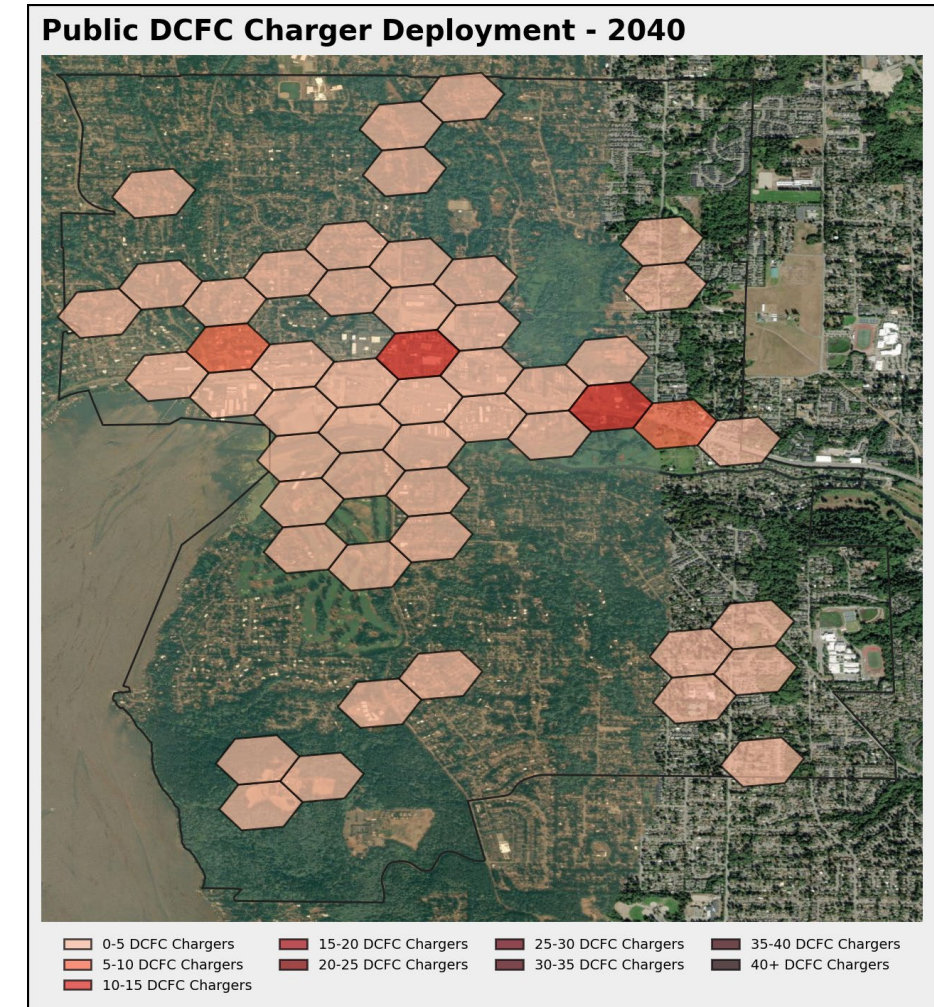


Source: Energeia Analysis (2025)

2040 DCFC Charger Allocation

DCFC Spatial Allocation: 2040

- Similarly, shown at right is cumulative spatial allocation of DCFC chargers based on:
 - Site availability by solution type
 - Non-dedicated driver density
 - Environmental health disparity score
 - Distribution system headroom/grid capacity
- The main commercial corridor in the City is a key area of density, which is an expected outcome based on spatial charging demand modeling, land use and traffic congestion.
- Additional DCFC chargers allocated at NE Bothell Park and Ride, multi-family residential sites, elementary schools and churches.
- Key near-term (2025-2030) potential partner sites for public charging identified based on L2 and DCFC spatial infrastructure allocation.

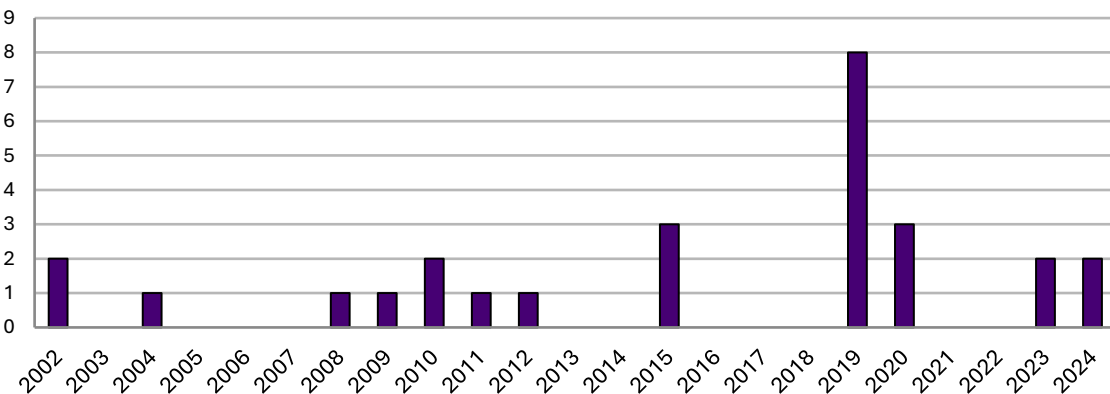


Source: Energeia Analysis (2025)

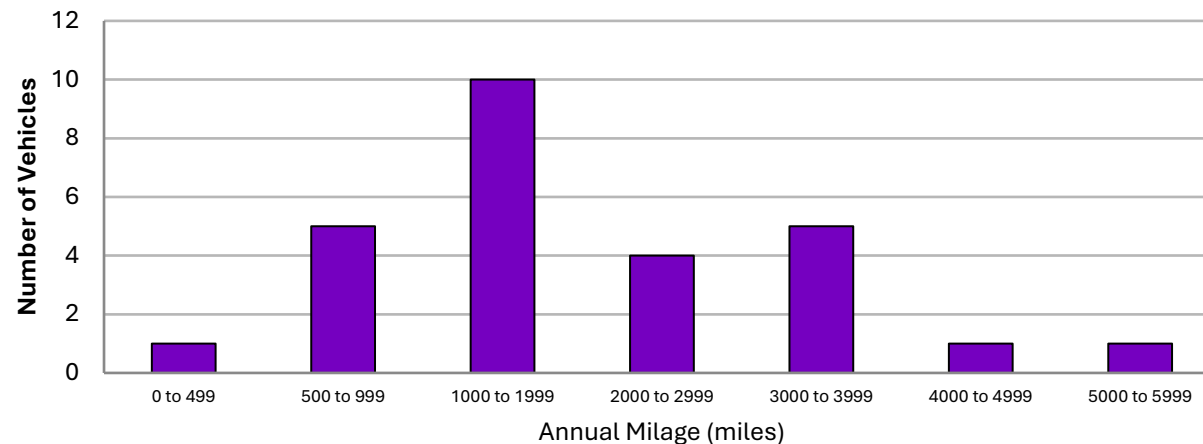
Existing Fleet Snapshot | FY24-25



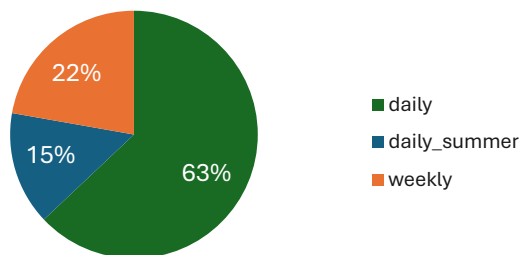
Fleet Age by Model Year



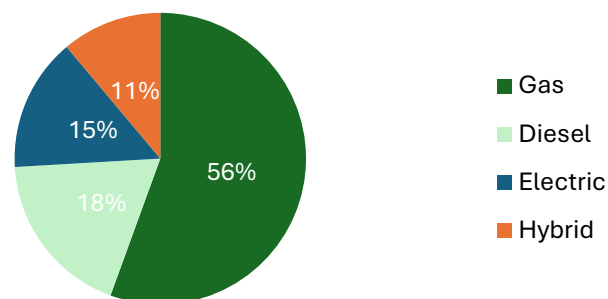
Fleet Annual Mileage



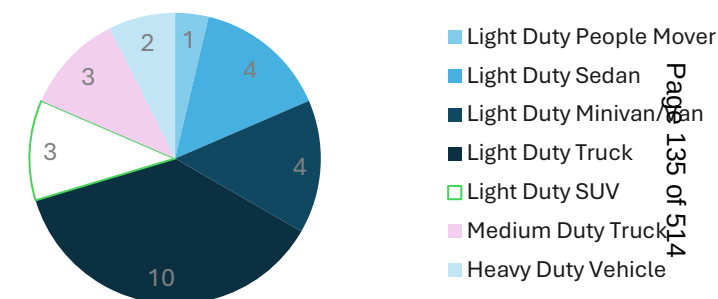
Fleet Usage Pattern



Fleet by Fuel Type



Fleet by Vehicle Type



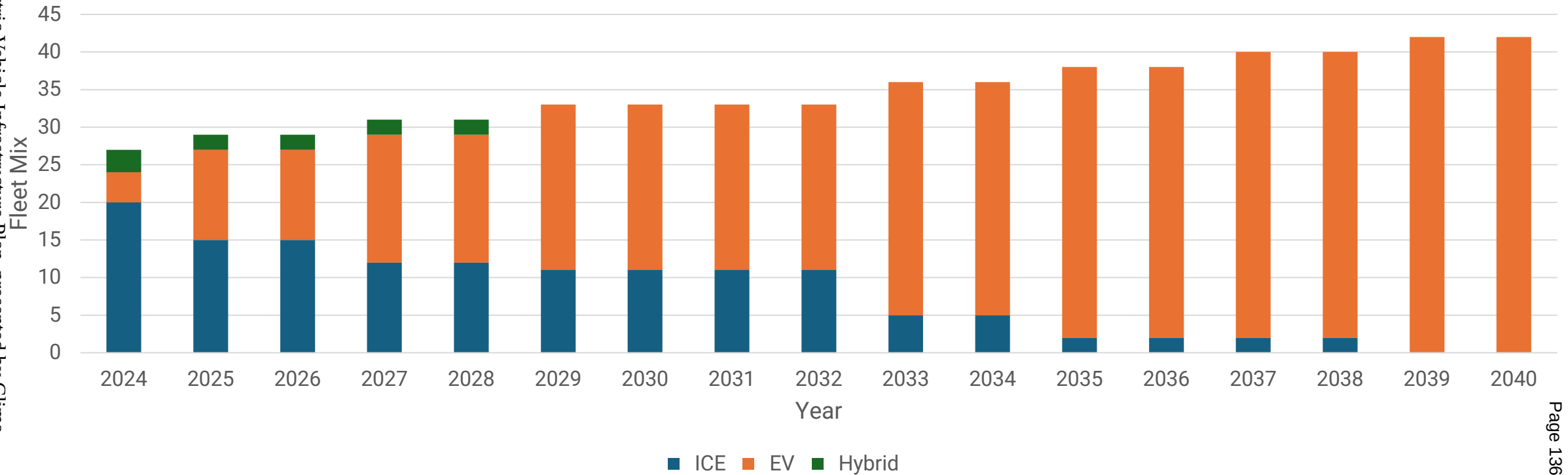
Count: 27 Vehicles (aged 2002-2024)
Breakdown: Light, Medium & Heavy Duty | Diesel, Gasoline, Hybrid and EV Powertrains
Department Use: Multi-department Use, Development Services, Engineering, Water, Public Works, General Use
Usage: Daily, Weekly, Summer Usage Patterns
Mileage: 211- 5,706 Miles/Yr

FINDING SUMMARY - KENMORE FLEET TRANSITION PLAN



Powertrain Composition Over Time

Kenmore Fleet Mix



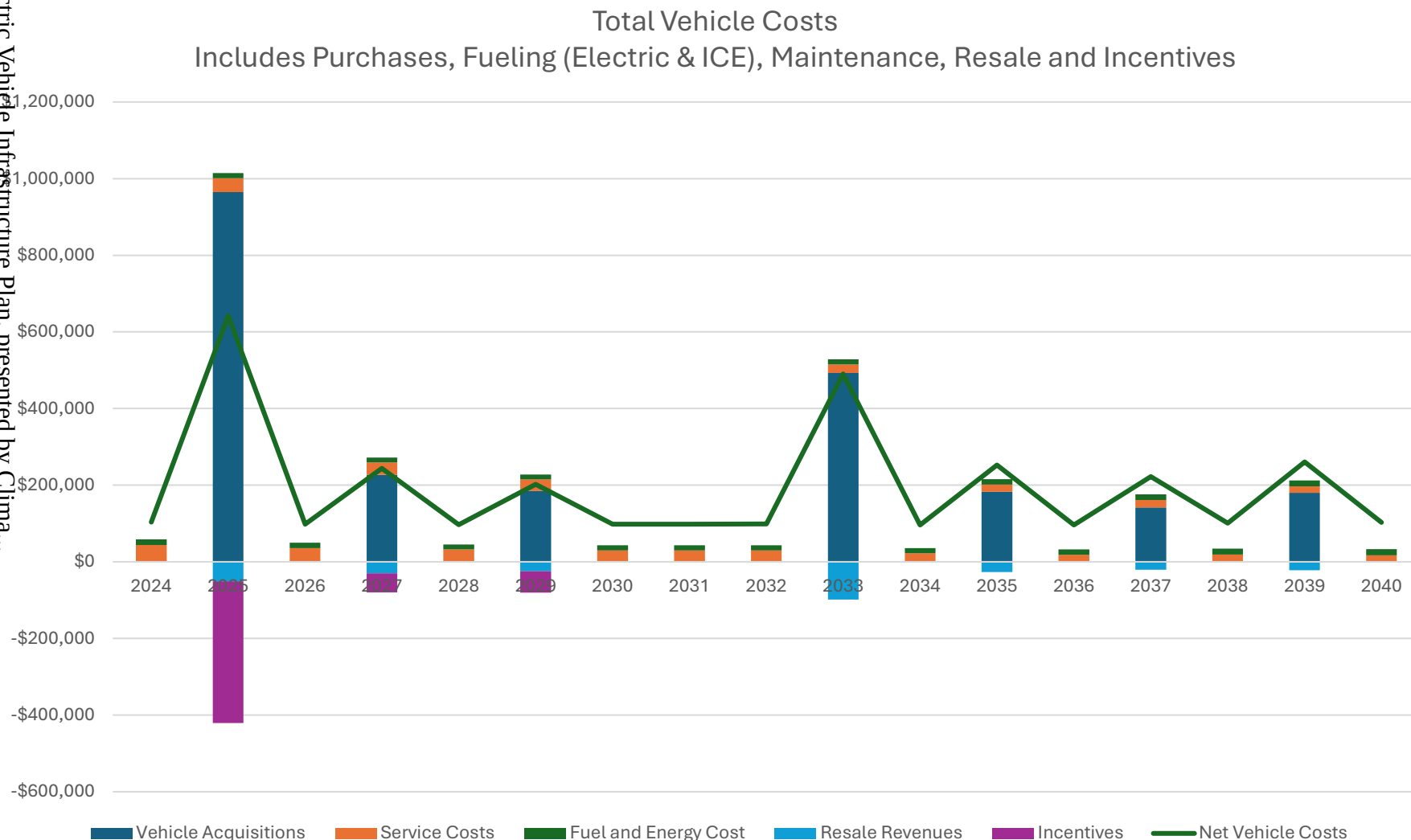
The analysis of the City of Kenmore's fleet electrification strategy reveals the following key findings:

- **Fleet Transition to BEVs:** Existing gas, diesel, and hybrid vehicles within the City's fleet will be replaced with Battery Electric Vehicles (BEVs) according to their planned replacement schedules.
- **Annual Addition of BEVs:** On average, one new BEV will be added to the fleet each year, coinciding with regularly scheduled vehicle purchases and replacements.
- **Fleet Growth and Electrification Timeline:** The fleet will grow from 27 to 42 vehicles between 2024 and 2040, with full electrification expected by 2039. Increase in fleet due to anticipated population growth and required growth by the city to meet the growing demands.

FINDING SUMMARY - FLEET TRANSITION PLAN EXPENDITURES



Expected Fleet Expenditures By Year –Fleet Growth

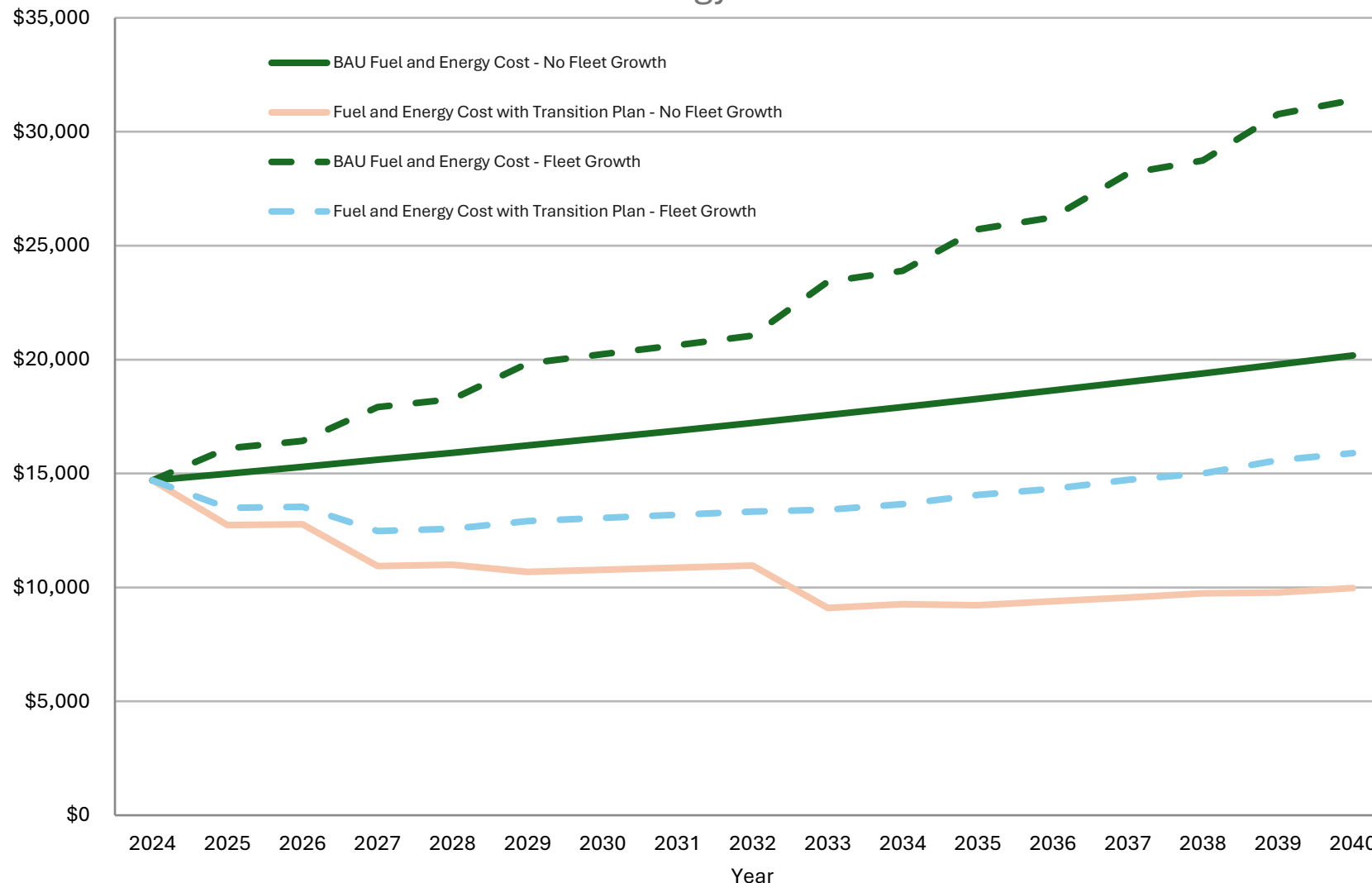


- Significant peaks occur in 2025 and 2033 due to high vehicle acquisition costs, however, offset by projected fuel and maintenance savings, which creates a net positive NPV over the lifecycle.
- Other smaller peaks in 2027, 2029, 2035, 2037, and 2039 for periodic investment cycles in fleet expansion and replacements.
- Incentives (purple bars) are greatest in 2025 due to certainty, and taking advantage as soon as possible is recommended before these fundings are capped or otherwise lost.
- A notable negative expenditure in 2025 is due to an anticipated \$600k street sweeper, and those incentives significantly reduce total costs in that year.
- Expenses include:
 - Vehicle purchases
 - Fueling Costs
- Maintenance
 - Revenue includes:
 - Vehicle Resale
 - Incentives & Tax Credits

DIFFERENCES BETWEEN ICE OPERATIONS AND EV TRANSITION



Fuel and Energy Costs



- Without further EV transition, **fuel costs are projected to rise annually by 2-5%**, with electricity costs following a similar trend.
- Regardless of fleet growth, transitioning to EVs is expected to generate **net savings in energy fueling expenses** compared to the business-as-usual (BAU) scenario.
- From **2024 to 2040**, estimated savings are:
 - \$113K** with no fleet growth
 - \$147K** with fleet growth

2025-2026 KEY NEXT STEPS



- **Business Community Engagement**

- Develop a strategic engagement plan with local businesses to **collaboratively build EV charging infrastructure** at the identified potential partner sites.
- Focus on deploying **seventeen (17) Level 2 chargers** and **four (4) DC fast chargers** along Kenmore's **central commercial corridor**.

- **Public Works Operations Center – Initial Build-Out**

- **Install at least three (3) dual-port chargers** (providing six (6) total charging ports) during the initial phase.
- **Aim to install the full six (6) dual-port chargers** (twelve (12) ports total) as initially planned.

- **Public Works Operations Center – Future Build-Out**

- **Design for seven (7) additional dual-port chargers** to achieve **26 total ports** (including existing City Hall chargers).
- **Pre-wire for twenty (20) 10kW AC charge ports** to enable cost-effective future expansion.

- **Electrical Infrastructure Enhancements**

- **Install separate meters for EV chargers** to enable specialized EV \$/kWh utility rate structures.
- **Utility Partnership and Incentive Programs**
- **Leverage Puget Sound Energy (PSE) programs:**
 - **Up & Go Electric for Fleet:** Pursue the installation of **one to two (1-2) DC fast chargers** to support fleet and backup charging capacity.
 - **Up & Go Public:** Engage with PSE to facilitate the deployment of public chargers throughout City limits.
 - **Up & Go Electric for Workplace:** Explore workplace charging opportunities for City staff and local businesses.

Next Steps

- Prioritize outreach to business and property owners.
- Coordinate with PSE for grant application timing and technical assessments.
- Finalize charger siting and preliminary engineering designs for the PWOC.

Goal: Accelerate equitable EV adoption, ensure citywide charging coverage, and future-proof municipal infrastructure.

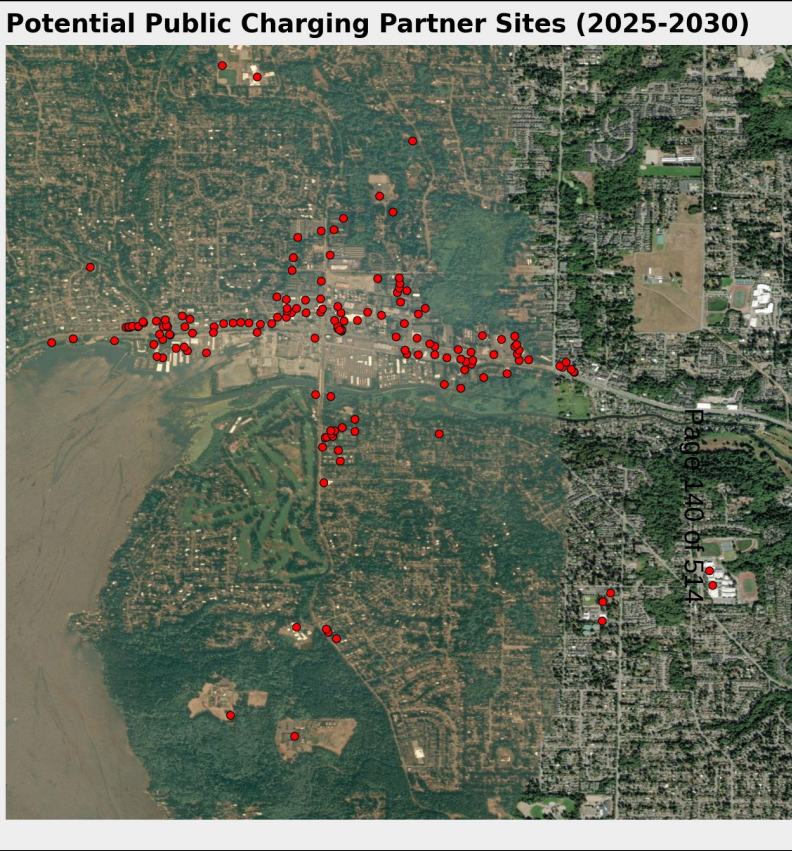
2025-2026 KEY PARTNERSHIP OUTREACH SITES



The following locations have been identified as **priority partnership opportunities** for EV infrastructure deployment in the City of Kenmore. The **project team selected these sites** based on a combination of key factors, including:

- High frequency of community feedback ("pins")** received during public engagement.
- Diversity of asset classes** — ensuring a mix of multi-family housing, parks, schools, businesses, and mobility hubs.
- Concentration in high-activity areas** where public congregation and vehicle turnover are naturally higher, maximizing utilization potential. Engaging with these site owners and operators will be critical to building an **equitable and accessible EV charging network** that serves Kenmore’s growing needs and supports broader sustainability goals. A full list of potential partnership sites and organizations can be found in the appendix, and it is essential to note that these are a subset of examples and not meant to be a prescriptive list.

Category	Site Name	Address
Multi-Family Residential	Vermont Apartment Homes	16724 Juanita Dr NE, Kenmore, WA 98028
	Green Leaf Apartments	16714 Juanita Dr NE, Kenmore, WA 98028
Public Parks & Recreation	Saint Edward State Park Playground	14445 Juanita Dr NE, Kenmore, WA 98028
	Moorlands Park	15221 84th Ave NE, Kenmore, WA 98028
	Kenmore 68th Avenue Boat Launch	17181–17299 68th Ave NE, Kenmore, WA 98028
Schools & Educational	Kenmore Middle School	20323 66th Ave NE, Kenmore, WA 98028
	Kenmore Elementary	19121 71st Ave NE, Kenmore, WA 98028
Community & Religious Sites	Kenmore Community Church Parking Lot	7504 NE Bothell Way, Kenmore, WA 98028
Retail & Service Centers	Les Schwab Tire Center	6330 NE Bothell Way, Kenmore, WA 98028
	Kenmore Dental	5723 NE Bothell Way, Suite B, Kenmore, WA 98028
	Chevron	8002 NE Bothell Way, Kenmore, WA 98028
	76 Gas Station (Kenmore Food Mart)	6115 NE Bothell Way, Kenmore, WA 98028
Transit & Mobility Hubs	Kenmore Park and Ride (BikeLink)	7346 NE Bothell Way, Kenmore, WA 98028



2025-2026 VEHICLE REPLACEMENTS



Replace the following vehicles with like replacements:

Vehicle Make	Vehicle Model	Model Year	Annual Fuel Cost	Vehicle Location	Usage	Department	Fuel Type	Replacement Make	Replacement Model	Replacement Incentives	Annual Energy Cost
Ford	Escape	2009	\$564	Kenmore City Hall	Permit Inspections	Devel Svcs	Hybrid	Chevrolet	Equinox	\$10,000	\$301
Ford	Escape	2008	\$225	Kenmore City Hall	Construction Inspection	Engineering	Gas	Chevrolet	Equinox	\$10,000	\$120
Inter-national	Maxx-force	2012	\$1,565	PWOC	Street Sweeper	Surface Water	Diesel	Global Environmental Products	M4EV	\$300,000	\$477

2027 - 2030 NEXT STEPS

Strategize for engagement with the business community to collaboratively build charging infrastructure at the identified potential partner sites, focused on deployment of **83 dual-port L2 chargers** and **18 dual-port DC fast** chargers along the central commercial corridor.

The 2018 Washington State Energy Code (WSEC) is based on the 2018 International Energy Conservation Code (IECC). Kenmore can consider implementing more stringent building code requirements, such as additional requirements beyond the 2018 Energy Code requirement for new commercial and multifamily buildings with parking to provide EV-ready parking spaces. For example, the 2018 WSEC Group R-2 occupancies (e.g., apartments) with parking require at least 5% of spaces to be EV-ready, meaning conduit and panel capacity must be installed for future EVSE (electric vehicle supply equipment). Other occupancies (office, retail, etc.) under the 2018 WSEC typically require 1 or more spaces EV-capable or EV-ready, depending on total parking

Recommended Updates to Codes: Kenmore can improve its EV infrastructure by adopting updated EV readiness codes, informed by best practices from other cities in Washington State:

- **King County's Ordinance 19316:** This ordinance mandates that at least 10% of parking spots in new multi-family residential buildings, substantially improved buildings, and expanded parking lots be dedicated to EV chargers, with an additional 25% set aside for future installation.
- **Seattle's EV Readiness Code:** Seattle requires new multi-family developments to install wiring for EV chargers in 100% of parking spaces, with 20% of spaces fully equipped for charging.
- **Tacoma's EV Charger Installation Mandate:** Tacoma's building codes require new multi-family buildings to install at least one EV charger per 10 units, ensuring that every building contributes to the broader charging network.

Consider financial incentives for businesses and property owners to install or upgrade EV charging stations, similar to the Solarize Kenmore 2025 project (\$1,000 rebate), especially in high-demand areas like transit hubs. This will encourage private sector participation in expanding charging infrastructure.

Explore partnerships with local educational institutions, such as **UW Bothell and K-12 institutions**, to create specialized training programs for EV infrastructure installation and maintenance. This will ensure a skilled workforce to support Kenmore's growing EV infrastructure needs. Recommendations for evaluating school installation opportunities in collaboration with the school district and PSE's grant programs.

- Continue engaging the community to refine and adapt the plan based on emerging needs and trends, including expanding support for E-mobility and bike infrastructure.
- Replace the vehicles on the following page from 2027-2029. Recommend that EV planning be coordinated with long-term land use and economic development plans
- When incentives and funding sources dry up, consider recommendations for public-private partnerships, including potential incentive models for retailers and service providers

2027-2030 VEHICLE REPLACEMENTS



Make	Model	Year	Type	Fuel Cost	Projected Replacement Year	Vehicle Location	Department	Replacement Make	Replacement Model	Replacement MSRP	Replacement Incentives	Annual Energy Cost
Ford	F-550	2010	Flat Bed	\$596	2027	PWOC	Public Works	Chevy	Silverado EV	\$55,000	\$10,000	\$167
Chevy	Colorado	2010	Mid Size Truck	\$902	2027	PWOC	Public Works	Canoo	Pickup	\$35,000	\$10,000	\$542
Ford	F-150	2011	Ford F-150	\$1,581	2027	PWOC	Surface Water	Ford	F150 Lightning	\$47,000	\$10,000	\$423
Ford	C-Max	2015	Hybrid Sedan	\$422	2029	PWOC	Engineering	Ford	E-Transit	\$51,000	\$16,000	\$494
Ford	C-Max	2015	Hybrid Sedan	\$203	2029	PWOC	General Use	GEM	elxd	\$20,000	\$10,000	\$400
Ford	F-150	2015	Large Truck	\$940	2029	PWOC	Parks/Facilities	Ford	F150 Lightning	\$47,000	\$10,000	\$534

XIV.A. Kenmore Electric Infrastructure Plan, presented by Climate...

Page 143 of 514

Plan Overview & Introduction

Chapter 2



CITY OF KENMORE

ENVIRONMENTAL SERVICES



PLAN OVERVIEW

CAP OVERVIEW

CORE COMPONENTS OF THE EVIP

GUIDING PRINCIPLES



CITY OF KENMORE
ENVIRONMENTAL SERVICES

PLAN OVERVIEW



In recent years, public awareness of electric vehicles (EVs) and EV technology has surged, driving a shift toward cleaner and more sustainable transportation options. Across Washington, individuals, fleet operators, businesses, and government agencies are increasingly replacing internal combustion engine (ICE) vehicles with EVs. To facilitate this transition and ensure its long-term success, the development of a robust and accessible EV charging network is crucial. This network is not only essential for current EV owners but also plays a pivotal role in encouraging wider adoption by providing the infrastructure needed to support and inspire future EV drivers.

The City of Kenmore, through the help of the Project Team, has developed this **Electric Vehicle Infrastructure Plan (EVIP)** to provide a framework for creating **widespread, convenient, and accessible** EV charging options across the city. As EV technology continues to evolve, this plan is designed to adapt, ensuring that Kenmore can continue to meet the needs of its residents, workers, and visitors. The development of this EVIP positions Kenmore to access funding opportunities, inform long-term planning efforts, and set near-term goals that will help the community embrace EV technology and enjoy the benefits of electric vehicles. This EVIP is designed to complement ongoing efforts, including statewide efforts from the Department of Commerce, regional work by King County and Puget Sound Energy (PSE), and other local initiatives to support the adoption of sustainable transportation options.

The development of this plan comes at a pivotal moment when electric vehicle (EV) adoption is accelerating both locally and globally. In Kenmore, while the number of registered EVs is currently modest, adoption is poised for rapid growth. According to the Washington Department of Ecology (2022), **100% of new vehicles sold in Washington will be clean-powered by 2035**, a significant milestone that underscores the imminent shift toward sustainable transportation. The City of Kenmore is proactively preparing for this transformation by ensuring that its infrastructure can fully support the future of electric, clean transportation—not only for the City's internal fleet but also for the broader Kenmore community.

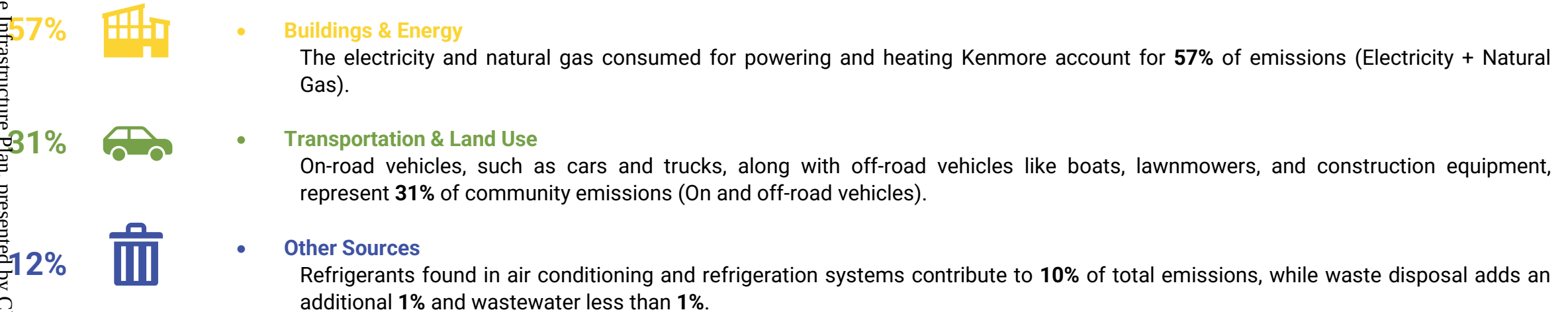
As the shift toward EVs continues, it's crucial to recognize that while the benefits of EVs are numerous, residents and visitors in Kenmore face certain barriers to adoption. A major challenge is the limited visibility and availability of charging stations. **While gas stations are a common sight in most neighborhoods, many residents are uncertain about where they can charge their EVs, creating a gap in accessibility.** This Electric Vehicle Infrastructure Plan (EVIP) aims to assess Kenmore's current charging infrastructure and identify key areas where additional charging stations are needed to ensure convenient and equitable access to EV charging. By addressing these gaps, this plan will help make EV adoption easier and more accessible for all, positioning Kenmore as a leader in sustainable, clean transportation.

This EVIP plays a crucial role in advancing the City of Kenmore's climate action goals by helping to reduce greenhouse gas emissions. Aligned with the City's Climate Action Plan and the Climate Action Element of the Comprehensive Plan, the EVIP supports the objective of reducing tailpipe emissions and reaching a **95% reduction in heavy-duty vehicle emissions**, with a goal of net zero by 2050. In addition to local goals, **regional targets aim for 100% of light-duty vehicles, 60% of medium-duty vehicles, and 40% of heavy-duty vehicles to be electric by 2050.** The EVIP is designed to help make this ambitious transition possible by providing a clear framework to expand infrastructure, ensuring that the community has the necessary support to transition to electric vehicles.

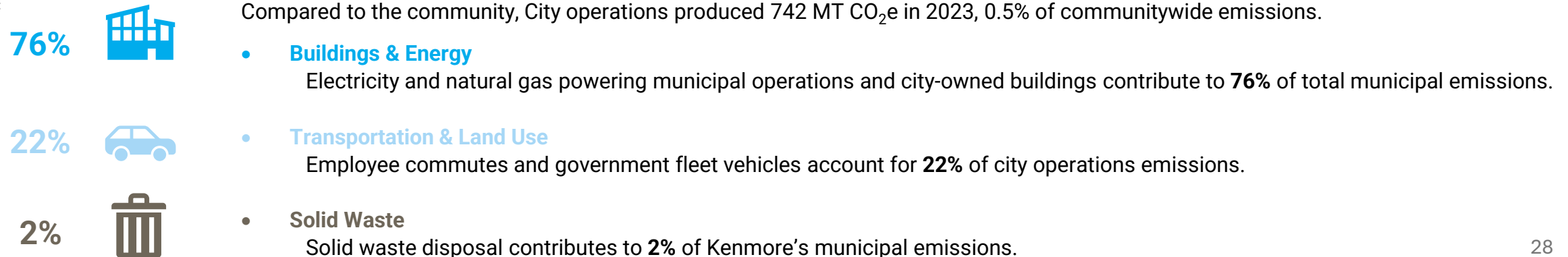
CITY OF KENMORE CAP OVERVIEW



The City of Kenmore, located in King County, Washington, is making headway in its goal to reduce carbon emissions by 50% in 2030 and 75% by 2040 and eventually reach a 95% reduction by 2050, plus net zero emissions. This is expressed in the City's 2022 [Climate Action Plan](#). A recent greenhouse gas inventory shows Kenmore's 2023 communitywide GHG emissions: **144,491 MT CO₂e** (metric tons of carbon dioxide equivalent) broken down into three primary categories.



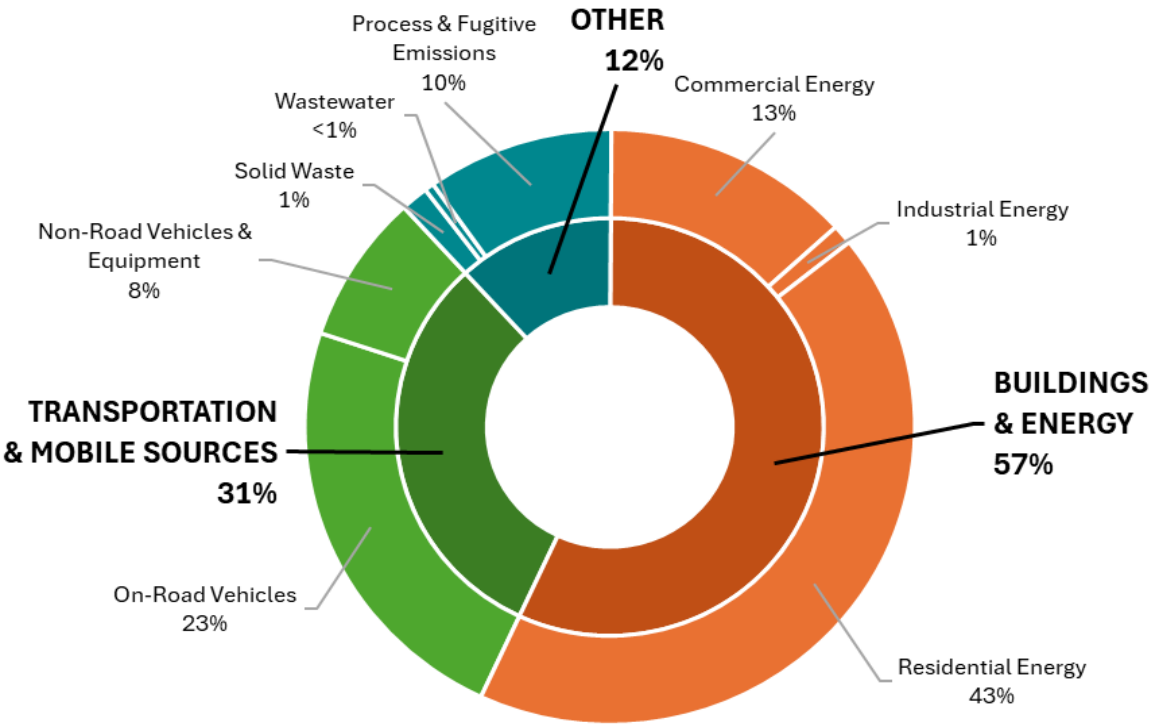
Compared to the community, City operations produced 742 MT CO₂e in 2023, 0.5% of communitywide emissions.



CAP OVERVIEW - GREENHOUSE GAS INVENTORY UPDATE (2023)



2023 Kenmore Communitywide Emissions



Communitywide GHG Emissions Trend
2019 to 2023

	2019 Emissions (MT CO ₂ e)	2023 Emissions (MT CO ₂ e)	% Change
ENERGY	97,286	82,160	-15.5%
TRANSPORTATION	52,889	45,165	-14.6%
SOLID WASTE	1,742	2,114	21.4%
WASTEWATER	351	724	106.3%
PROCESS & FUGITIVE	14,514	14,328	-1.3%
UPSTREAM IMPACTS	3,174	N/A	N/A
TOTAL	169,956	144,491	-15%
PER CAPITA	7.29	5.96	-18.2%

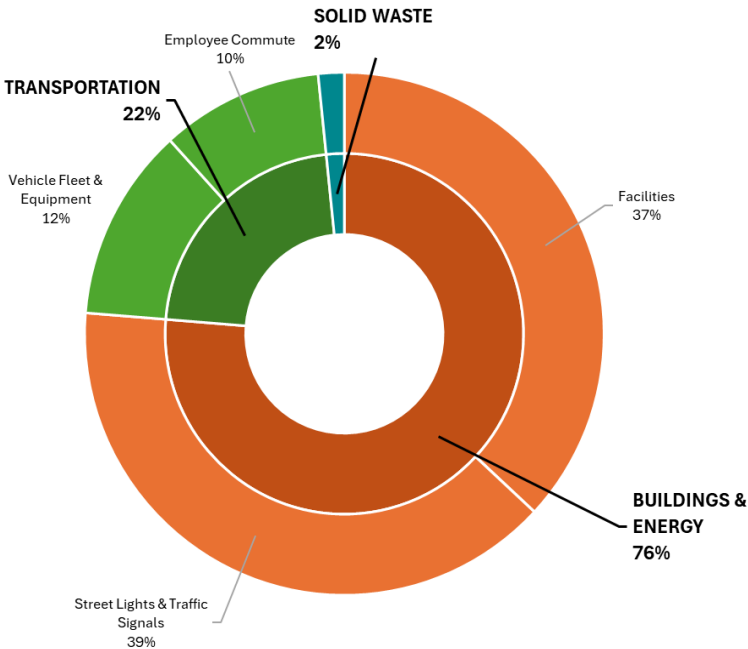
Highest emitting sectors:

- Buildings & Energy and Transportation & Mobile Sources
- Emissions decreased 25,465 MT CO₂e or 15% from 2019
- Government operations emissions represent 0.5% of Kenmore’s total community emissions (742 MT CO₂e)
- While population grew, emissions per person decreased 18.2% from 2019

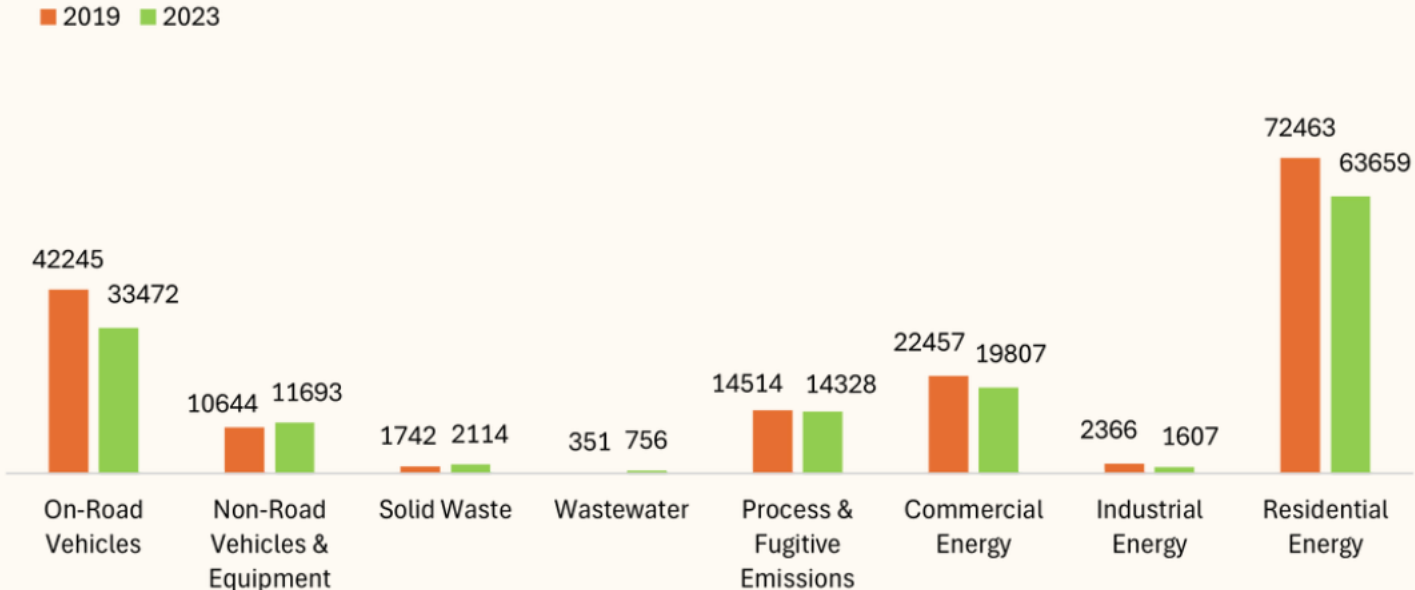
CAP OVERVIEW - GREENHOUSE GAS INVENTORY UPDATE (2023)



2023 Kenmore Government Operations Emissions



Emissions by Sector in 2019 and 2023 (MT CO2e)



What we’re working on to lower emissions

- Long-range strategic planning for EV charging
- Tree planting & care
- Residential solar campaign
- Education on how residents can reduce their carbon footprint
- Coordination with PSE

What’s Next?

- EV charging installations
- Tree planting prioritization and events
- Incentives for residents
- Policies related to energy, waste
- Robust collaboration with businesses and multifamily property owners
- Update to Kenmore’s Climate Action Plan (2026)

CORE COMPONENTS OF THE EVIP

The following assessment aims to identify viable solutions for building resilient EV infrastructure and supporting the transition of the city's fleet and community charging needs in line with the long-term sustainability goals outlined in the CAP. The EVIP prioritizes inclusive access for all residents by ensuring that public EV charging stations are distributed equitably throughout the city. This evaluation provides a foundational analysis and recommendations for the City's charging infrastructure. This report has considered the following to inform recommendations:

- A current conditions assessment of the EV infrastructure and regulatory landscape
- Available local, state, federal, and utility incentives and funding strategies
- Cost analysis and developing a comprehensive business case for recommended solutions
- Needs of underserved and marginalized populations

EVIP is a strategic, equity-driven framework designed to:

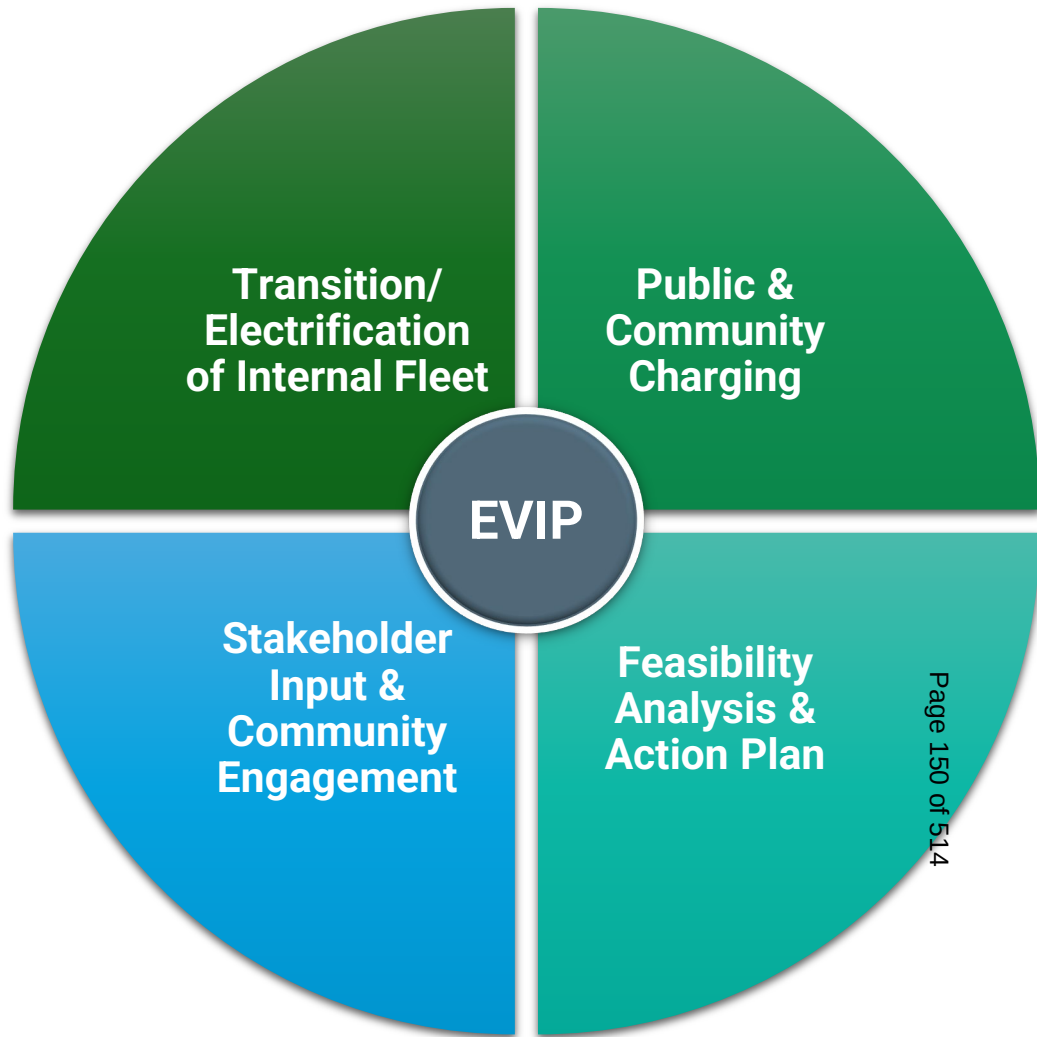
- Ensure inclusive access for public EV charging stations.
- Support City Fleet Electrification Planning.

Community Centered Approach. The plan prioritizes the community and Diversity, Equity, Inclusion, and Accessibility (DEIA) by:

- Expanding EV infrastructure to serve all communities, especially underserved and marginalized populations.
- Promoting community input to address residents' and businesses' needs and preferences.

Strategic EV Charger Placement. The EVIP guides short- and long-term planning by considering:

- Proximity to existing chargers to create a robust network.
- High-traffic areas: commercial corridors, shopping centers, and parking garages.
- Partnership opportunities: Collaborating with property owners for shared costs and co-location.
- Community engagement to ensure inclusivity and equitable service.
- Additional factors: zoning regulations, existing infrastructure, and technical requirements.



Guiding Principles for EV Infrastructure Plan (EVIP) Creation



1. Foster Increased EV Adoption

- **Promote Awareness:** Educate Kenmore's residents and the general public on the environmental and financial benefits of switching the City's fleet from internal combustion engine (ICE) vehicles to electric vehicles (EVs), to encourage wider adoption across the city, county and broader region.
- **Support Adoption Across Sectors:** Design the plan to meet the needs of all stakeholders, including residents, low-income communities, City staff, businesses, and public services, ensuring that EV adoption is inclusive and widespread across the city and representative sectors.



2. Address Current Challenges in Infrastructure

- **Ensure Visibility and Accessibility of Charging Stations:** Prioritize the strategic placement of charging stations in visible, equitable, easily accessible locations, especially in communities with multifamily housing.
- **Conduct Comprehensive Infrastructure Assessment:** Evaluate the current charging network in the city to identify gaps and underserved areas, ensuring that the infrastructure grows in tandem with the increasing demand for EVs and enhances the user experience. This includes the anticipated growth of the City of Kenmore municipal government, and associated growth of the city and region.



3. Establish Clear Objectives for EV Infrastructure Development

- **Create a Comprehensive Charging Network:** Recommend a well-connected and convenient network of EV charging station locations throughout the city, making them accessible to residents, commuters, and other visitors.
- **Future-Proof the Infrastructure:** Ensure the plan accommodates emerging EV technologies and future advancements in charging systems, maintaining relevance and adaptability as the industry evolves. This includes recommendations for future city-owned facilities.



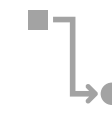
4. Plan for Projected Growth in EV Adoption

- **Anticipate Growth:** Project that EV adoption in Kenmore will increase significantly, with up to 30% of vehicles in the city transitioning to EVs by 2035.
- **Ensure Infrastructure Scalability:** Design the EV infrastructure plan to be flexible and scalable, accommodating the projected growth in EV adoption and ensuring that the infrastructure can support the increasing number of EVs on the road over time.



5. Maximize Benefits of EV Infrastructure

- **Identify Opportunities for Expansion:** Identify key areas where charging infrastructure is lacking or underdeveloped and prioritize expansion in these locations to meet future demand.
- **Leverage Funding Opportunities:** Enable the city to access available local, state, and federal funding opportunities to support the development of EV infrastructure, ensuring financial resources are maximized.
- **Support Long-Term and Near-Term Goals:** Align the plan with Kenmore's long-term sustainability goals while setting clear, actionable near-term objectives to ensure widespread EV adoption and the realization of associated community benefits, such as improved air quality and reduced transportation costs.



6. Prioritize Robust and Accessible Charging Networks

- **Comprehensive Network Design:** Ensure that the infrastructure plan covers the entire city, with strategically located charging stations to meet current and projected demand, making EV charging accessible to all residents and businesses.
- **Ensure Equitable Distribution:** Focus on equitable access by prioritizing underserved areas, such as lower-income neighborhoods and communities with multifamily housing, to ensure that all residents and businesses benefit from the growing EV infrastructure.

Current Conditions

Chapter 3



CITY OF KENMORE

ENVIRONMENTAL SERVICES



CURRENT CONDITION REVIEW PURPOSE

CURRENT CONDITIONS OVERVIEW

LOCAL AND REGIONAL INFRASTRUCTURE

EVS AND PROJECTED GROWTH IN WASHINGTON

SUPPLY CHAIN CONSIDERATIONS

EXISTING INFRASTRUCTURE PROJECTS IN KENMORE

REGULATORY FRAMEWORK, FORMAT & BUILDING CODES

LOCAL REVIEW & CITY OF KENMORE REGULATIONS

REGIONAL CODES AND REGULATIONS

BARRIERS AND OPPORTUNITIES

FUNDING

RECOMMENDATIONS & CONCLUSION



CITY OF KENMORE
ENVIRONMENTAL SERVICES

Current Conditions Purpose



The **Current Conditions Summary** for the **Electric Vehicle Infrastructure Plan (EVIP)** in the City of Kenmore, WA, serves several critical purposes:

Baseline Assessment: It provides a clear understanding of the current state of EV adoption and infrastructure in Kenmore. This includes the number of registered EVs in the city, the existing charging stations, and the distribution of those stations across different neighborhoods. This helps establish how far Kenmore has already progressed in transitioning to electric vehicles.

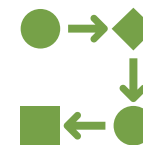
Identifying Gaps and Challenges: The summary highlights any infrastructure gaps or areas where charging stations are insufficient, particularly in neighborhoods with multifamily housing or other underserved areas. It also identifies challenges such as accessibility, the visibility of charging stations, and current limitations in charging speed or technology. This assessment ensures that future infrastructure investments are directed to areas of greatest need.

Informing Strategy Development: By analyzing the current conditions, the summary provides insights into the specific needs of different sectors in Kenmore, including residents, businesses, public services, and low-income communities. This helps ensure that the EVIP is inclusive, equitably addressing the needs of all stakeholders while supporting widespread EV adoption throughout the city.

Understanding Local Context: The summary accounts for Kenmore's unique characteristics, such as population density, urban development trends, and the transportation patterns of its residents. Understanding these factors is crucial for designing an EV infrastructure plan that aligns with the city's growth and transportation needs, ensuring that the infrastructure supports future demands.

Guiding Future Investment: The current conditions summary helps Kenmore's leadership identify where to direct future investments and resources for EV infrastructure development. It also highlights available funding opportunities at local, state, and federal levels, enabling the city to leverage these resources to expand and enhance its EV infrastructure efficiently.

In summary, the **Current Conditions Summary** for Kenmore's EVIP provides a foundational understanding of the city's existing EV landscape. It helps identify gaps, challenges, and opportunities, guiding the development of an EV infrastructure plan that is tailored to the city's unique needs and poised to support the future growth of electric vehicles in the community.



Current Conditions Overview



Kenmore EV Infrastructure

Kenmore is the home of seven (7) EV Level 2 (L2) chargers, two of which are City-owned chargers designated for the Kenmore fleet and located in the City Hall Garage. Five charging locations are public, with two Shell Recharge (formerly Volta) chargers located at Safeway, two located at Bastyr University (which require a parking pass from the University to access), and the last charger, a public Blink charger located in the town square. As Kenmore residents continue to transition to electric vehicles, more chargers will be needed. Additionally, the city's location along State Route 522 makes it ideal for visitors and pass-through drivers to charge their vehicles. EVs make up an average of 22.6% of Kenmore's vehicle registration for 2024 year-to-date (YTD).



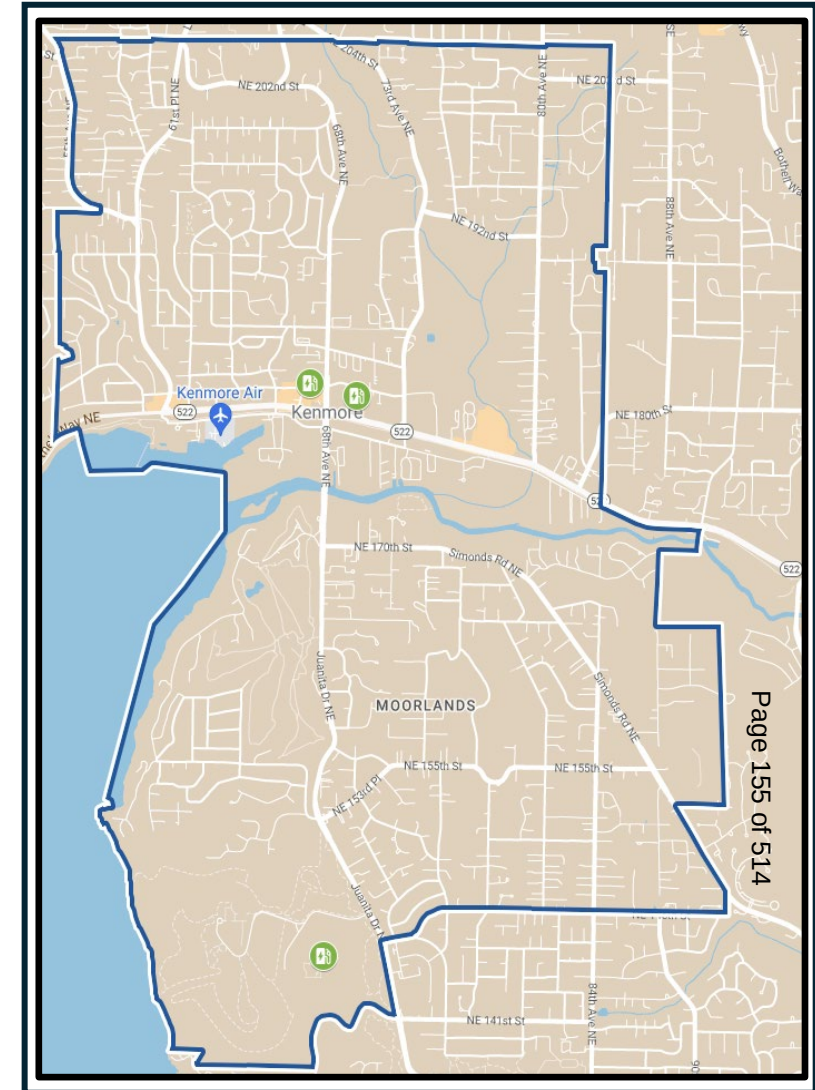
Pedestal Charger



Steel Pole Charger



Wood Pole Charger



Chargers overlaid with the City of Kenmore

EV Growth in WA



- Washington’s [zero-emission vehicle standard](#) (Washington State Department of Ecology, 2025)
 - The policy mandates that vehicle manufacturers progressively increase the share of clean vehicles they sell. By 2035, all new passenger cars and light-duty trucks sold in Washington must be zero-emission vehicles, producing no tailpipe air pollution. This includes battery-electric vehicles, hydrogen fuel cell vehicles, and plug-in hybrids with a minimum electric range of 50 miles.
 - Washington’s ZEV standard begins in this year's (2025) model year vehicles, requiring roughly 8% of new vehicles to qualify. In 2026, however, that standard jumps up to 35% and continues climbing until 100% in 2035.
 - Washington ranked third in the nation in terms of EV market share, according to data from the Alliance for Automotive Innovation. **Electric vehicle registrations increased 34% from 2023 to 2024 (166,800 to 223,995).**
- The total EV count in Washington for 2024 **included 177,151 battery electric vehicles (BEVs) and 46,844 plug-in hybrid electric vehicles (PHEVs).**

Total electric vehicle registrations in Washington

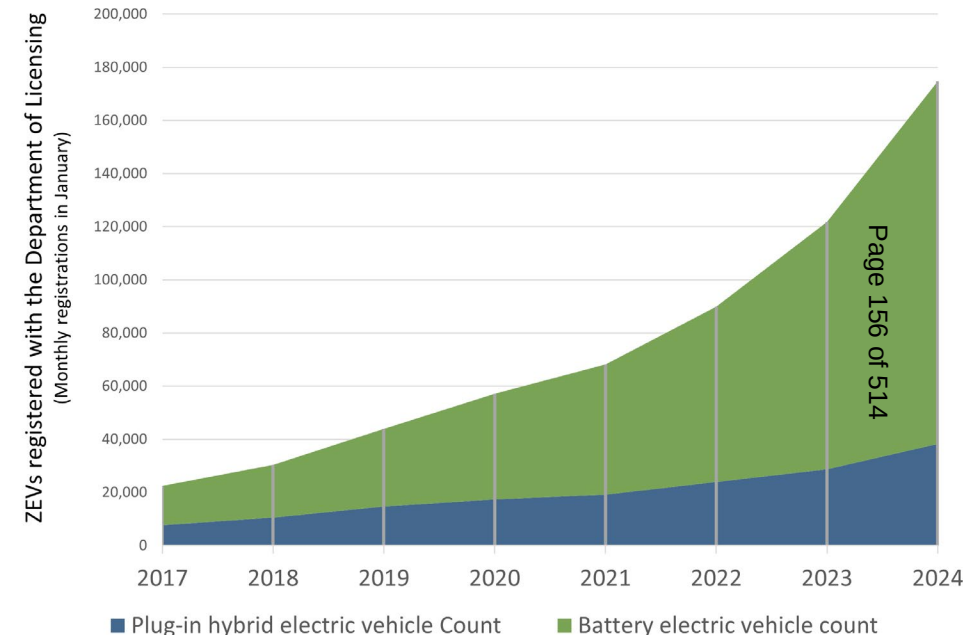
Number of electric vehicle registrations by vehicles type; Includes battery electric vehicles (BEV) and plug-in hybrid electric vehicles (PHEV)

Vehicle type	2020	2021	2022	2023	2024
PHEV	17,967	23,038	26,831	36,507	46,844
BEV	45,292	64,647	87,769	130,293	177,151
Total	63,259	87,685	114,600	166,800	223,995

ZEV Growth in King County (WSDOT)

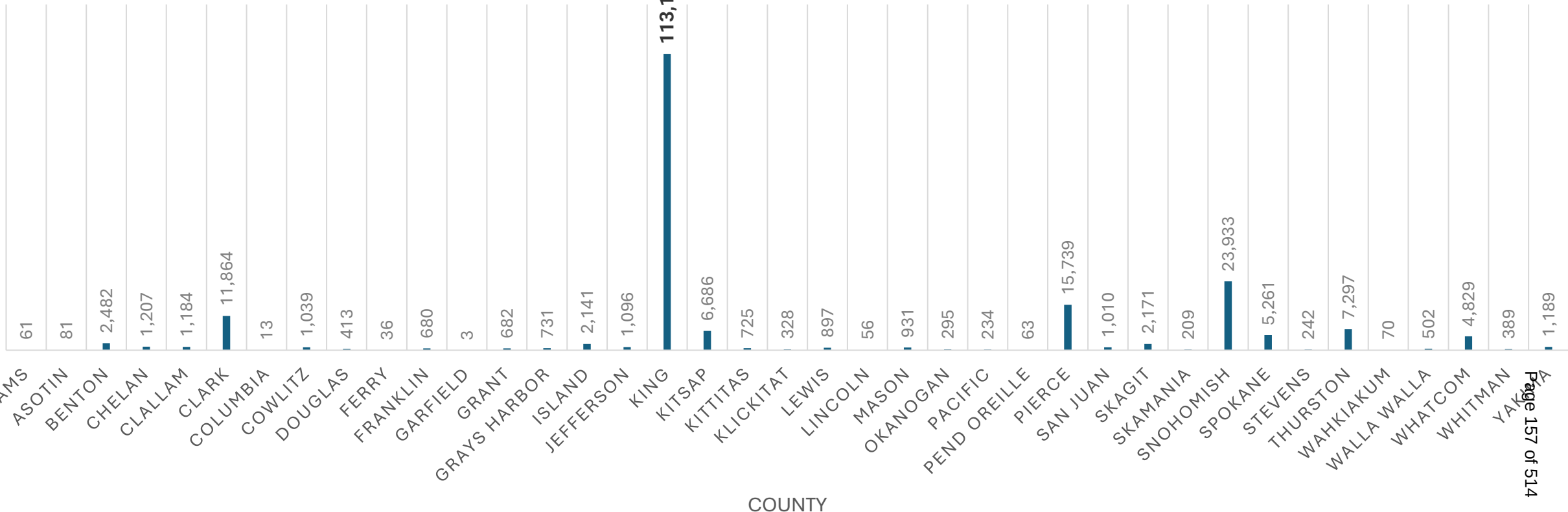
County	2020	2021	2022	2023	2024
King	34,028	45,718	60,059	86,594	113,169

Washington zero-emission vehicle (ZEV) registrations



EVs Registered Per County (WA)

ELECTRIC VEHICLES PER COUNTY (WA, 2024)



As of 2024 (Wa.gov, 2024), King County leads the state of Washington in electric vehicle (EV) adoption, with **over 110,000 registered EVs**. This is by far the highest number of any county in the state, reflecting the region’s strong commitment to sustainability and the growing demand for EVs. The high concentration of EVs in King County highlights the county’s role as a hub for clean transportation and signals the increasing need for expanded charging infrastructure to support this growth. As Kenmore is located within King County, the city is poised to benefit from and contribute to this shift toward a cleaner, more sustainable transportation future.

Local and Regional Infrastructure

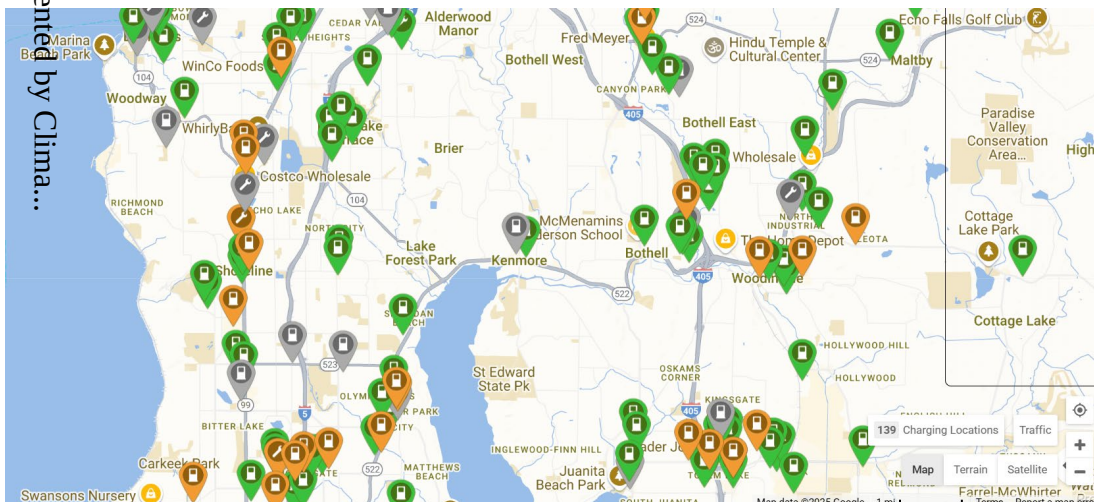


In Kenmore specifically, EVs account for **22.6% of vehicle registrations in 2024** (WSDOT, 2024). Most notably, the Motor Vehicle Emission Standards law includes new requirements to gradually increase the number of new zero-emission vehicles (ZEV) sold in Washington until all new vehicles meet the ZEV standard starting in 2035.

Kenmore has seven Level 2 charging stations (five public, two City-owned), primarily operated by Blink and Shell Recharge. Although no DC fast chargers (DCFC) or Tesla superchargers are available in the immediate Kenmore area, nearby cities such as Seattle offer a broader range of charging options, including 689 EV stations, with 133 DCFC and 23 Tesla superchargers as of June 2024.

This positions Kenmore within a regional hub that provides significant EV charging access, especially in Seattle, Bellevue, and surrounding areas. As of May 1, 2024, Seattle City Light has installed 25 public Level 2 curbside EV chargers. These chargers can provide up to 9.6 kilowatts (kW) and up to 30 miles of range per hour of charge time. These chargers will allow residents to charge at work, in the city, and overnight.

Bellevue has the second-largest number of EV chargers in King County. Currently, it has 304 stations, including 28 fast chargers and 5 Tesla superchargers. The City of Bellevue also created an electric vehicle roadmap which was released in October 2024. The Roadmap takes into consideration input from the community from various efforts, including an interactive map for residents to voice where they feel charging would be most utilized.



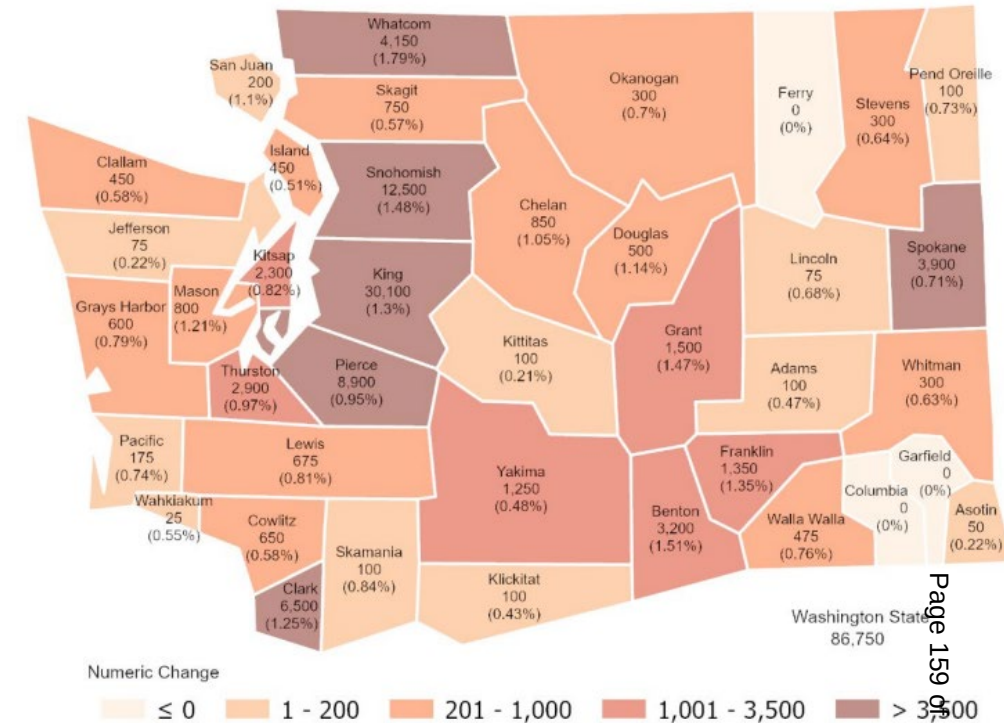
Total electric vehicle registrations in Washington
of EV registrations by vehicles type; Includes battery electric vehicles (BEV) and plug-in hybrid electric vehicles (PHEV) (WSDOT, 2025)

Vehicle type	2020	2021	2022	2023	2024
PHEV	17,967	23,038	26,831	36,507	46,844
BEV	45,292	64,647	87,769	130,293	177,151
Total	63,259	87,685	114,600	166,800	223,995

Page 158 of 514

Washington Population Growth

- Vehicle electrification, expanding charging infrastructure, and emission reductions are key trends in the U.S., Washington, and the West Coast. As of July 2023, Washington ranks #2 for advanced tech vehicle market share and #4 for BEVs (Auto Innovate, 2023).
- Washington's population grew 16.8% from 2010-2020, with nearly 70% of growth in metropolitan counties like Clark, King, Pierce, Snohomish, and Spokane. This increase in population leads to more drivers on the road.
- As of April 2023, Washington's population reached 5.2 million, with 66,250 added in the past year. The state's unincorporated areas—Pierce, Snohomish, King, Clark, and Kitsap—nearly match the five largest cities' populations (EIA, 2024).
- Gas prices, averaging \$4.15/gallon in Washington in September 2024. With some of the lowest electricity rates in the U.S. (\$0.1121/kWh residential, \$0.0986/kWh commercial), EVs offer significant savings. Since 2016, chargers have increased by 133%, with over 460 charging stations added in 2021 alone. The state continues prioritizing EV infrastructure with \$85 million allocated for charging and \$51.4 million for transit decarbonization in 2024-2025.



Washington State Population Increase 2022-2023

Supply Chain and Logistics Considerations



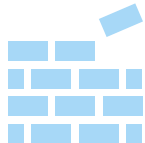
Key Challenges:

- Global supply chain disruptions, worsened by the pandemic, impact the availability and pricing of EV charging equipment. While the lead times have significantly declined since the pandemic levels, there are still potential delays in the deployment of charging stations in Kenmore due to the supply chain, namely specialty equipment and DC fast chargers.
- Fluctuating prices of essential materials like copper, cobalt, and lithium, along with skilled labor shortages, can complicate project timelines for EV infrastructure development. Examples may include federal tariffs on imported goods.
- Delays in acquiring critical components (e.g., transformers, cabling) and maintenance parts (e.g., batteries, wiring) could affect the long-term reliability of both the City's electric vehicle fleet and charging stations.



Workforce Considerations:

- The demand for specialized labor, including electricians for EV charger installation and technicians for vehicle repair, is growing; however, there is still a shortage of skilled labor. Kenmore may face challenges sourcing these skilled workers.
- Collaborating with local educational institutions, such as the University of Washington Bothell, and vocational training programs will help ensure a local workforce with the necessary certifications and skills to support EV infrastructure and maintenance.



Proactive Solutions for Kenmore:

- The city should proactively order equipment for long lead times, particularly for components like switchgear.
- When planning projects, Kenmore should factor in these potential delays and build them into construction timelines to ensure smooth implementation.
- Kenmore prioritizes continued collaboration and coordination with the local utility provider (PSE) to ensure the availability of planned capacity to support upcoming infrastructure projects. Planning for charging station sites, including installing underground wiring and upgrading transformers, will add complexity but is necessary to ensure successful implementation.
- Engage with local higher education and K-12 schools to provide awareness of the gap in the skilled labor workforce and potential opportunities for training and workforce development.



Fleet Management Considerations:

- Implementing fleet management software will help Kenmore track vehicle performance, monitor battery health, and manage charging station availability, optimizing logistics and operational efficiency for the City's electric vehicle fleet.

Existing Projects: Kenmore's Infrastructure Initiatives



- **EV Infrastructure Plan:** The City of Kenmore is developing an EV Infrastructure Plan (EVIP) to strategically place EV charging stations across the city, addressing the growing demand for electric vehicles (EVs). The plan factors in traffic patterns, station proximity, potential partnerships with commercial properties, and community input. The EVIP will help support the city's transition to a cleaner, more sustainable transportation system. It highlights current conditions, identifies challenges, and provides recommendations for advancing EV infrastructure in alignment with Kenmore's broader environmental goals.
- **Solarize Kenmore 2025:** City of Kenmore and nonprofit [Olympia Community Solar](#) have partnered to provide free site assessments for solar, a group purchasing discount, and an added \$1,000 rebate.
- [The Switch Is On website](#) connects residents with knowledgeable and skilled contractors in their area and helps residents identify what incentives they qualify for from local governments, federal programs, and utilities (Building Decarbonization Coalition, 2025).
- **Public Works Operations Center:**
Currently in the design and permitting stages, the new Public Works Operations Center is set to begin construction in 2025, with completion expected in 2026. This facility will include:
 - A two-story administrative building
 - Operations support areas
 - Environmentally sustainable features, including EV charging stations (planned for six (6) dual port chargers), solar energy systems and energy-efficient designs
 - A focus on minimizing neighborhood impact and preserving local trees.



Regulatory Framework



Kenmore and surrounding areas are influenced by state and local regulations supporting EV infrastructure development. The Washington state building code, effective July 2023, requires all new residential buildings with parking to be EV capable and 20% of parking spaces in new commercial buildings to be EV-ready.

The clean energy transformation act mandates a carbon-free electricity supply by 2045, accelerating EV infrastructure growth. Department of commerce has also coordinated with other state agencies to develop a statewide implementation roadmap, called the transportation electrification strategy, to meet the state's 2030 GHG emissions limits by maximizing transportation electrification. King county incentivizes EV charger installations through grants and policies, particularly for multifamily housing and underserved areas.

Kenmore could benefit from adopting progressive ev-readiness codes for buildings (like many other cities have across the state) and emphasizing equity and community engagement throughout the planning process to ensure EV charging is accessible and utilized to the fullest extent. Exploring local incentives, partnerships, and public-private collaborations could enhance EV charging accessibility.

Washington has been a leader in policies aimed at reducing transportation emissions and supporting large-scale transportation electrification. Since 2007, the **RCW 43.19.648** law required local governments to switch their fleets to electricity or biofuels by June 1, 2015. While deadlines were extended and some exemptions were granted, as of June 1, 2018, all local governments were expected to transition 100% of their publicly owned vehicles, vessels, and construction equipment to electric or biofuel power "to the extent practicable." (Washington State Legislature, 2023)

However, flexibility in the rules—like cost, fuel availability, and infrastructure—allowed for delays. Reporting requirements only applied to agencies using more than **200,000 gallons** of gas or diesel annually. While the regulations didn't accelerate EV adoption initially, **Kenmore** now has a significant opportunity to align with these regulatory goals as the city moves toward electrification.

Washington has adopted **California's vehicle emissions standards** (RCW 70A.30.010), expanding the availability of **zero-emission vehicles (zevs)** to replace internal combustion engine vehicles. Starting in 2035, all new vehicles in Washington will need to meet ZEV standards, with **light-duty vehicles (LDVS)** requiring 100% ZEV sales by then. The **advanced clean trucks (ACT)** regulation also mandates increasing ZEV sales for medium- and heavy-duty vehicles (MHDVS), reaching 40%-75% by 2035, depending on weight class (WA Department of Ecology, 2024)

In 2022, the **move ahead Washington** package (chapter 182, laws of 2022) was passed, investing in **transit, alternative fuels**, and **electrification** to reduce vehicle miles traveled and emissions. It set a **nonbinding goal** of 100% electric passenger vehicle sales by 2030, five years earlier than the federal ZEV requirement (NESCAUM, 2024).

These policies accelerate EV adoption and offer a **clear path** for local governments like **Kenmore** to transition their fleets and meet **RCW 43.19.648's** alternative fueling requirements.

Regulatory Format & Building Codes



Regulatory Format

- Kenmore's building and energy codes, particularly for **EV charging infrastructure**, align with state and federal regulations but allow local customization. Under the **Washington State Energy Code (WSEC)**, new constructions and major renovations must integrate **EV-ready parking spaces**. These spaces must have the wiring and capacity to support future EV chargers (Washington State Building Code Council, 2023).
- Kenmore can exceed state standards through local ordinances and codes, such as requiring all parking spaces in specific developments to be **EV-ready**, but cannot reduce the state's minimum requirements. This flexibility allows Kenmore to **promote EV adoption** while maintaining consistency with state goals.
- At the federal level, the **Bipartisan Infrastructure Law** and funding programs support **EV infrastructure** development. While Kenmore can access federal resources, its projects must comply with federal guidelines. This creates opportunities for local customization while ensuring alignment with broader energy objectives.

Building and Energy Codes

- The **Washington State Building Code** sets minimum standards for construction safety and integrity, updated every three years by the **Washington State Building Code Council (WSBCC)**. Cities, including Kenmore, can amend the code but must adhere to its minimum performance standards.
- The **Washington State Energy Code** sets mandatory **energy efficiency requirements** for residential and commercial buildings, updated every three years. While local jurisdictions must comply with residential energy codes, they may adopt stricter codes for commercial buildings (Washington State Legislature, 2022).
- **Home Rule Authority** - Washington grants cities broad **home rule authority**, allowing Kenmore to create local ordinances as long as they don't conflict with state law. **RCW 35A.11.020** gives Kenmore the power to regulate its internal affairs, while **RCW 35A.11.050** emphasizes broad local self-governance. Under **home rule**, Kenmore can pass ordinances to address local issues related to electrification without state permission, although legal counsel should be consulted (Washington State Legislature, 2022).

Example Local Building Codes for EV Readiness



While Kenmore adheres to the state’s minimum EV readiness building code, several municipalities in Washington have adopted more expansive measures to promote the development of EV infrastructure. Under RCW 19.27.040, cities can amend state codes, provided they meet the minimum standards and objectives.

Seattle Building Code (2018 Seattle Energy Code, Section 4.2):

- Seattle requires new commercial and multifamily buildings with parking to provide **EV-ready parking spaces**. At least **20% of parking spaces in new construction** must be designed to be ready for future EV charging, with **dedicated electrical capacity** (City of Seattle, 2024).
- For buildings with more than **4 parking spaces**, a percentage of those spaces must be wired and ready for EV chargers, ensuring ease of future installation.
- 2018 Seattle Energy Code (SEC), Chapter 8, and the **Seattle Municipal Code (SMC) 22.206.050**.
- Seattle City Light offers rebates and incentives through the **EV Charging Incentive Program**, which helps businesses, multi-unit housing, and other property owners install charging stations.

Bellevue Building Code (2018 International Energy Conservation Code, adopted with amendments):

- Bellevue requires that new multifamily and commercial buildings provide **EV-ready parking spaces** for at least **10% of parking spaces** in residential developments and **5% for non-residential developments**. This includes providing adequate **electrical infrastructure** to support future charging equipment. Bellevue Municipal Code (BMC), Title 23, **Chapter 23.15** for EV infrastructure requirements (City of Bellevue, 2024).
- Existing properties can be retrofitted to include EV charging stations if they are redeveloped or undergo major renovations. Bellevue also encourages the installation of public charging stations in public areas through partnerships with property owners and businesses.

Redmond Building Code (2018 International Energy Conservation Code, adopted with amendments):

- Redmond mandates that **new developments** with more than **4 parking spaces** must include **EV-ready parking spaces** for at least **5%** of the total parking capacity, which includes the necessary electrical conduit and panel capacity for easy future installation of EV chargers. Redmond Zoning Code **Chapter 21.78 (EV Charging Infrastructure, City of Redmond, 2024)**.
- The city provides incentives for developers to include additional EV charging spaces beyond the required minimum, promoting sustainable infrastructure.

Spokane Building Code (Adopted 2018 International Energy Conservation Code with Local Amendments):

- New residential developments of 10 or more parking spaces and commercial developments with more than 5 parking spaces are required to provide **EV-ready parking spaces**. The number of spaces that must be equipped with infrastructure is typically **5%** of the total parking spaces, with the necessary wiring and electrical capacity for future charging installation. Spokane Municipal Code (SMC) **Chapter 17C.320 – Electric Vehicle Infrastructure** and **Title 17 of Spokane’s Zoning Code** for EV parking requirements (City of Spokane, 2024)
- Spokane’s zoning and permitting processes encourage public charging stations in **high-demand areas** such as transit stations and downtown centers.

Ability to Create Local Rules



Rule Name	Category	Authority with Jurisdiction	Description	Kenmore's Ability to Create Local Rules
Washington State Building Code (Washington State Legislature, 2024).	Code	WSBSS	A mandatory statewide code that provides minimum standards for the construction of buildings and structures.	Kenmore may amend the state code so long as the minimum state code standards are not diminished.
Washington State Energy Code (Washington State Legislature, 2024).	Code	WSBSS	A mandatory statewide code that provides minimum energy efficiency requirements for both residential and commercial buildings.	Kenmore may only amend the state requirements for commercial buildings, and the amendments must exceed state code requirements. Residential requirements must align with state code.
Home Rule (Washington State Legislature, 2024).	Law	Washington Cities	It gives cities the power to create and enforce local regulations that don't conflict with state laws without requiring state legislation or permission.	Kenmore may create local ordinances as long as they do not conflict with state-mandated laws.

City of Kenmore EV Regulations Landscape (1/4)



XIV.A. Kenmore Electric Vehicle Infrastructure Plan, Prepared by CIMA...

CITY OF KENMORE EV REGULATIONS LANDSCAPE

Regulation	Agency	Description	Impacts on Kenmore
RCW 70A.45.020 State Emissions Reductions Requirements	State Legislature	The State of Washington must limit greenhouse gas (GHG) emissions to achieve the following reductions: • By 2020, reduce overall GHG emissions in the state to 1990 levels • By 2030, reduce overall GHG emissions in the state to 45% below 1990 levels; and • By 2040, reduce overall emissions to 70% below 1990 levels; and, • By 2050, emissions will be reduced to 95% below 1990 levels. • Every other year, the Washington Departments of Ecology and Commerce must report to the governor and legislature on the total GHG emissions in the state for the previous two years (Washington State Legislature, 2024).	Directs public agencies to take action and reduce their GHG emissions in line with reduction goals.
Publicly owned vehicles, vessels, and construction equipment—Fuel usage (RCW 43.19.648, Chapter 194-29 WAC)	State Legislature	This law requires state agencies and local governments to fuel publicly owned vehicles, vessels, and construction equipment with electricity or biofuels to the extent practicable. The definition of practicable can be found in Chapter 194-28 WAC for state agencies and Chapter 194-29 WAC for local governments. The guides for local governments took effect June 1, 2018. The Washington Department of Commerce regularly collects reports from local governments using more than 200,000 gallons of fuel annually. These reports provide a record of fuel use and fleet developments by government entities around the state. This helps decision-makers at all levels develop action plans and react to opportunities to further their transition to clean fuels (Washington State Legislature, 2024).	It mandates that local governments (such as the City of Kenmore) fuel publicly-owned vehicles using clean, alternative fuel sources.
Motor Vehicle Emission Standards – Zero-Emission Vehicles law (RCW 70A.30.010)	State Legislature	Directs the state to adopt California’s vehicle emission standards. This includes new requirements to gradually increase the number of new zero-emission vehicles (ZEV) sold in Washington until all new vehicles meet the ZEV standard starting in 2035 (Washington State Legislature, 2024).	It requires building infrastructure to support the increasing adoption of electric vehicles across the state (and the West Coast).

City of Kenmore EV Regulations Landscape (2/4)



CITY OF KENMORE EV REGULATIONS LANDSCAPE

Regulation	Agency	Description	Impacts on Kenmore
Chapter 173-423 WAC, Clean Vehicles Program	Washington Dept. Ecology	Since the State was directed by the Motor Vehicle Emission Standards law (RCW 70A.30.010) to adopt California vehicle emission standards, including the zero-emission vehicle (ZEV) program, The Washington Department of Ecology adopts California's rules for: • New light-duty (i.e., passenger) vehicles (LDVs): the Advanced Clean Cars I and II (ACC I and ACC II) regulations, which require a progressively stringent zero-emissions vehicle (ZEV) sales share, culminating in a 100% sales requirement by 2035. • Medium—and heavy-duty vehicles (MHDVs): The Advanced Clean Trucks (ACT) regulation requires increasing new sales shares for larger vehicles, with 40%–75% ZEV sales required by 2035, depending on weight class. These regulations are the driving force behind the recent acceleration in EV adoption across the country and in Washington. • Heavy-Duty Engine and Vehicle Omnibus rules and associated amendments: Starting in model year 2026, these rules require that new internal combustion engines for heavy-duty vehicles emit much lower quantities of nitrogen oxides (NOx), particulate matter (PM), and greenhouse gases. • Advanced Clean Cars II: This rule will increase the percentage of passenger cars, light-duty trucks, and medium-duty vehicles sold in Washington that are zero-emission vehicles (ZEVs). The sales mandate would take effect in model year 2026 and begin by requiring 35% of new passenger vehicle sales to be zero-emission vehicles. That percent will increase 6-9% per year until zero-emission vehicles make up 100% of new sales starting in model year 2035. It will also require light and medium-duty vehicles to meet more robust emission standards. Also included are the following provisions to support Ecology's implementation of California's emission standards: • Early action zero-emission vehicle credits: This rule provides automakers with optional zero-emission sales credits for model years 2023 and 2024. This would: *Incentivize increased zero-emission vehicle sales. *Make sure Washingtonians have access to a wide variety of zero-emission vehicle models before the regulatory requirements take effect in model year 2025. *Allow participating automakers to bank credits to meet future compliance requirements under ACC I and II.	It requires building infrastructure to support the increasing adoption of electric vehicles across the state (and the West Coast). One-time fleet reporting requirement, if applicable, but would have been completed in 2023.

City of Kenmore EV Regulations Landscape (3/4)



CITY OF KENMORE EV REGULATIONS LANDSCAPE			
Regulation	Agency	Description	Impacts on Kenmore
Move Ahead Washington SB5974/RCW 3.392.020	State Legislature	The Legislature passed Move Ahead Washington (Chapter 182, Laws of 2022) in March 2022. This monumental 16-year transportation package is known for its historic investments in transit, active transportation, ferries, alternative fuels, and rail, all intended to support mode shift, electrification of these modes, and reductions in vehicle miles traveled (VMT) along with their associated emissions. It also established the Interagency Electric Vehicle Coordinating Council (EV Council) and a nonbinding statewide target of reaching 100% new electric passenger vehicle sales by 2030 (2030 EV target) — five years earlier than the 100% new ZEV sales requirement under ACC II.	Requires building infrastructure to support the increasing adoption of electric vehicles across the state (and the West Coast).
Washington State Building Code/RCW 19.27.540	State Legislature	Washington state has adopted building codes that require new construction (construction of new buildings and accessory structures, including parking lots and parking garages) to include EV charging infrastructure with the following requirements: • Developers are mandated to build charging station-equipped or -outfitted parking spots. RCW 19.27.540 requires new construction of multi-family residential or commercial buildings to designate the greater of one space, or 10% of total spaces, with wiring able to accommodate electric vehicle charging. An additional 20% of spaces must be charger station-ready. • All new multi-family residential or commercial developments must comply with state electrification rules unless otherwise exempted. Exempted “assembly, education, or mercantile” developments instead must wire 10% of employee parking and prepare an additional 20% of employee parking for electric vehicles. Utility and miscellaneous developments are fully exempted from electrification requirements. • For accessible parking spaces, the greater of one parking space or ten percent of accessible parking spaces, rounded to the following whole number, must be provided with electric vehicle charging infrastructure that may also serve adjacent parking spaces not designated as accessible parking.	New construction in Kenmore must meet or exceed State Building Code requirements for EV equipment and EV readiness.
ESHB 1793/RCW 64.90.51, Right to Charge	State Legislature	• Prohibits an association of unit owners in a common interest community from placing unreasonable restrictions on installing or using an electric vehicle charging station (EVCS) within the boundaries of an owner's unit or in a designated parking space. • Requires associations to approve an application to install an EVCS if the unit owner meets specified requirements. • Provides that a unit owner is responsible for all costs associated with the EVCS. • Provides a cause of action against an association for willful violations and establishes penalties. A common interest community (CIC) is a form of real estate in which each unit owner or homeowner has an exclusive interest in a Unit or lot and a shared or undivided interest in common area property. In Washington, several statutes govern residential CICs, such as condominiums, cooperatives, leasehold CICs, miscellaneous communities, and plat communities, sometimes referred to as homeowners' associations.	The City of Kenmore should note that these protections are in place and educate residents about their "Right to Charge."
RCW 46.08.185, Signage, Fees, and Time Limits for Public Charging	State Legislature	To comply with RCW 46.08.185, local agencies must post signage at charging stations consistent with the Federal Highway Administration's Manual on Uniform Traffic Control Devices. These posted signs must describe charges, fees, and costs (RCW 19.94.560). Drivers who park in designated spaces without charging their vehicles are subject to fines. Municipalities may want to consider “dwell time” or how long residents can park their vehicles when installing charging stations. Some municipalities increase fees if drivers park their cars there for extended periods. Local governments that have installed charging stations in parking garages may charge only for entry but do not add additional charging fees. Other local governments require drivers parked at charging stations to comply with parking regulations already in place; for instance, a driver may receive a ticket if they charge their vehicle for more than two hours in a two-hour parking zone.	Kenmore must meet or exceed these requirements for public charging stations.

City of Kenmore EV Regulations Landscape (4/4)



CITY OF KENMORE EV REGULATIONS LANDSCAPE			
Regulation	Agency	Description	Impacts on Kenmore
SHB 1793/RCW 4.90.51, Right to Charge	State Legislature	- Prohibits an association of unit owners in a common interest community from placing unreasonable restrictions on installing or using an electric vehicle charging station (EVCS) within the boundaries of an owner's unit or in a designated parking space. - Requires associations to approve an application to install an EVCS if the unit owner meets specified requirements. - Provides that a unit owner is responsible for all costs associated with the EVCS. - Provides a cause of action against an association for willful violations and establishes penalties. A common interest community (CIC) is a form of real estate in which each unit owner or homeowner has an exclusive interest in a Unit or lot and a shared or undivided interest in common area property. In Washington, several statutes govern residential CICs, such as condominiums, cooperatives, leasehold CICs, miscellaneous communities, and plat communities, sometimes referred to as homeowners' associations.	The City of Kenmore should note that these protections are in place and educate residents about their "Right to Charge."
RCW 46.08.185, Signage, Fees, and Time Limits for Public Charging	State Legislature	To comply with RCW 46.08.185, local agencies must post signage at charging stations consistent with the Federal Highway Administration's Manual on Uniform Traffic Control Devices. These posted signs must describe charges, fees, and costs (RCW 19.94.560). Drivers who park in designated spaces without charging their vehicles are subject to fines. Municipalities may want to consider "dwell time" or how long residents can park their vehicles when installing charging stations. Some municipalities increase fees if drivers park their cars there for extended periods. Local governments that have installed charging stations in parking garages may charge only for entry but do not add additional charging fees. Other local governments require drivers parked at charging stations to comply with parking regulations already in place; for instance, a driver may receive a ticket if they charge their vehicle for more than two hours in a two-hour parking zone.	Kenmore must meet or exceed these requirements for public charging stations.

Goals and Regulations in Surrounding Areas



Washington's Transportation Electrification Strategy (TES), developed by the Electric Vehicle Coordinating Council (EV Council) under the Move Ahead Washington legislation, outlines the state's roadmap to achieve its 2030 greenhouse gas (GHG) emissions goals through transportation electrification. While these regulations may not directly affect Kenmore, staying informed about state initiatives is beneficial for aligning local efforts with broader sustainability objectives. **Key Strategies from the TES Relevant to Kenmore** (Washington State Department of Transportation (WSDOT), 2025):

1. Incentives for Zero-Emission Medium- and Heavy-Duty Vehicles (MHDVs):

- *Example:* The Washington State Department of Transportation (WSDOT) offers grants for installing electric vehicle charging equipment and hydrogen fueling infrastructure along priority corridors, supporting the adoption of zero-emission vehicles.

2. Promoting Consumer Demand for Battery Electric Vehicles (BEVs):

- *Example:* The Zero-Emissions Access Program (ZAP) grant aims to expand access to clean-fuel transportation options, including zero-emission carshare programs in underserved communities, enhancing awareness and adoption of BEVs.

3. Continued Funding for WSDOT's Zero-Emission Vehicle Infrastructure Partnerships (ZEVIP) Program:

- *Example:* WSDOT's ZEVIP provides funding for installing new electric vehicle charging equipment and hydrogen fueling infrastructure along priority corridors, supporting the state's electrification goals.

4. Community Charging and EV Incentives for Low-to-Moderate Income (LMI) Consumers:

- *Example:* The TES includes recommended actions to ensure that the benefits of driving electric vehicles and accessing charging infrastructure are accessible to all Washingtonians, with a focus on equity and environmental justice.

5. Equitable Access to Charging and Utility-Side Infrastructure Planning:

- *Example:* The TES emphasizes the importance of equitable access to charging infrastructure and includes recommendations for utility-side infrastructure planning to support widespread EV adoption across the state.

Aligning Kenmore's local initiatives with the TES's strategies allows the City to access state funding and leverage future programs aimed at EV development. This alignment ensures that Kenmore's efforts contribute to and benefit from the state's comprehensive approach to transportation electrification, fostering a cohesive and effective transition to a sustainable, electric transportation future.

Title 18 – Environmental Sustainability Program



- King County Vehicle Electrification Goals (Title 18 – Environmental Sustainability Program):**
- The City of Kenmore is located in King County, which has adopted the following vehicle electrification goals under King County Code Title 18 Environmental Sustainability Program:
- A 100% zero-emission revenue bus fleet by 2035;
 - A 67% zero-emission ADA paratransit fleet by 2030;
 - A 100% zero-emission rideshare fleet by 2030;
 - Installation of 125 chargers at King County-owned park and rides by 2030;
 - 50% of light-duty vehicles transitioned to electric by 2025 and 100% by 2030;
 - 50% of medium-duty vehicles transitioned to electric by 2028 and 100% by 2033;
 - 50% of heavy-duty vehicles transitioned to electric vehicles by 2038 and 100% by 2043;
 - Installation of 150 chargers by 2030 in county facilities.

(King County, 2024)

Year	Category	Goal Description
2025	Light-Duty Vehicles	50% transitioned to electric
2028	Medium-Duty Vehicles	50% transitioned to electric
2030	Zero-Emission ADA Fleet	67% zero-emission ADA paratransit fleet
2030	Zero-Emission Rideshare Fleet	100% zero-emission rideshare fleet
2030	Light-Duty Vehicles	100% transitioned to electric
2030	Chargers (Park & Ride)	125 chargers installed
2030	Chargers (County Facilities)	150 chargers installed
2033	Medium-Duty Vehicles	100% transitioned to electric
2035	Zero-Emission Bus Fleet	100% zero-emission bus fleet
2038	Heavy-Duty Vehicles	50% transitioned to electric
2043	Heavy-Duty Vehicles	100% transitioned to electric

Executive Order (EO) 21-04: Zero Emission Vehicle (ZEV)



Washington State's Executive Order (EO) 21-04 (Washington State Governor, 2021) establishes the following targets, processes, and systems for electrifying state fleet vehicles. Currently, only state agencies are subject to this rule. Still, local government agencies may be required to meet similar targets in the future as more ZEV mandates are rolled out over time to help Washington achieve its emissions reduction targets.

- Fleet electrification targets
 - 100% of light-duty fleets electrified by 2035
 - 40% of light-duty fleets electrified by 2025
 - 75% of light-duty by 2030
 - 100% of medium and heavy-duty fleets electrified by 2040
- Acceptable pathways for fleet electrification
 - Light-duty fleets must be zero-emissions vehicles (ZEV)
 - Medium and heavy-duty fleets may utilize biofuels to reduce greenhouse gas (GHG) emissions until suitable alternatives exist and are available on state contract

Opportunities for Improvement in EV Infrastructure in Kenmore



1. **Bipartisan Infrastructure Law (BIL) – Federal Program.** The BIL allocates significant funding to support EV infrastructure nationwide. **Relevant Funding for Kenmore:**
 - **National Electric Vehicle Infrastructure (NEVI) Formula Program:** Provides funding to state and local governments to support EV charging infrastructure. It is important to note however, at the time of this report, the Federal Administration has put an immediate freeze on these funds (Federal Highway Administration (FHWA), 2024).
 - **Community Charging Grants:** Part of the BIL, these grants are designed to fund the installation of EV chargers in underserved and rural areas.
 - **Washington State** received over **\$71 million** for NEVI through the BIL to support the expansion of EV charging infrastructure across the state. (Washington State Department of Transportation, 2025)
2. **Washington State Clean Energy Fund (CEF):** The CEF offers competitive funding to support clean energy projects, including EV charging infrastructure. The Washington State Department of Commerce administers these grants.
 - **Clean Energy Fund (CEF) Round 5:** Offers up to **\$1 million** for projects that install EV chargers in underserved areas. Kenmore could apply for funding to expand charging infrastructure in key areas, especially near transit hubs and multi-family housing.
 - **Community Charging Projects:** Projects that expand public access to EV chargers in underserved communities may receive priority funding under CEF. (Washington State Clean Energy Fund, 2025)
3. **Washington State Department of Commerce – EV Infrastructure Grants:** The Department of Commerce offers grants to local governments, businesses, and other entities to develop EV charging infrastructure. These grants are typically aimed at increasing access to charging in underserved areas. **Relevant Funding for Kenmore:**
 - **EV Charging Infrastructure Grants:** These grants can support the installation of EV charging stations at strategic locations like government facilities, schools, or transit hubs in Kenmore.
 - **Focus on Underserved Areas:** Priority is often given to projects in low-income or underserved communities. Kenmore could target areas with limited access to charging infrastructure, aligning with the city's equity goals. (Washington State Department of Commerce EV Grants, 2024)
4. **King County's Zero Emissions Task Force Incentives:** King County's Zero Emissions Task Force works to provide financial incentives for local governments and businesses to develop charging infrastructure. The Task Force focuses on supporting the transition to zero-emission vehicles, including electric cars and buses, through various funding opportunities **Relevant Funding for Kenmore:**
 - **King County EV Infrastructure Grants:** The County offers funding to local municipalities and businesses to expand EV infrastructure, including installing public charging stations. Kenmore could apply for these incentives to support charging infrastructure across the city.
 - **Partnerships with Private Sector:** King County also incentivizes partnerships with private businesses to install EV charging stations, especially in shopping centers, hotels, and offices, which Kenmore could leverage for additional infrastructure. (King County Zero Emissions Task Force, 2023)

By leveraging these programs, along with others listed in this report, the City of Kenmore can access valuable funding and incentives to accelerate the development of a comprehensive EV charging network. These resources will enable the city to meet its sustainability goals, support the transition to electric vehicles, and provide equitable access to charging infrastructure.

Barriers & Opportunities EV Infrastructure – Financial



Financial Burden of EV Transition

Transitioning to EVs is critical for reducing carbon emissions but comes with a financial challenge. On average, EVs are approximately 10% more expensive than traditional ICE vehicles, with a typical price difference of around **\$7,952**. While this price gap is decreasing, it remains a barrier for many consumers.

Despite these higher upfront costs, EVs provide significant long-term savings, including:

- **Lower operating costs:** EVs expenses to charge are less than expenses to fuel gasoline-powered vehicles.
- **Reduced maintenance:** EVs typically require half the maintenance costs of ICE vehicles, according to Consumer Reports.

However, the financial barriers remain significant due to:

- Higher upfront costs and additional expenses, such as:
 - Registration fees: \$150 for EVs and \$75 for PHEVs.
- Charging infrastructure costs:
 - **Level 2 chargers:** These are typically priced around \$4,000 or more, while at-home Level 2 chargers are significantly more affordable. The unit usually ranges from \$300 to \$800, and installation costs vary depending on the home's electrical setup (EnergySage, n.d.).
 - **DC Fast Chargers (DCFC):** Can cost up to **\$80,000**.
- Installation requirements: Many charging stations require electrical upgrades, adding to the total cost.

These financial factors present challenges for Kenmore, the city, and its residents as it transitions to EVs.

Mitigating the Financial Burden

- To ease the financial challenges associated with EV adoption, **Kenmore** should explore available **federal, state, and local funding** opportunities. Early identification and alignment with these funding programs, as outlined in the **Funding Opportunities** section, will allow the city to maximize support during the implementation of the EVIP.
- Kenmore does not need to shoulder the full cost of EV charging infrastructure. By strategically deploying funding, the city can:
 - Prioritize equitable charging access in underserved areas, including multi-family housing.
 - Attract private investment in public charging infrastructure, demonstrating community demand and creating opportunities for collaboration.
- Additionally, leveraging publicly owned land for charging stations can help stimulate private sector investment, furthering the city's goal of expanding EV infrastructure while effectively managing costs.

Barriers to EV Infrastructure - Community Participation in EV Adoption



Community Participation in EV Adoption

One of the key challenges Kenmore faces in transitioning to EVs is fostering community support for EV adoption and ensuring the strategic placement of public charging infrastructure. Community engagement is vital for the success of the City's electric vehicle transition, as it not only facilitates the deployment of charging stations but also aids in securing funding through public support, taxes, and grants.

Importance of Community Involvement

Without strong community backing, the installation of EV chargers may face opposition, which could delay or hinder the implementation of necessary infrastructure. For this reason, Kenmore must prioritize effective communication to highlight the benefits of EV adoption, such as:

- Improved air quality
- Lower vehicle maintenance costs
- Available state and federal subsidies

Informing residents about these advantages is crucial for gaining their support. Additionally, explaining how state electrification mandates, like the **Clean Vehicles ZEV Sales Program**, will impact vehicle owners in the future is essential for aligning community expectations.

Educating and Engaging Residents

It's important to dispel misconceptions within the community, such as the belief that only EV owners should care about the planning and placement of charging stations. With **increasing EV sales** driven by state mandates and incentives, many residents will eventually own EVs, making their input essential today. Moreover, as EVs become more affordable, programs like **Washington's EV Instant Rebate** will help lower-income households access cleaner transportation options. Kenmore must ensure that all residents, particularly those in low-income communities, are aware of these programs and can benefit from them.

Addressing Siting Concerns and Equity

- Community engagement should also address concerns around EV charging stations' locations. The **Transportation Electrification Strategy (TES)** emphasizes the importance of ensuring equitable access to EV infrastructure. Special attention should be given to avoiding the marginalization of vulnerable communities, including Black, Indigenous, People of Color (BIPOC), and low-income groups, in the planning and placement of chargers. As part of this EVIP, Kenmore solicited feedback from diverse community members to ensure that considerations were given for charging resources distributed fairly and in a way that meets the needs of all residents.

Building Awareness for Long-Term Success

- Even residents who don't currently own EVs will be impacted by the transition to electric vehicles in the near future. Education and engagement are crucial for building long-term support. As the EV market expands and becomes more accessible, Kenmore's proactive approach in involving residents in the planning process will help ensure a successful and inclusive EV transition.

Community Participation in EV Adoption- Opportunities



Kenmore has made strides in engaging residents and gathering feedback while developing this EVIP through in-person and online channels. As the plan nears formal adoption, the City will continue to engage the community by educating residents about the impacts of transportation electrification in their daily lives. Specifically, the City should focus on helping residents understand how state programs like the Clean Vehicle Program will influence future vehicle purchase options, ensuring they know their role in shaping the EVIP.

In addition, Kenmore should increase awareness about available incentives and rebates that can assist residents in leasing or owning EVs with particular emphasis on the state's EV Instant Rebate program. Providing educational materials and clear guidance on these benefits will enable all community members, including low-income households, to access opportunities for greater EV adoption.

The **Transportation Electrification Strategy (TES) Engagement Plan** offers several key recommendations for community engagement that Kenmore should adopt:

- **Educational Materials:** Create easy-to-understand materials that explain how electrification aligns with community values and the state's electrification priorities. This includes information on how electrification will benefit air quality, cost savings, and reduce reliance on fossil fuels.
- **Partnering with Community-Based Organizations (CBOs):** Collaborate with CBOs and local leaders to ensure inclusivity, reach underrepresented groups, and provide support to overcome participation barriers. This is particularly crucial in engaging low-income, BIPOC, and rural communities.
- **Media Outreach:** Raise awareness through various media channels, including newsletters, social media, and local newspapers. Translate materials to ensure broad accessibility for non-English-speaking residents.
- **Community Events:** Host informational booths at local community events, such as libraries, farmers markets, and fairs, to raise awareness about EV incentives. This includes providing information on the EV Instant Rebate program and other available state incentives.
- **Ride-and-Drive Events:** Organize ride-and-drive events to offer residents hands-on experience with electric vehicles. Distribute educational materials like flyers, fact sheets, and FAQs to promote EV incentives and available charging options.
- Kenmore should adjust its educational initiatives to maintain engagement as the EV landscape evolves. Additionally, the city should seek to partner with organizations that administer programs like the EV Instant Rebate to expand outreach and build community interest. Collaborative ride-and-drive events have proven effective in increasing awareness and fostering interest in EV adoption.

Barriers to EV Infrastructure - Gaps in Access to At-Home Charging and EV Ownership



One significant challenge to achieving equitable EV adoption is the lack of access to at-home charging solutions for residents in multi-unit housing, such as apartments and condominiums. While community engagement is crucial for determining optimal locations for public charging stations, addressing the barriers preventing renters and multi-family housing residents from accessing home charging infrastructure is equally important for promoting widespread EV adoption.

Homeowners' Associations (HOAs): HOA rules may restrict the ability of residents of apartments or condominiums to install EV chargers, which may prohibit alterations to common areas or individual units.

Rental Restrictions: Renters face even greater challenges, as rental agreements may prohibit modifying the property, such as installing an EV charging station(s).

Limited Parking Availability: Many multi-family housing units lack designated parking spaces, which makes it difficult to install personal charging infrastructure. The absence of dedicated parking stalls further complicates the installation process for residents wishing to charge EVs at home. These issues create a significant accessibility gap between residents of single-family homes, who can install home chargers with relative ease, and residents of multi-family housing, who often lack both the infrastructure and permission to set up their own charging solutions.

Economic Impact: For renters and multi-family housing residents, reliance on public charging stations, which are generally more expensive than home charging, makes EV ownership less financially feasible. On average, charging at public stations is more expensive than at home. This pricing disparity is particularly burdensome for mid- and low-income residents, making EV adoption more challenging and limiting access to the benefits of electrified transportation.

Solutions and Recommendations: To address this gap and promote equitable EV adoption, Kenmore should explore innovative solutions that provide accessible and affordable charging options for residents in multi-family housing, including:

- **Installing Public Chargers in Multi-Family Areas:** Targeted installation of public chargers in or near multi-family housing complexes can alleviate the lack of home charging options. Prioritizing high-demand areas, such as near transit hubs or commercial zones, can also help increase access.
- **Supporting Charging Infrastructure for Renters and HOAs:** Kenmore should work with local HOAs to develop guidelines that allow residents to install chargers or set up shared charging stations in common areas. Local legislation could be adopted to support the installation of EV chargers by renters or in HOA-managed properties.
- **Partnering with Developers:** Future housing developments should include provisions for EV charging infrastructure. Kenmore could incentivize developers to ensure that new multi-family buildings are EV-ready, integrating charging stations or the necessary electrical capacity for future installation.
- **Incentive Programs:** Kenmore could explore financial incentive programs that assist multi-family housing owners or renters install charging stations. Examples like the state's EV Charging Infrastructure Grants or programs like Washington's EV Instant Rebate could be expanded to target these underserved residents.

Opportunities to bridge the Gaps in Access to At-Home Charging and EV Ownership



Kenmore has a significant opportunity to increase access to at-home EV charging, particularly for residents of multi-family housing units. By expanding and enhancing the city's EV readiness codes and bolstering protections for the right to charge, Kenmore can ensure that all residents, regardless of housing type, have equitable access to EV infrastructure.

Expanding on the State's Building Code for EV Readiness

Washington State's current building code requires new multi-family residential buildings to designate at least one parking space or 10% of total parking spaces with wiring to accommodate EV charging, with an additional 20% of spaces being "charger station-ready" for future installation. While these requirements are a step forward, Kenmore can go further to ensure greater access to charging infrastructure.

- **King County Ordinance 19316:** King County has adopted more stringent measures, such as requiring new multi-family construction, substantially improved buildings, and expanded parking lots to dedicate at least 10% of parking spots to EV charging stations, with an additional 25% set aside for future installation.

Opportunity for Kenmore: Specific actions Kenmore could take include:

Ensure that designated parking spaces are connected to an individual unit's electricity meter, enabling residents to have reliable access to electricity for charging their EVs. This approach preserves consumer charging level choices and allows for more flexible installation options. Allow for shared or common-space charging solutions when designated parking spaces are unavailable. For instance, California's policy allows renters and owners to install EV chargers in shared parking areas when they do not have their own designated parking space. Similarly, Connecticut's policy permits the creation of new parking spaces to accommodate EV charging, with shared costs for installation. These measures would help increase charging availability for renters and those in multi-family housing units and ensure that the transition to electric vehicles is accessible to all.

California's Right-to-Charge Policy

- California's legislation mandates that renters and unit owners can install EV chargers in shared parking areas when a dedicated space is unavailable. This policy ensures that renters can access charging infrastructure even if they do not have an exclusive parking spot.

Connecticut's EV Charging Policy

- Connecticut's regulations allow new parking spaces to accommodate EV charging, enabling cost-sharing among residents for charger installation. This policy ensures that renters and homeowners in multi-family buildings can benefit from shared infrastructure.

By adopting these policies and expanding EV readiness codes, Kenmore can ensure that its residents, regardless of housing type, have access to reliable and equitable EV charging infrastructure. This approach will enhance the city's sustainability goals and make EV adoption accessible to all residents, including renters and those in multi-family housing.

Opportunity Expanding EV Readiness Codes and the Right to Charge to Ensure Equitable Distribution of EV Chargers



Kenmore has the opportunity to bridge the gap between homeowners, who typically have access to private garages for easy charger installations, and multi-family housing residents, who face unique challenges with shared property rules. By adopting policies that address these challenges, Kenmore can make EV adoption more accessible to renters and condo owners, many of whom may belong to lower-income or marginalized communities. This will not only contribute to social equity but also help accelerate broader EV adoption in the city. One key strategy for ensuring equitable access to EV charging infrastructure is to focus on strategic siting in or near affordable and multi-family housing areas. Kenmore can integrate charging infrastructure into locations that are easily accessible for residents of these housing types, making the transition to EVs more feasible for them. **Examples of Potential Strategies:**

Install chargers on City-owned property adjacent to multi-family housing: By leveraging publicly owned land, the city can ensure that charging infrastructure is readily accessible to residents in multi-family housing without relying on private property owners or HOA approval.

Explore pole charging on utility poles: Utilizing existing infrastructure, such as poles for street lighting, to install EV chargers is another effective solution. Public utility companies, such as Puget Sound Energy (PSE), offer programs like the **Up & Go for Public–Pole Charging program**, which provides incentives of up to \$250,000 per charging location for public pole-mounted EV chargers. Kenmore could take advantage of this funding opportunity to enhance the accessibility and affordability of EV charging in these areas. URL: [PSE Up & Go for Public – Pole Charging Program](#)

- These strategies can ensure that charging infrastructure is located not only in affluent areas but also in neighborhoods that need it most, especially those with higher concentrations of low-income residents and multi-family housing.

Washington's TES Strategies for Providing Equitable Access to Charging

- Kenmore can also draw from the TES to ensure that its EV infrastructure plan promotes equitable access to charging, particularly in historically marginalized communities. The TES includes strategies to reduce barriers to EV adoption in lower-income and underserved communities.

Opportunity Expanding EV Readiness Codes and the Right to Charge to Ensure Equitable Distribution of EV Chargers



Key TES Strategies Include:

- **Subsidies and rate protections for lower-income EV owners:** By offering subsidies for EV purchases and rate protections for consumers using private chargers, Kenmore can make EV ownership more accessible to low-income residents. This could be particularly impactful for residents of multi-family housing who may be discouraged from adopting EVs due to upfront costs and limited access to affordable charging options.
- **Public or community-owned chargers:** The TES emphasizes the importance of public or community-owned chargers to ensure everyone can access EV infrastructure, regardless of income or housing type. Kenmore could consider investing in public charging stations, especially in low-income and overburdened neighborhoods, to ensure equitable access for all residents.
- **Consumer protections to ensure fair pricing and alternative payment methods:** The TES also recommends establishing consumer protections to guarantee that EV charging prices are fair and that users can access various payment options. This would help alleviate affordability and accessibility challenges of EV charging for low-income residents.
- **Equitable distribution of chargers:** The TES advocates for strategically placing chargers in overburdened neighborhoods, ensuring that local communities benefit from sufficient access to charging infrastructure. By prioritizing these areas, Kenmore can help bridge the accessibility gap and ensure that underserved communities are not left behind in the transition to electric mobility.
- **Maintenance and repair of chargers:** The TES also stresses the importance of maintaining and repairing chargers, particularly high-speed chargers, where residents depend on public transportation or EVs for their livelihoods. Ensuring reliable access to EV charging stations is critical to maintaining the effectiveness of the infrastructure.

Recommendations for Kenmore

- By implementing the strategies outlined in the TES and focusing on the equitable distribution of EV chargers, Kenmore can ensure that its EV Infrastructure Plan (EVIP) meets the needs of its most vulnerable residents. When evaluating potential sites for public charging infrastructure and considering funding distribution for EV adoption projects, Kenmore should ensure that efforts are inclusive and prioritize underrepresented communities.
- This approach will help Kenmore:
 - Ensure **wider EV adoption** among low-income, multi-family, and marginalized communities.
 - Support **environmental justice** by reducing disparities in access to EV infrastructure and promoting equitable participation in the clean transportation transition.
 - Align its policies with the **state's electrification goals**, including those in the TES, emphasizing the importance of equitable access to EV charging for all socioeconomic groups.
- By prioritizing equity in deploying EV charging infrastructure, Kenmore can create a more sustainable and just community while accelerating the adoption of electric vehicles across the city.

Barriers & Opportunities EV Infrastructure – Severe Weather



Severe weather conditions may challenge adopting and consistently using EVs in Kenmore. The region's climate, marked by cold temperatures and the increasing threat of natural disasters such as wildfires, can negatively impact EV performance and the functionality of charging infrastructure. Given these events are unlikely, it is still important to cover the possibility.

Impact of Cold Temperatures on EV Performance

Kenmore's location in western Washington means it is susceptible to cold temperatures, which can temporarily reduce the battery range of electric vehicles by 10% to 40%. In colder climates, EVs experience several challenges:

- **Reduced Battery Efficiency:** Cold weather affects the chemical reactions inside EV batteries, decreasing their efficiency. This results in shorter driving ranges per charge. EVs in temperatures below freezing typically experience a range reduction, which can create range anxiety for residents, especially during winter months or unexpected cold snaps.
- **Increased Charging Times:** EV batteries need more time to reach optimal charging temperatures in freezing conditions. As a result, charging times can increase up to three times longer than usual. This can discourage EV adoption and use, as residents may fear being stranded with insufficient charge due to longer charging times in colder weather.
- The fear of diminished battery performance and slower charging times could limit the overall adoption of EVs in Kenmore, especially among residents who depend on their vehicles for daily commuting or trips up and through the Cascade mountains.

Challenges from Natural Disasters and Wildfires

In addition to cold temperatures, Kenmore is increasingly at risk from natural disasters, such as wildfires, which pose additional challenges to EV adoption and infrastructure.

- **Power Outages:** Recent wildfires have affected Washington State and the Kenmore area and can damage or disrupt the electrical grid. These outages may prevent residents from charging their EVs, particularly during an emergency when access to transportation is crucial. EVs cannot be charged without power, leaving residents with limited mobility during power outages or natural disasters.
- **Transportation Disruptions:** Wildfires and other natural disasters can block roads, making travel unsafe or impossible. For those reliant on electric vehicles, lack of accessible charging infrastructure or fully charged EVs could exacerbate these mobility issues. This is particularly concerning during emergency evacuations, when having a fully charged vehicle is essential for public safety. The inability to charge EVs in such circumstances could prevent residents from reaching safety or accessing vital services.
- The increasing frequency of wildfires and their impact on the electrical grid and infrastructure are significant barriers to EV adoption. This situation underscores the importance of planning for resilience in the region's EV infrastructure, ensuring that Kenmore residents are not left vulnerable in times of crisis.

Solutions and Recommendations

To mitigate these weather-related barriers and foster greater EV adoption, Kenmore should consider the following solutions:

- **Resilient Charging Infrastructure:** Invest in backup power systems for public charging stations, such as battery storage, to ensure charging availability during power outages. This would allow residents to charge their EVs during emergencies, even when the grid is down. For instance, **PSE's Clean Energy Transformation Act (CETA)** supports clean energy projects that could help make the electric grid more resilient and improve energy security during natural disasters.
- **Weather-Resilient Charging Stations:** Explore the installation of charging stations equipped to withstand severe weather conditions, including cold temperatures and wildfire-related disruptions. For example, designing charging stations with weatherproof covers, heating elements for cold weather, and alternative power sources could ensure the infrastructure remains functional during extreme weather events.
- **EV Readiness for Emergency Situations:** Encourage installing backup power systems and off-grid solutions for emergency evacuation zones or critical community centers. Having a charging infrastructure that operates independently of the main power grid could improve residents' ability to evacuate safely during a natural disaster. Diesel, natural gas, and propane generators are affordable and reliable, while solar power paired with energy storage offers a cleaner, though pricier, option. Exploring a mix of backup technologies like hydrogen fuel cells and mobile generators can further enhance the City's EV infrastructure, keeping Kenmore charged and ready, no matter the storm.

By addressing the weather-related challenges posed by Kenmore's unique climate, the City can ensure that EVs remain a reliable and feasible option for residents, even during extreme weather or natural disasters. These efforts will also help increase the overall adoption of EVs while improving the resilience and safety of the City's transportation infrastructure.

Barriers & Opportunities EV Infrastructure – Safety



The installation and use of EV chargers present several safety concerns, including fire risks, electric shock, and physical hazards such as tripping. Though EVs are generally considered safer than traditional ICE vehicles, the infrastructure and components associated with EV charging require careful attention to ensure safety and reduce risks to users and maintenance staff.

Risks of Fire and Electric Shock

While EVs are **less likely to catch fire** than ICE vehicles (AutoinsuranceEZ, 2022), there are still safety risks associated with charging infrastructure:

- Fire Risks:** Damaged cables or frayed wiring can lead to electrical fires. Lithium-ion batteries, while generally safe, can catch fire in rare instances, and such fires are difficult to extinguish without specialized equipment. While the likelihood of an EV fire is low, any malfunction in the charger or wiring still poses a significant threat.
- Electric Shock:** Faulty wiring or exposed cables can cause electric shocks to users or maintenance workers, posing serious injury risks. Public charging stations, especially those located outdoors, are particularly vulnerable to weather-related damage, increasing the likelihood of electric shock incidents.
- Tripping Hazards:** Improperly stored or coiled charging cables can create tripping hazards, particularly in public areas. Ensuring that cables are securely stored or are retractable can minimize the risk of accidents and injuries in high-traffic locations.
- Cybersecurity Risks:** In addition to physical safety hazards, public EV chargers are susceptible to **cyber-attacks**, which can compromise users' sensitive data, such as credit card information. As EV charging stations are increasingly integrated with digital payment systems, maintaining robust cybersecurity measures is critical to protecting both the infrastructure and users' personal information.

Opportunity: Safety Mitigation

Kenmore can take several steps to reduce the risks associated with EV charging infrastructure by implementing safety mitigation measures during the installation, maintenance, and operation of charging stations.

- Updated Permitting and Design Standards:** Kenmore can update its permitting and design standards for EV chargers to ensure that high-quality electrical connections are used. These updated standards should also address environmental concerns, such as exposure to harsh weather conditions. For instance, chargers could be equipped with **water-tight enclosures** to prevent water damage during rainy weather or freezing temperatures, reducing the likelihood of electrical failures and fire hazards.
- Safety of EVs Compared to Gasoline-Powered Vehicles:** While some drivers remain concerned about the safety of EVs due to the potential for battery fires, it's important to note that EVs are statistically **much safer than gasoline-powered cars**. According to AutoinsuranceEZ (2022), there are only **25.1 fires per 100,000 electric vehicles** compared to **1,529.9 fires per 100,000 gasoline vehicles**. Newer EV models are also equipped with advanced safety features such as **collision warnings**, **driver assistance systems**, and **automatic crash notifications**, which further reduce the likelihood of accidents and fires.
- Training for City Staff and First Responders:** Kenmore can improve safety by implementing training programs for city staff, maintenance workers, and first responders. These programs would ensure that individuals can identify potential hazards, such as **fraying cables**, and take appropriate action before they escalate. Training staff to handle charging cables properly, such as using **retractable cords** to avoid tripping hazards, will help reduce accidents at charging stations.
- Cybersecurity Protocols:** To address the threat of cyber-attacks, Kenmore should establish strong **cybersecurity protocols** for public EV chargers. This could include encrypting user payment information, ensuring that charging stations comply with **Payment Card Industry Data Security Standards (PCI DSS)**, and conducting regular security audits to protect sensitive data from potential breaches.

By adopting these mitigation strategies, Kenmore can create a safer EV charging environment, reducing physical and cybersecurity risks. These proactive measures will not only protect users but also foster greater public confidence in the City's EV infrastructure.

Barriers & Opportunities EV Infrastructure – Vandalism



Vandalism poses a significant threat to the security and functionality of electric vehicle (EV) charging stations. As the adoption of EVs increases, so does the frequency of crimes such as **copper cable theft**, which is driven by the high value of copper. These thefts are becoming more prevalent as the energy transition causes copper prices to rise. In addition to theft, charging stations are also vulnerable to other damage, including **vehicles hitting chargers, running over cables**, or improper use of chargers. Such incidents can disrupt the availability of charging stations and lead to costly repairs, hindering the city's efforts to develop a reliable EV infrastructure.

Impact of Vandalism

Copper Theft: The rising value of copper has increased **cable theft** at charging stations. Thieves target the copper wiring in EV chargers, which can be sold for profit. As the demand for EVs and associated infrastructure grows, this type of crime is expected to continue and may impact the availability of functioning chargers.

Physical Damage: Charging stations are also at risk of physical damage. **Vehicles hitting chargers** or **running over charging cables** can render equipment inoperable or lead to costly repairs. Such damage disrupts the public's ability to rely on EV infrastructure, creating barriers to EV adoption.

Improper Use: Misuse of chargers, including **blocking charging stations** or failing to handle cables properly, can also result in damage. This misuse can lead to additional wear and tear, further increasing maintenance costs and reducing the reliability of the infrastructure.

Vandalism Prevention

Kenmore can take several proactive steps to reduce vandalism and mitigate the risks associated with theft and damage at EV charging stations. These measures include improving the physical security of charging stations, implementing damage-reducing features, and ensuring quick repairs when incidents occur.

Secure Locations for Chargers: One effective strategy is to install chargers in **secure, well-lit areas** that are not easily accessible to thieves or vandals. For example, placing chargers behind **gates, fences**, or within **buildings** can help deter theft and damage. Installing security cameras or hiring security personnel to monitor these locations can further enhance protection.

- **Protective Barriers:** Kenmore could install bollards or wheel stops around charging stations to prevent vehicle damage. These physical barriers would protect charging equipment from being hit or run over by vehicles, reducing the risk of damage and the need for costly repairs.
- **Durable and Replaceable Equipment:** Another strategy is prioritizing purchasing **chargers with easily replaceable parts**. Chargers with **retractable cables** can also deter theft, as they are stored securely when not in use, making it more difficult for thieves to access the valuable copper wiring.
- **Operations and Maintenance (O&M) Agreement:** To ensure the timely repair of damaged chargers, Kenmore can establish an **O&M agreement** with a vendor. This agreement would guarantee that chargers are repaired quickly, reducing downtime and ensuring the availability of charging stations for residents. Regular maintenance checks could also help identify vulnerabilities before they result in significant damage.
- By implementing these measures, Kenmore can reduce the risk of vandalism, theft, and physical damage to its EV infrastructure, making it more reliable and accessible for all residents.

Barriers & Opportunities EV Infrastructure – Utility Engagement



Utility/Location Constraints

The installation of EV chargers presents several challenges related to the **availability of sufficient power capacity** and **site-specific constraints**. Many locations in Kenmore may not have the necessary electrical infrastructure to support the installation of charging stations. If a site lacks the required power capacity, utilities may not be able to provide the necessary service, leading to additional costs for upgrades or modifications to the existing infrastructure. Other potential obstacles include **avoiding underground utilities** and ensuring the installation site complies with **Americans with Disabilities Act (ADA) regulations**. These constraints can delay installation timelines and increase the overall cost of building EV infrastructure.

Impact of Utility and Location Constraints

- **Insufficient Power Capacity:** Some locations may lack the electrical capacity to power EV chargers, especially high-power chargers like **DC fast chargers**. If the power demand cannot be met, additional infrastructure, such as upgrading transformers or installing new circuits, could be required, increasing both time and cost.
- **Underground Utilities:** Many sites face the challenge of **underground utilities**, which can make the installation of charging stations more complex. Excavating near utilities can require extra planning, coordination, and cost, further complicating the deployment process.
- **ADA Compliance:** Another critical consideration is ensuring charging stations comply with ADA accessibility standards. Sites must be designed with accessibility in mind, ensuring that individuals with disabilities can safely and conveniently access the chargers. ADA compliance may involve adjusting the layout of parking spaces or making structural modifications to the installation site, which can add additional costs and complexity.

Engagement with PSE

- Early and proactive engagement with PSE is essential to overcome these utility and location constraints. The project team and the City have worked closely with PSE to ensure any recommended chargers are strategically located in areas with sufficient electrical capacity and minimize the risk of encountering costly and time-consuming obstacles during installation. *PSE was foundational, and it is recommended that Kenmore continue to collaborate closely with PSE as the project continues.*
- **Identifying Grid Constraints:** PSE provided **local grid constraints** and helped determine where there is sufficient electrical capacity to support EV chargers. By understanding these limitations early on, Kenmore can make informed decisions about where to place charging stations and avoid potential delays.
- **Assessing Available Capacity:** Engaging with PSE allows Kenmore to assess the **available capacity** at potential charging locations, ensuring that the selected sites can accommodate the electrical demands of EV chargers without requiring significant upgrades to the local grid infrastructure.
- **Guidance on Optimal Locations:** PSE can assist in identifying the **optimal locations** for charging stations based on factors like grid capacity, proximity to high-traffic areas, and alignment with broader City goals for EV adoption. This helps Kenmore deploy charging stations in the most effective locations, maximizing accessibility for residents and minimizing unnecessary costs.
- **Utility Support:** PSE can also provide **technical support** during the installation of EV charging stations, offering advice on **electrical infrastructure** and helping navigate any regulatory or permitting requirements. Additionally, PSE can offer insights into **electricity rates** and **pricing structures** that may affect the charging stations' cost, allowing Kenmore to make informed decisions about the financial viability of various charging options.

Barriers & Opportunities EV Infrastructure – Building Ownership



Installing EV chargers on privately owned properties can present significant challenges, especially when the building is rented to tenants or used by business owners. **Conflicts between property owners, tenants, and the City** can complicate the decision-making process and lead to disputes over the installation of EV charging infrastructure. These conflicts may arise due to differences in priorities, concerns about costs, or the impact on existing lease agreements, which can create friction and slow progress on EV adoption. The impact of building ownership issues may include:

- **Property Owner and Tenant Disagreements:** Property owners may be hesitant to allow the installation of EV chargers if they believe it will require significant changes to the building's infrastructure or result in added costs. On the other hand, tenants may desire EV chargers as an amenity but may not have control over installing them. This disconnect between owners and tenants can create barriers to adopting EV infrastructure in multi-tenant buildings.
- **Lease Agreement Challenges:** Commercial or residential lease agreements may contain clauses prohibiting alterations to the property, which could include the installation of EV chargers. These restrictions can create legal obstacles and require renegotiation of terms, which may delay or prevent the installation process.
- **City and Building Owner Coordination:** The city's involvement in planning and coordinating the installation of EV chargers on private properties requires clear communication with building owners. Differences in vision, cost concerns, or perceived liabilities may hinder cooperation and complicate the planning and permitting process.

Opportunity: Stakeholder Engagement

- Early and proactive stakeholder engagement is essential to overcome these challenges and facilitate the installation of EV chargers on privately owned properties. By involving all relevant parties in the planning process, Kenmore can address conflicts and build consensus.
- **Engaging Property Owners Early:** Kenmore should initiate conversations with **property owners, developers and/or potential interested parties** early in the planning phase to inform them about the benefits of EV chargers and the potential for increased property value and tenant satisfaction. By clearly communicating the long-term benefits, such as attracting environmentally-conscious tenants and enhancing property value, the City can help address any concerns and foster cooperation.
- **Building Consensus with Tenants:** For multi-tenant buildings, it is important to engage with tenants to gauge their interest in EV chargers and identify any concerns they may have. Ensuring tenants are informed about available incentives, such as state rebates or utility discounts, can help generate support for installing charging infrastructure.
- **Collaborating with Businesses:** Kenmore should also reach out to businesses that may already be interested in hosting EV chargers. Many businesses see installing charging stations as an opportunity to attract customers, enhance their sustainability efforts, and differentiate themselves in the market. **Engaging business owners** early on and offering incentives or guidance on installation can lead to stronger partnerships and support for broader EV adoption.
- **Inclusive Decision-Making:** Engaging a diverse set of stakeholders, including **city staff, business owners, and community representatives**, ensures that the installation process is both collaborative and inclusive. This approach helps incorporate various perspectives and concerns, making the decision-making process smoother and more transparent. It also helps ensure that EV infrastructure is deployed equitably across the community, addressing the needs of both residential and commercial properties.
- By involving all relevant stakeholders early on, Kenmore can foster collaboration, build trust, and mitigate conflicts, making the installation of EV chargers on private properties more feasible and efficient. This proactive engagement will help smooth the process and encourage widespread participation in the City's EV infrastructure plans.

Barriers & Opportunities EV Infrastructure - EV Charger Maintenance



EV charger maintenance is critical for ensuring the continuous, reliable, and safe operation of EV charging stations. However, a significant barrier to widespread EV adoption is the **lack of accountability for repairs**. Many chargers remain out of service for extended periods, sometimes months, due to delays in maintenance and repair processes. This issue often arises from:

Difficulty Reaching Manufacturers: In some cases, the manufacturers of the EV chargers may be difficult to contact or may not provide timely responses to maintenance requests. This can result in long wait times for repairs, leaving charging stations unavailable for extended periods.

Shortage of Trained Maintenance Staff: A lack of qualified technicians with the expertise to repair and maintain EV chargers can contribute to delays in addressing issues. As the number of EV chargers increases, the demand for trained staff also grows, but the supply of such personnel may not always keep pace. This barrier is critical because broken chargers reduce public confidence in EV infrastructure, discourage adoption, and create inconvenience for EV owners who rely on these stations for charging.

Impact of Lack of Charger Maintenance

Reduced Availability of Charging Stations: When chargers are not properly maintained, they may break down and remain out of service for long periods, making it difficult for EV owners to find accessible charging options. This undermines the overall user experience, leading to frustration and reluctance to adopt EVs.

Safety Risks: Unaddressed maintenance issues can lead to safety hazards, such as electrical malfunctions, which could cause fires or electric shocks. Proper maintenance ensures that safety protocols are followed and that charging stations function as intended.

Decreased Trust in EV Infrastructure: Long periods of charger inaccessibility or poor performance can create a perception that EV infrastructure is unreliable, which could discourage potential EV buyers from making the switch.

Opportunity: Operations and Maintenance Contracts

Kenmore has a significant opportunity to improve the reliability and longevity of its EV charging infrastructure by **entering into Operations and Maintenance (O&M) contracts** with charger manufacturers or service vendors. These contracts should include provisions that ensure repairs are made promptly and the chargers remain operational over the long term.

Contract Duration and Accountability: Kenmore should establish O&M contracts for **at least five years** post-installation. These contracts should include clear terms that make the vendor responsible for repairs, with **penalties for non-compliance** or delays. This ensures that the vendors are incentivized to maintain the chargers and respond quickly to issues.

- **Routine Maintenance and Inspections:** The O&M contract should also specify **regular maintenance and inspections** of the chargers to identify any potential issues before they escalate into more significant problems. Routine checks can help ensure the chargers continue functioning properly and safely, minimizing downtime and reducing the likelihood of safety risks.
- **Vendor Support and Expertise:** By partnering with a reliable vendor for ongoing maintenance, Kenmore ensures that the city has access to technical expertise and support for any issues that arise. This can help resolve problems quickly, keeping charging stations operational and minimizing user disruptions.
- **Long-Term Reliability:** The O&M contract ensures that chargers are maintained and establishes a framework for **long-term reliability** and **cost-effective maintenance**. The City can also consider warranties or extended service agreements that guarantee the performance of the equipment for the contract duration.

By implementing an O&M contract, Kenmore can ensure that its EV chargers remain functional, safe, and reliable, improving the overall user experience for EV owners and helping to build trust in the City's EV infrastructure. This proactive approach will contribute to the long-term success and expansion of the City's EV initiatives.

Funding



Funding for EV Infrastructure

Kenmore can accelerate its EV infrastructure development by securing **external funding** to reduce the financial burden on local taxpayers. By leveraging strategic partnerships, pursuing grants, and tapping into state and federal programs, the city can access critical financial resources to support its sustainability initiatives. These efforts will not only ensure the long-term success of Kenmore's EVIP but can also position the city as a model for others to follow in advancing EV infrastructure.

The Bigger Funding Picture (Federal):

Public funding plays a crucial role in accelerating EV adoption in the U.S. Several federal programs provide significant financial support for EV infrastructure: As previously mentioned, the NEVI Formula Program and the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program are key federal funding sources supporting the installation of EV charging stations across the country. The Bipartisan Infrastructure Law, passed in 2021, allocated substantial funds to create a nationwide network of 500,000 EV chargers by 2030. However, at the time of this report, the federal administration is in the process of reviewing these funds, which may jeopardize federal funding support.

In addition to federal programs, **Washington State** offers several funding opportunities:

Charge Where You Are grant and the **Zero-emission Vehicle Infrastructure Partnerships (ZEVIP) grant** support the installation of **Level 2 chargers** at workplaces, fleets, and multi-unit residential properties.

The state is also focusing on ensuring **equitable access** to EVs and charging infrastructure through programs like the **EV Instant Rebate**, which provides rebates ranging from \$2,500 to \$9,000 to low-income residents, and the **Zero-emissions Access Program (ZAP)**, which supports **ZEV carshare programs** in underserved communities.

In 2023, Washington's EV Charging program allocated **\$64 million** in incentives, with **40% directed to overburdened communities**, ensuring that equity is a central focus in expanding EV infrastructure.

Partnering with PSE for localized funding

- In addition to federal and state funding, Kenmore should prioritize funding and grant opportunities, along with collaborative partnerships (such as pilot programs) with PSE. It is strongly recommended that the City of Kenmore work with PSE to provide pilot programs, rebates, and incentives for residential and commercial EV installations, fleet electrification, and infrastructure planning, which are key. PSE's Up & Go Electric program offers specific incentives to assist with these efforts, as detailed on the next pages.

Funding



PSE INCENTIVE PROGRAM	DESCRIPTION
<u>Up & Go Electric for Fleet</u>	Up & Go Electric for Fleet offers different ownership models for installing electric vehicle supply equipment (EVSE). With PSE-owned turnkey service, PSE will take care of planning, design, installation, and maintenance of EVSE, covering most utility infrastructure and facility upgrades necessary to complete the installation. This service includes incentives of up to \$12,000 per <u>Level 2 (L2)</u> charging port and up to \$125,000 per DC fast charging (DCFC) port, up to \$250,000 total per charging location. Or choose the customer-owned option. You'll install, own, and maintain all EVSE while taking advantage of PSE incentives of up to \$4,000 per L2 charging port and \$60,000 per DCFC port, up to \$250,000 total per charging location, to offset the infrastructure upgrades and equipment costs. Customers who directly serve and/or benefit highly impacted communities and vulnerable populations may be eligible to receive additional technical advisory services and special Empower Mobility incentives on both EVSE and electric vehicles. Empower Mobility Incentives: Qualified customers – including community-based organizations, Tribal entities, government agencies, and BIPOC-owned small businesses – who directly serve and/or benefit highly impacted communities and vulnerable populations may be eligible to receive additional technical advisory services and enhanced Empower Mobility incentives on both electric vehicle service equipment and electric vehicles. Kenmore will need to confirm whether the City is eligible for Empower Mobility Incentives with their PSE representative, as the criteria for “vulnerable populations” can be left for interpretation.

Funding



PSE INCENTIVE PROGRAM	DESCRIPTION
<u>Up & Go for Public</u>	Up & Go Electric for Public allows businesses and communities to easily and affordably provide EV charging by covering up to 100% of the costs to install, maintain, and operate a public charging station. Up & Go Electric for Public incentives cover up to the full cost of equipment and installation for Level 2 and DC fast charging ports and transmission upgrades. Save time on installation and enjoy greater reliability by taking advantage of PSE’s electric vehicle expertise. For customers who want more control over the charging station, you’ll fully manage installation, ownership, and maintenance. • Direct control over charger purchase, installation, and maintenance options • Ability to receive revenue and Washington State Clean Fuel Standard credits from the station Customers whose sites directly serve or benefit historically underrepresented communities may be eligible for enhanced incentives and services. See the Empower Mobility section below for more information. PSE will manage charging station installation and operation from end to end, including infrastructure upgrades, making this the easiest and most worry-free way to host a public charging station. • Step-by-step, comprehensive planning by PSE’s experts: we’ll coordinate equipment purchasing, site design, construction, and final inspection for the project to save you time and money • Reliable, high-quality service from charging providers and installers vetted by PSE • Worry-free operations: PSE will manage charger operations. Empower Mobility incentives Customer-owned projects whose sites directly serve and/or benefit historically underrepresented communities may be eligible for enhanced incentives and service. PSE will provide upfront incentives covering 100 percent of charger and installation costs up to \$4,000 per Level 2 port and \$100,000 per DC fast charging port.

Funding



PSE INCENTIVE PROGRAM	DESCRIPTION
<u>Up & Go Electric for Multifamily</u> Save up to \$40,000 on EV chargers for tenants. Prepare for the future of transportation by installing electric vehicle charging for the use of tenants at low or no cost. PSE's Up & Go Electric for Multifamily program covers up to 100 percent of the cost for qualifying multifamily properties to install and maintain Level 2 charging for their tenants. Applicants can choose the ownership model that best fits their organization's unique needs. PSE-owned turnkey service • PSE handles 100 percent of installation and maintenance costs up to \$10,000 per Level 2 charging port • Step-by-step, comprehensive planning by PSE's electric vehicle experts: we'll coordinate equipment purchasing, site design, construction, and inspection to save your businesses valuable time and money • Reliable, high-quality service from PSE-vetted charging providers and installers • PSE covers all operational and maintenance needs for ten years Customer-owned option • PSE funding offsets 50 percent of equipment and installation costs up to \$2,000 per Level 2 charging port • Site hosts design and manage purchasing, installation, and maintenance of all charging equipment Empower Mobility incentive details. For these multifamily housing providers, PSE will cover: • 100 percent of charger installation costs up to \$10,000 per port under our PSE-owned turnkey service • Or, 100 percent of installation costs up to \$4,000 per port under the customer-owned option • Line extension costs for customers who need a new transformer to accommodate charger installation Empower Mobility EV rebates for shared mobility. In support of a car, scooter, or bike share program, PSE will also provide up to \$7,500 for one light-duty electric vehicle or up to \$1,000 per non-road EV —including electric bicycles, scooters, and wheelchairs—up to \$7,500.	

Funding



PSE INCENTIVE PROGRAM	DESCRIPTION
Up & Go Electric for Workplace	Save up to \$120,000 on EV chargers for employees. PSE’s Up & Go Electric for Workplace program covers up to 100 percent of the cost for qualifying customers to install and maintain Level 2 charging for their employees. Applicants can choose the ownership model that best fits their organization’s unique needs. PSE-owned turnkey service • PSE handles 100 percent of installation and maintenance costs up to \$12,000 per Level 2 charging port for up to 10 ports per property • Step-by-step, comprehensive planning by PSE’s electric vehicle experts: we’ll coordinate equipment purchasing, site design, construction, and inspection to save your businesses valuable time and money • Reliable, high-quality service from PSE-vetted charging providers and installers Customer-owned option • PSE funding offsets 50 percent of equipment and installation costs up to \$2,000 per Level 2 charging port for up to 10 ports per property • Retain autonomy over PSE-qualified chargers, installation partners, and maintenance plans for your organization • Qualified workplaces that serve or employ highly impacted communities and vulnerable populations may be eligible for enhanced incentives through Empower Mobility Empower Mobility customer-owned incentive. PSE funds 100 percent of installation and upgrades costs up to \$4,000 per Level 2 charging port for up to 10 ports as part of our enhanced Empower Mobility incentives for qualifying workplaces. Kenmore will need to confirm whether the City is eligible for Empower Mobility Incentives with their PSE representative, as the criteria for “vulnerable populations” is rather vague.

List of other Incentives

- Clean School Bus Program Rebates:** [EPA Clean School Bus Program](#)
- Charging and Fueling Infrastructure (CFI) Discretionary Grant Program:** [DOE CFI Discretionary Grant Program](#)
- Alternative Fuel Vehicle Refueling Property Credit:** [IRS Alternative Fuel Vehicle Refueling Property Credit](#)
- Commercial Electric Vehicle Tax Credit:** [IRS Commercial EV Tax Credit](#)
- Credits for New Clean Vehicles Purchased in 2023 or After:** [IRS Clean Vehicle Tax Credits](#)
- Communities Taking Charge Accelerator:** [DOE Communities Taking Charge](#)
- Climate Pollution Reduction Grants:** [EPA Climate Pollution Reduction Grants](#)
- Energy Efficiency and Conservation Block Grant (EECBG) Program:** [DOE EECBG Program](#)
- National Electric Vehicle Infrastructure (NEVI) Formula Program:** [FHWA NEVI Program](#)
- Washington State EV Charging Program:** [Washington State EV Charging](#)
- Zero Emission School Bus Grants:** [EPA Zero Emission School Bus Program](#)
- Volkswagen Enforcement Action Grants: Charge Where You Are:** [Washington State Charge Where You Are](#)
- Clean Energy Grant Programs:** [DOE Clean Energy Grants](#)
- Zero-Emission Vehicle Infrastructure Partnership Grant Program:** [DOE ZEV Infrastructure Grants](#)
- Washington State Clean Diesel Program:** [Washington State Clean Diesel](#)
- Clean Alternative Fuel and Plug-In Hybrid Vehicles - Sales/Use Tax Exemptions:** [Washington State Tax Exemptions](#)
- Clean Alternative Fuel Commercial Vehicle and Vehicle Infrastructure B&O or PUT Tax Credit:** [Washington State Tax Credits](#)
- Electric Vehicle Charging Reliability and Accessibility Accelerator Grant:** [DOE EV Charging Accelerator](#)
- Zero-Emissions Access Program Grant:** [DOE Zero-Emissions Access Program](#)
- Electric Vehicle Infrastructure (Charging Stations), Batteries, and Fuel Cells – Sales/Use Tax Exemption:** [Washington State EV Infrastructure Tax Exemption](#)
- **Green Transportation Capital:** [Washington State Green Transportation Capital](#)
 - **Washington EV Instant Rebate Program:** [Washington EV Instant Rebate](#)
 - **Up & Go Electric for Fleet:** [Up & Go Electric Fleet](#)
 - **Up & Go for Public:** [Up & Go Public](#)
 - **Up & Go Electric for Workplace:** [Up & Go Workplace](#)
 - **Up & Go Electric for Multifamily:** [Up & Go Multifamily](#)

Please note that program availability and details may change over time. Further details on funding and incentives can be found in the Appendix.

Recommendations for EV Infrastructure Development



EV-Ready Parking for New Developments

- **Recommendation:** For all new commercial and multifamily developments, require **5-10% of parking spaces** to be **EV-ready**, with the necessary **electrical capacity** and **conduit** in place for future charging stations.
- **Example:** Much like **Seattle's** policy that mandates 20% of parking spaces in new buildings to be EV-ready, Kenmore could tailor this requirement to its own growth and needs.
- **Rationale:** Planning for EV infrastructure from the start helps avoid costly retrofits down the line. By embedding charging readiness into new developments, Kenmore ensures that its buildings are prepared for the growing demand for electric vehicles, making the transition smoother, faster, and more cost-effective.

Incentives for Retrofit and Expansion

- **Recommendation:** Introduce **financial incentives** to support local businesses and property owners in installing or upgrading EV charging stations, focusing on **high-demand areas** such as near **transit hubs** and **city-owned properties**.
- **Example:** Inspired by **Kenmore's Solarize program**, which incentivizes solar panel installations, similar incentives can be offered for EV charging stations, helping to reduce the financial burden for businesses eager to support the city's green transition.
- **Rationale:** Financial incentives will motivate the private sector to increase the number of charging stations, especially in underserved communities. This ensures that all residents and visitors have easy access to the resources they need to charge their vehicles.

Zoning Code Amendments

- **Recommendation:** Revise Kenmore's zoning codes to require **EV-ready infrastructure** in new developments and major renovations, specifying that **5-10% of parking spaces** be set aside for EV charging readiness.
- **Example:** Following Bellevue's lead, Kenmore could mandate EV-readiness based on the size of a development, such as requiring EV-ready spaces for properties with more than **5-10 parking spaces**.
- **Rationale:** By ensuring that parking lots in new developments are equipped to accommodate future EV demand, these zoning amendments will foster consistent growth in EV infrastructure. As Kenmore continues to expand, these changes will make it easier to keep up with technological advancements and evolving transportation needs.

Workforce Training and Partnerships

- **Recommendation:** Collaborate with local educational institutions, such as **University of Washington Bothell**, to create targeted **training programs** for **EV infrastructure installation** and **maintenance**.
- **Example:** By working with local universities and trade schools, Kenmore can ensure that there is a skilled workforce ready to meet the demands of installing and maintaining EV chargers as well as servicing electric vehicles.
- **Rationale:** Developing specialized training programs will not only help create job opportunities for local residents but will also ensure that Kenmore has the skilled labor necessary to support its growing EV infrastructure needs. As demand for EVs rises, so will the need for highly trained professionals to keep the system running smoothly.

Conclusion



Progress Made: Kenmore has made significant strides in preparing for the transition to EVs with the development of this EVIP. Initial community engagement and planning efforts have paved the way for further adoption across the region.



Key Challenges: Despite progress, Kenmore faces challenges such as limited access to at-home charging for residents in multi-family housing, potential weather impacts on EV performance, and the need for equitable infrastructure distribution across the city.



Opportunities for Growth: The city has a unique opportunity to leverage state and federal funding, expand EV readiness codes, and improve stakeholder collaboration to build a robust, inclusive, and future-proof EV infrastructure.



Path Forward: Continued community engagement, partnerships with PSE and other local entities and nonprofits, and a focus on equitable access to charging stations will be critical in ensuring the successful adoption of EVs across Kenmore. Kenmore can become a leader in EV infrastructure and sustainability with a well-developed plan and strategies.

Stakeholder & Community Engagement

Chapter 4



CITY OF KENMORE

ENVIRONMENTAL SERVICES



STAKEHOLDER AND COMMUNITY ENGAGEMENT OVERVIEW

COMMUNITY ENGAGEMENT

SURVEY RESULTS

CONCLUSION



CITY OF KENMORE
ENVIRONMENTAL SERVICES

Stakeholder & Community Engagement Methodology



1. Interviews with Staff and Committee Members

We conducted in-depth interviews with key staff members and relevant committee representatives. These discussions were designed to capture expert insights on specific project goals, challenges, and opportunities. The interviews focused on understanding the perspectives of individuals directly involved in the project's planning and execution, as well as their experience with previous initiatives. By tapping into their knowledge, we identified potential barriers to implementation and ensured alignment between internal stakeholders and the broader community objectives.

2. Community Engagement Through In-Person and Virtual Events

A combination of in-person and virtual community engagement events was held to ensure broad accessibility and inclusivity. In-person meetings took place at central community locations, such as libraries and town halls, where residents could meet face-to-face with project leaders, ask questions, and voice their concerns. Virtual events were equally important in providing access to those unable to attend in person due to time constraints or mobility issues. These online events utilized interactive tools such as live polls, Q&A sessions, and breakout discussions to encourage participation from diverse groups, ensuring that all voices were heard, regardless of location or circumstance.

3. Surveys and GIS Mapping for Data Collection

A comprehensive survey was distributed to gather quantitative and qualitative data from a broad cross-section of the community. The survey included multiple-choice questions and open-ended prompts, allowing residents to provide detailed feedback on their concerns, preferences, and suggestions for the project. Additionally, we employed Geographic Information System (GIS) mapping to allow residents to pinpoint specific areas of interest, such as locations where they would like to see infrastructure improvements or where they encounter challenges related to transportation. Combining these tools allowed us to collect geographically relevant data, offering a clear picture of community needs based on location and demographic factors.

Stakeholder & Community Engagement Purpose



Stakeholder and community engagement was crucial in the creation of this EVIP for several reasons not limited to:

- **Building Trust and Support:** Engaging the community fosters transparency and trust. When residents, business owners, and other stakeholders feel included in the decision-making process, they are more likely to support and adopt the plan.
- **Identifying Local Needs and Concerns:** Every community is unique. Through engagement, Kenmore can better understand local needs, such as where charging stations are most needed, concerns about accessibility, or any potential resistance to EV adoption. Input from a diverse range of community members ensures the plan addresses real issues.
- **Promoting Equity:** Engaging historically underserved communities is essential for equitable access to EV infrastructure. Community engagement ensures that marginalized and low-income groups have a voice in the process and are not left behind in the transition to electric vehicles.
- **Improving Implementation Success:** When key stakeholders, such as local businesses, utility companies, and property owners, are involved early, the implementation process is smoother. Their insights help overcome practical barriers, like zoning issues or technical constraints, and create stronger, more efficient collaborations.
- **Maximizing Outreach and Awareness:** Effective community engagement can enhance awareness of EV adoption benefits, rebates, and incentives. By reaching out through various channels, the City can increase participation in EV programs and help residents make informed choices about adopting electric vehicles.

Ultimately, engaging stakeholders and the community in the EVIP process makes the plan more inclusive, practical, and successful, ensuring that the transition to EVs benefits everyone in Kenmore. This EVIP was created with input from a diverse group of local agencies, including an Advisory Committee composed of stakeholders from various sectors. In addition to the City's Diversity Equity Inclusion and Accessibility (DEIA) Committee, feedback was gathered through stakeholder listening sessions with City departments, a public survey, an in-person community engagement event, and two virtual community engagement sessions. The participants in this process brought valuable insight, technical expertise, and lived experiences essential for shaping the EV adoption scenarios, needs analysis, and implementation recommendations for the EVIP.

Community Engagement



To ensure robust and inclusive community participation in the EVIP process, the Project Team organized multiple opportunities for engagement, both in-person and virtual, to accommodate various preferences and needs.

In-Person Farmers' Market Table: July 31st & August 28th, 2024

- **Goal:** To introduce the EVIP project, receive initial input on charger locations and promote future opportunities to learn more and provide feedback.
- **Approach:** Use an existing event to connect with community members in an accessible format, encourage questions, and gather initial thoughts on the project.
- **Location:** Kenmore Town Square, 6728 NE 181st St, Kenmore, WA 98028

In-Person Community Engagement Meeting: October 22nd, 2024

- **Goal:** To foster meaningful, face-to-face dialogue with community members and stakeholders.
- **Approach:** This meeting provided an open, accessible space for community members to share their input, ask questions, and learn about the EVIP firsthand. Active participation from diverse groups was encouraged, ensuring that voices from all backgrounds were heard.
- **Location:** Kenmore City Hall, 18120 68th Ave NE, Kenmore, WA 98028

Key Highlights:

- Presentation of the EVIP process
- Interactive discussions on EV charger placement
- Opportunities for direct feedback

Virtual Community Meetings: October 28th & November 1st

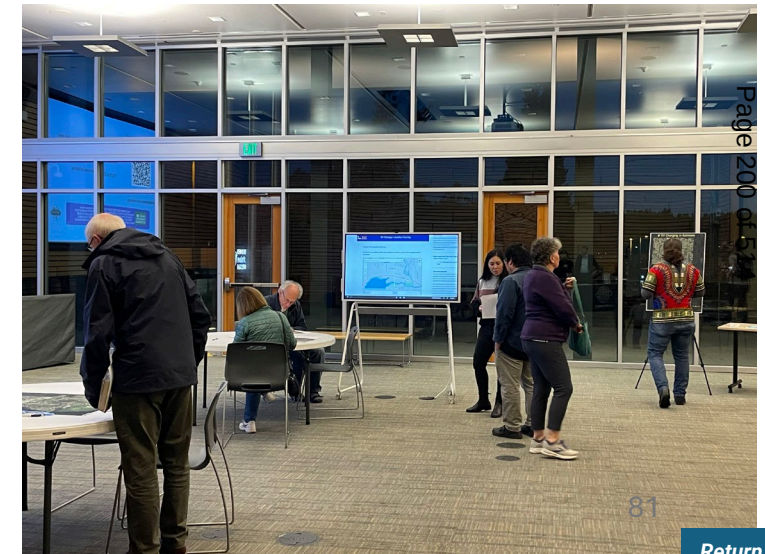
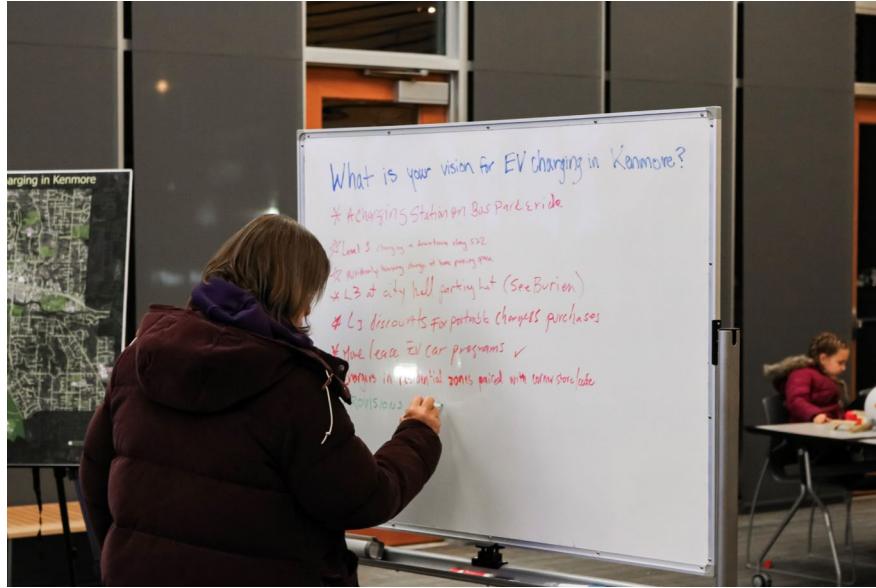
- **Goal:** To provide flexible options for participation, making it easier for those who could not attend in person to contribute. The meetings were tentatively scheduled for 6 pm and 12 pm.
- **Approach:** These virtual sessions were designed to be inclusive and accessible, ensuring community members with varying schedules or mobility limitations could participate. Breakout rooms were used for small group discussions (if needed), and digital tools were employed for real-time feedback collection.
- **Platform:** Microsoft Teams meeting

Key Highlights:

- Detailed overview of the EVIP process
- Interactive polls and Q&A sessions
- Focused discussions on DEIA considerations for infrastructure planning

Through these efforts, the team aimed to gather diverse perspectives, ensure broad community representation, and ensure that the EVIP reflected the needs and values of all Kenmore residents.

In Person Community Engagement



Community Engagement – Desired Charging Locations



During the community engagement process, residents were invited to provide input on where they believe EV charging stations should be located across Kenmore. This was done through two methods:

Physical Map with Pins:

- At the in-person community event, a large physical map of Kenmore was displayed. Attendees were given physical pins to place on the map, marking areas where they felt charging stations were most needed or would be most useful. The locations marked included key areas such as downtown, near retail centers, along main roads, residential neighborhoods, parks, and transit hubs.
- This hands-on approach allowed residents to directly contribute their ideas, providing valuable insights into the highest demand and interest areas.

Community Engagement – Desired Charging Locations

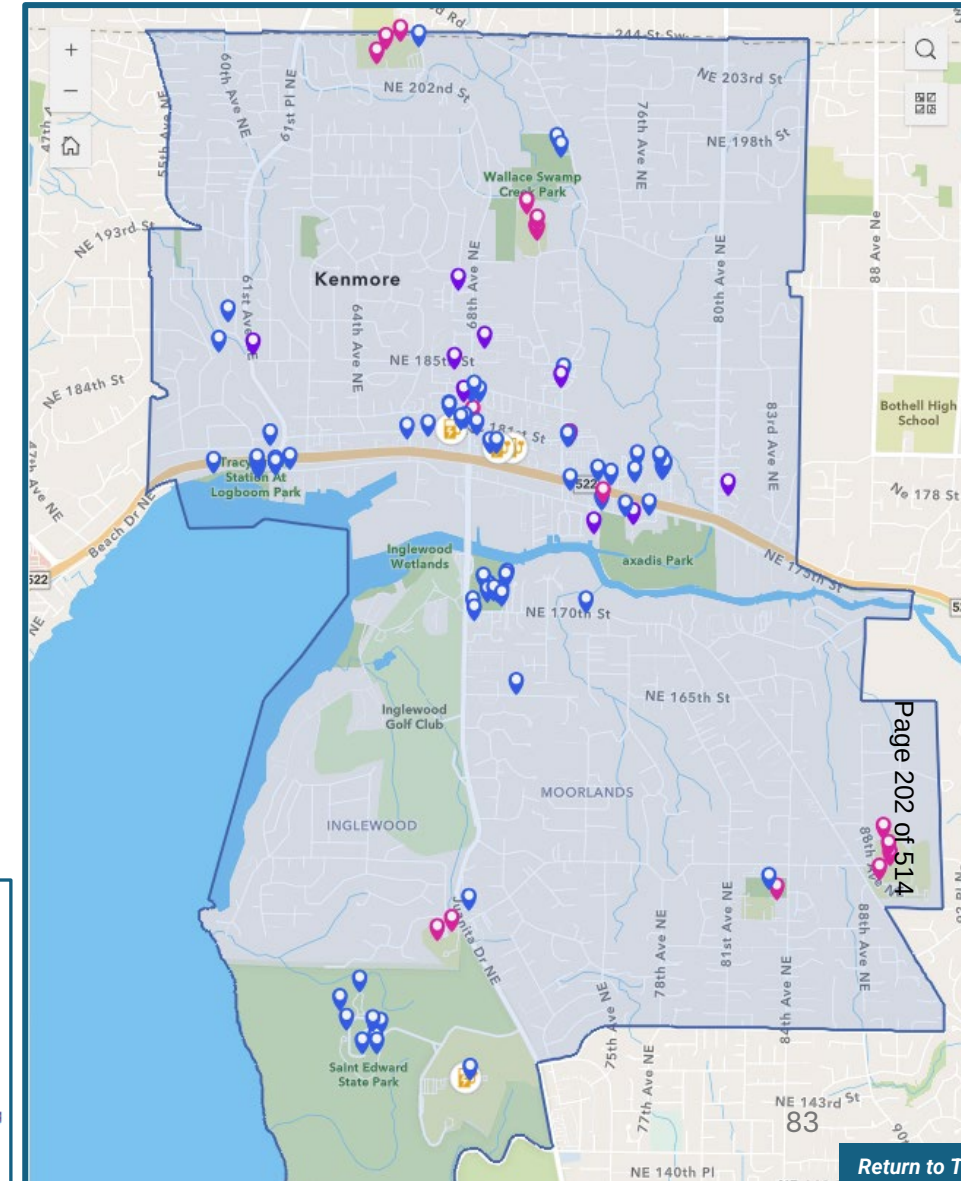
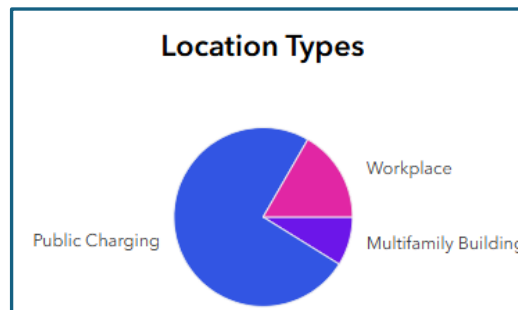


GIS Tool on Kenmore's home website:

In parallel, an interactive GIS tool was made available on the project website. This online tool allowed community members to digitally place markers on a map of Kenmore, selecting locations where they would like to see EV charging stations.

The tool provided an easy-to-use interface where residents could zoom in on specific areas, identify preferred locations, and submit their feedback. Data collected through this GIS tool was automatically compiled and analyzed, offering a detailed, scalable view of community preferences for charging infrastructure across the city.

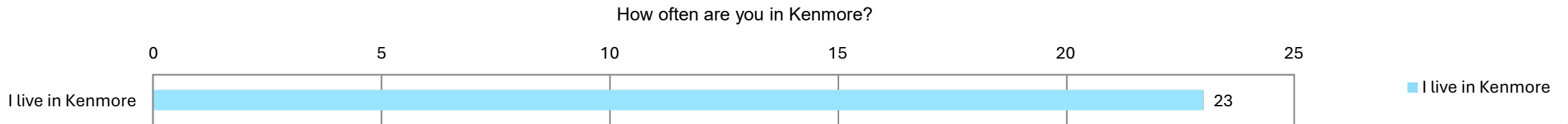
Both methods allowed the City to capture valuable data on community priorities, identifying areas with high potential demand for EV charging infrastructure and ensuring that future developments align with residents' needs.



Community Engagement – Survey Results



It is important to note that while the methods outlined above provide valuable insights from a range of community members, the sample size for some engagement activities may not fully represent the entire population. As with any survey or public engagement effort, there are inherent limitations in the extent to which the feedback gathered reflects the diversity of the broader community. Efforts were made to include a wide cross-section of residents, but further engagement may be necessary to ensure that all voices, particularly from underrepresented groups, are included in future stages of the project.



Key Takeaways:

- All survey respondents are residents of the City of Kenmore, ensuring the feedback reflects the views of local community members.
- This targeted engagement effort highlights that the people most likely to use or be impacted by the EV infrastructure were the ones providing input.
- It is important to note that the results may not fully represent the broader community, as individuals from neighboring areas or other cities who could also benefit from the infrastructure did not fill out the survey.

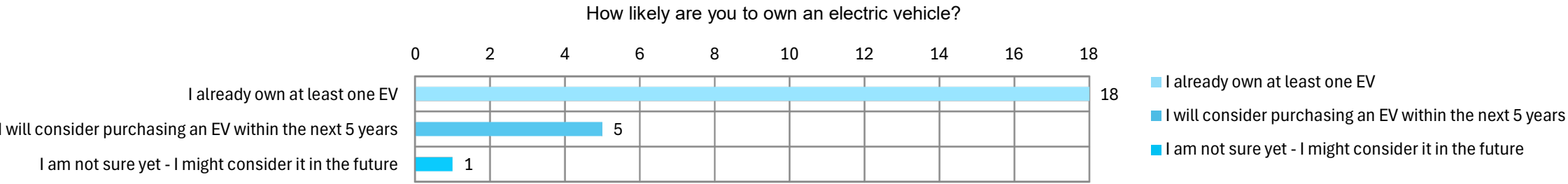
Community Engagement – Survey Results



Key Takeaways:

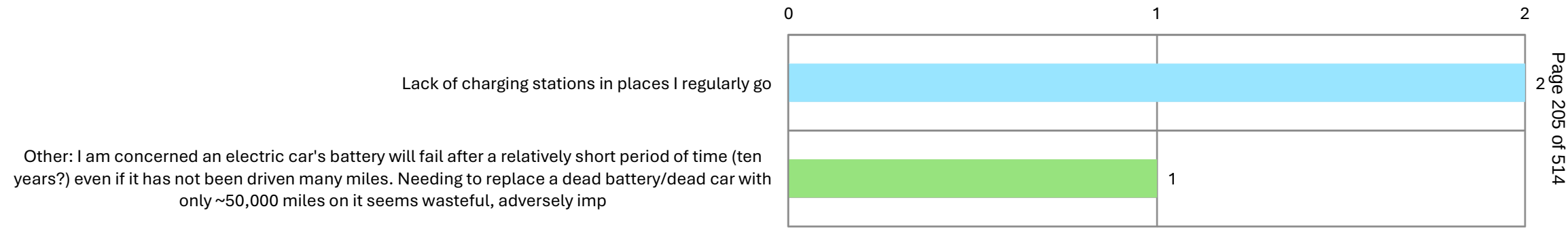
- The survey sample consists primarily of single-family homeowners, with 17 out of 23 respondents in this category.
- One respondent is a renter of a single-family home, three own multifamily properties, and three rent in multifamily properties.
- This distribution suggests that the sample is skewed toward single-family homeowners, who may face fewer barriers to installing EV infrastructure compared to residents of multifamily properties.

Community Engagement – Survey Results



- Key Takeaways:**
- 18 out of 23 survey respondents currently own an EV, five are considering purchasing one within the next five years, and one is unsure.
 - This suggests that respondents generally support or already engage with electric vehicles.
 - The high level of current EV ownership aligns with trends tracked by the Washington Department of Licensing, while those considering a future purchase indicate potential for continued adoption in the coming years.

What is holding you back from purchasing an electric vehicle? (select all that apply)

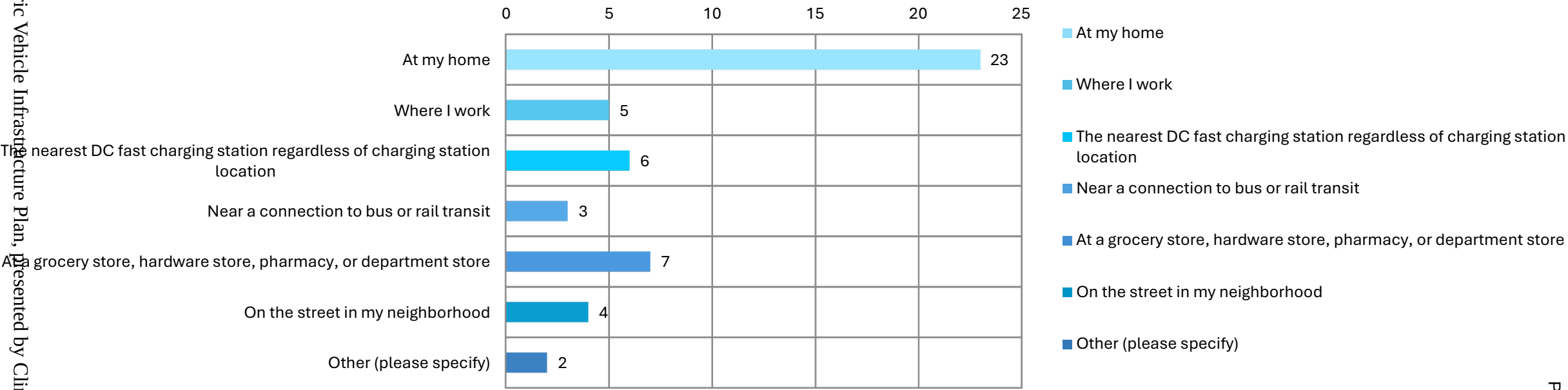


- Key Takeaways:**
- Respondents expressed concerns about the lack of nearby charging stations and uncertainties regarding the viability and functionality of EV batteries as primary reasons for hesitancy in purchasing an electric vehicle.

Community Engagement – Survey Results



If you have an electric vehicle, where do you currently most often charge your vehicle? Or if you were to have an electric vehicle, where do you think you would most often charge your vehicle? (select up to 3)



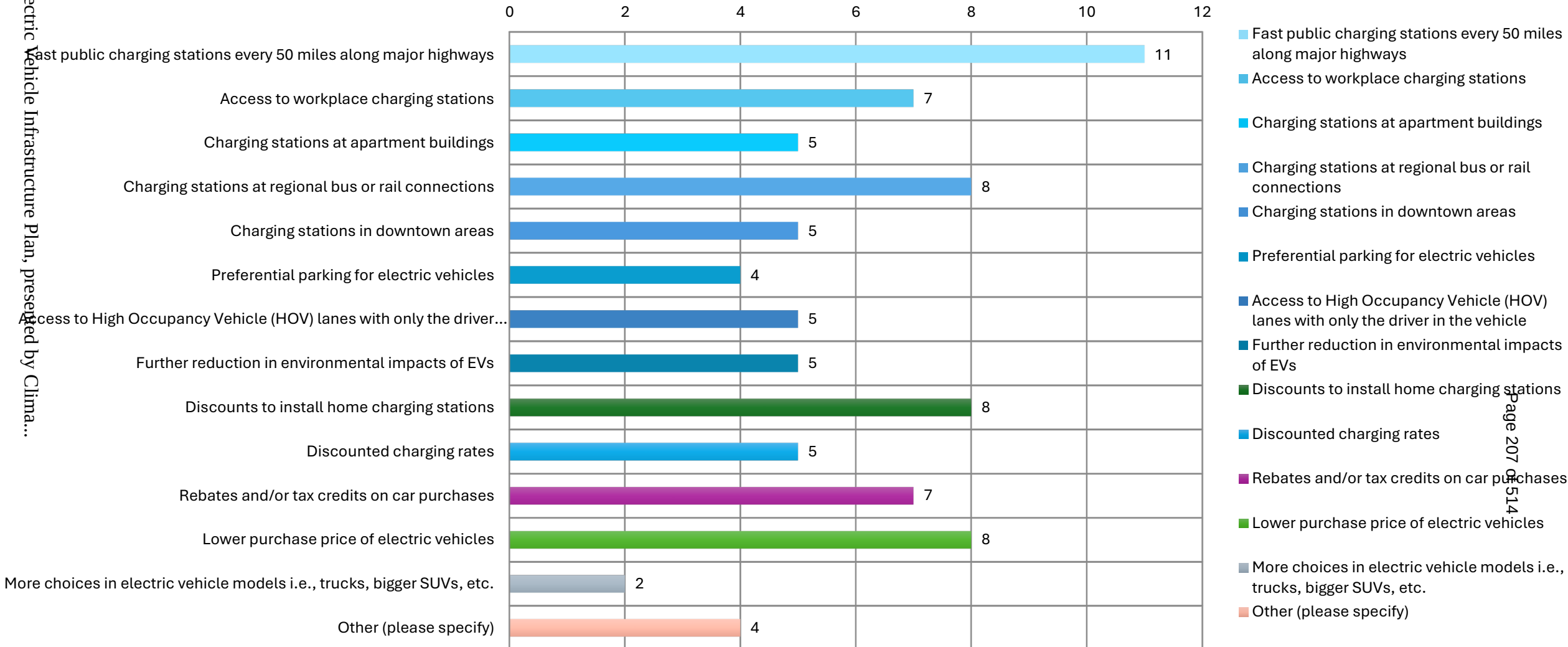
Key Takeaways:

- The majority of respondents (23) indicated they would most often charge their EV at home, followed by retail locations (7) and fast charging stations (6).
- Some respondents also considered workplace charging (5) and charging at bus or rail stations (3).
- A few participants (4) would charge within their neighborhood, while 2 mentioned other locations.
- Overall, home charging is the most common choice, underscoring the need to expand home charging options, particularly in multifamily settings, workplace, and public charging infrastructure, including fast charging stations and retail locations.

Community Engagement – Survey Results



What would most likely increase your interest in purchasing or leasing an electric vehicle? (select all that apply)



Community Engagement – Survey Results



Fast Public Charging (11 responses): The top factor that would increase interest is access to fast public charging, with 11 respondents indicating this as a key consideration. This suggests that convenience and the ability to quickly charge an EV in public spaces are critical for potential buyers.

Lower Purchase Price of EVs (8 responses): Lowering the purchase price of EVs is also a significant motivator, with 8 respondents mentioning this. This reflects that cost remains a major barrier for many potential buyers, and reducing the upfront price would encourage more purchases.

Discounts to Install Home Charging Stations (8 responses): Offering discounts for home charging station installation is another highly favored option, with 8 respondents selecting it. This points to the importance of making home charging more accessible and affordable for potential EV owners.

Bus/Rail Stops (8 responses): Charging availability at bus or rail stops is another popular factor, with 8 respondents indicating it would increase their interest. This suggests the desire for charging infrastructure integrated with public transportation hubs, making EVs more convenient for daily commutes.

Workplace Charging (7 responses): Access to workplace charging is also a key factor for 7 respondents, highlighting that many people would benefit from being able to charge their EV at work, especially those who don't have home charging options.

Rebates/Tax Credits (7 responses): Financial incentives like rebates or tax credits are important motivators for 7 respondents. This reinforces the idea that financial incentives can help reduce the cost barrier for potential EV buyers.

Access to HOV Lanes (5 responses): The ability to use high-occupancy vehicle (HOV) lanes is seen as an attractive benefit by 5 respondents, which suggests that certain perks tied to driving an EV could influence their decision.

Apartment Buildings (5 responses): Charging access at apartment buildings is another consideration, with 5 respondents selecting it. This indicates that EV adoption could be limited for people living in multifamily housing unless charging infrastructure is made available in these settings.

Environmental Impact Reduction (5 responses): A further reduction in environmental impacts is a motivating factor for 5 respondents, reflecting that some potential buyers are motivated by the environmental benefits of EVs.

Preferred EV Parking Spots (4 responses): Having designated EV parking spots is an incentive for 4 respondents, indicating that convenience and ease of access to parking could sway purchasing decisions.

More EVs (2 responses): A desire to see more EVs on the road (2 responses) shows that some potential buyers may feel more inclined to purchase an EV when they see more widespread adoption.

- **Other (4 responses):** The "Other" category (4 responses) suggests there may be additional factors not listed that could influence interest, though specific details aren't provided.

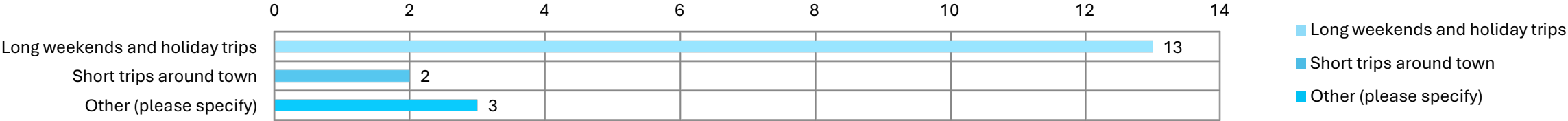
Key Takeaways:

- **Fast public charging** and **lower EV prices** are the most significant factors for increasing interest in EVs.
- **Charging infrastructure**, including **workplace charging**, **bus/rail stops**, and **apartment buildings**, is essential to potential buyers.
- **Financial incentives** like **rebates/tax credits** and **discounts for home charging installation** are also highly motivating.
- **Environmental benefits** and **HOV lane access** are additional considerations that could appeal to certain buyers.
- This data suggests that improving EV infrastructure, offering financial incentives, and reducing the cost of EVs are the key actions that could boost interest and adoption.

Community Engagement – Survey Results



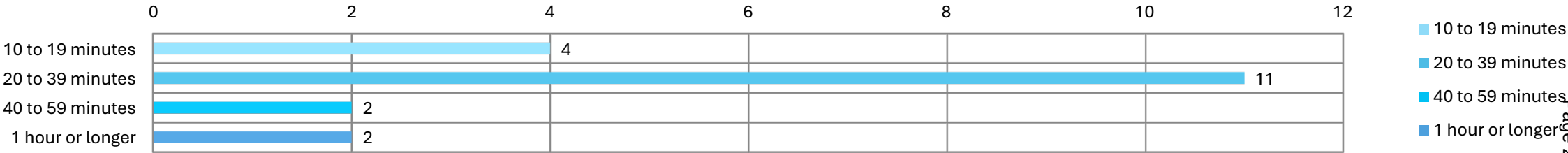
If you own an EV, in what scenario do you most often use a publicly accessible charger?



Key Takeaways:

- Public charging is mainly used for **long-distance trips** or travel beyond the range of home charging, rather than for daily or short trips.
- This highlights the importance of **public charging infrastructure** for supporting EVs during longer journeys, especially in locations where home charging may not be available or practical

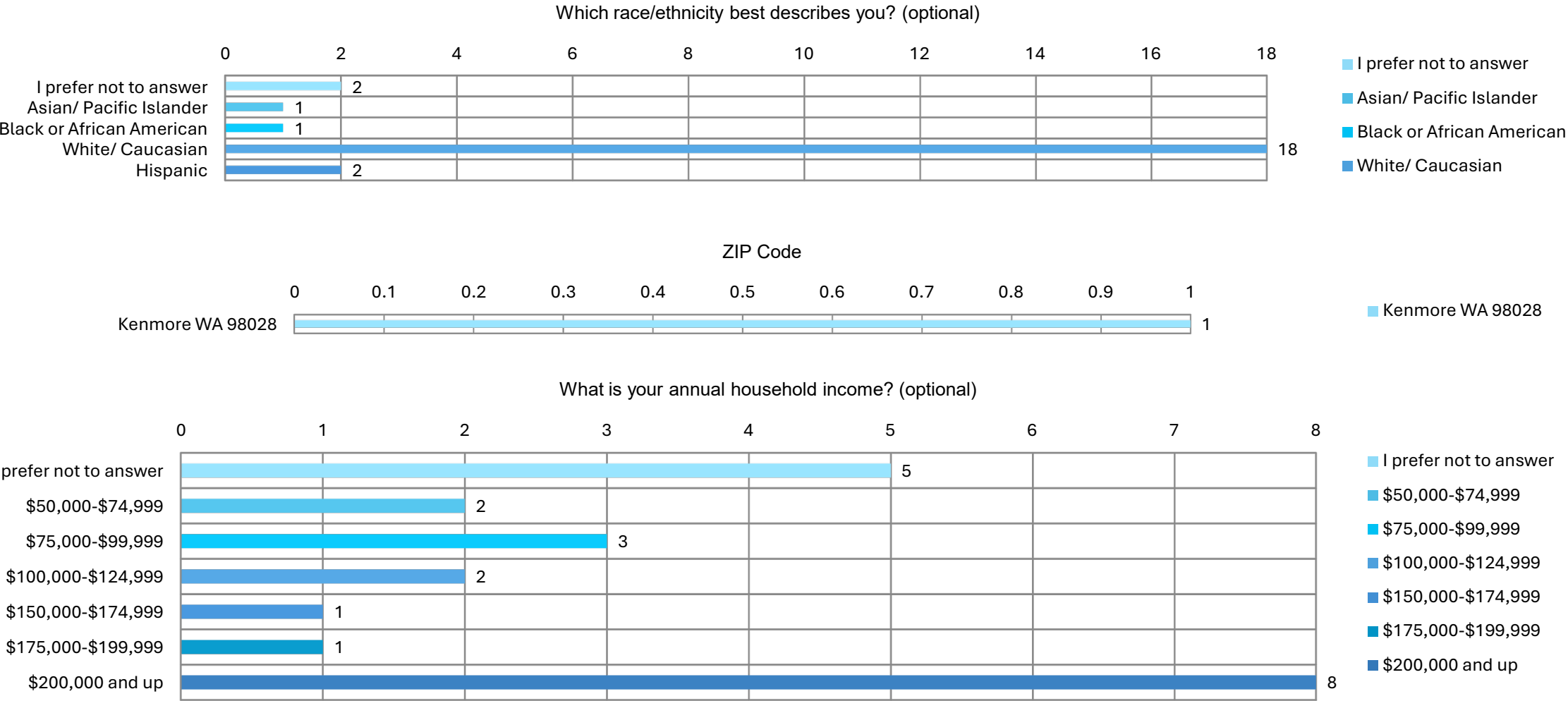
When using a public charger, how long do you typically charge for?



Key Takeaways:

- Most Common Charging Duration:** The majority of respondents (46%) typically charge their EVs for **20-39 minutes**, indicating that a significant portion of users may be looking for a quick charge boost during a short stop.
- Shorter Charging Sessions:** 17% of respondents charge for **10-19 minutes**, suggesting that some users are likely charging during short stops or while running errands, perhaps not needing a full charge.
- Longer Charging Sessions:** A smaller group (16%) reports charging for **40 minutes or longer**, which could indicate users seeking to charge their vehicle fully or those using public chargers that offer a slower charging rate.
- Need for Efficient Charging Options:** The higher percentage of users in the **20-39 minute** range suggests a strong demand for chargers that balance speed and convenience, potentially aligning with the availability of fast chargers.

Community Engagement – Survey Results



According to US Census data ([US Census, 2024](#)) , the survey results indicate the primary participating demographics are slightly over-represented with White/Caucasian and under-represented with minority groups. Per US Census data, the median household income (in 2023 dollars), from 2019-2023 was \$137,926.

Conclusion: Key Insights and Actions for Boosting EV Adoption in Kenmore



- **Infrastructure is key:** Expanding access to fast public charging stations, workplace charging, and charging at bus/rail stops is essential to meet the needs of potential EV buyers. Special attention is needed for apartment buildings and multifamily housing.
- **Cost reduction is critical:** Lowering the purchase price of EVs and offering financial incentives such as rebates and discounts for home charging installation are major motivators for increasing adoption.
- **Environmental and convenience perks matter:** Many potential buyers are attracted to environmental benefits and access to perks like HOV lanes and designated EV parking spots.
- **Community engagement:** As demand for EV infrastructure grows, it's important to continue gathering community feedback to ensure that the infrastructure plan aligns with residents' needs and preferences.
- Qualitatively, during in-person community engagement events, there was strong support for **E-mobility solutions beyond EVs**, including electric bike charging, bike lanes, and secure bike parking areas.

Next steps:

- Focus on expanding charging infrastructure across key locations (home, workplace, public spaces) as per this EVIP and the recommendations made herein.
- Explore financial incentives and cost-reduction strategies, such as the incentives in this report, to make EVs more accessible.
- Continue engaging the community to refine and adapt the plan based on emerging needs and trends, including expanding support for E-mobility and bike infrastructure.

EV Market Assessment & Community Charging

Chapter 5



CITY OF KENMORE

ENVIRONMENTAL SERVICES



EV ADOPTION FORECASTING | MODELING
METHODOLOGY

EV ADOPTION FORECASTING | INPUTS AND
ASSUMPTIONS

EV ADOPTION FORECASTING | RESULTS

COMMUNITY CHARGING INFRASTRUCTURE |
MODELING METHODOLOGY

COMMUNITY CHARGING INFRASTRUCTURE |
INPUTS AND ASSUMPTIONS

COMMUNITY CHARGING INFRASTRUCTURE |
RESULTS

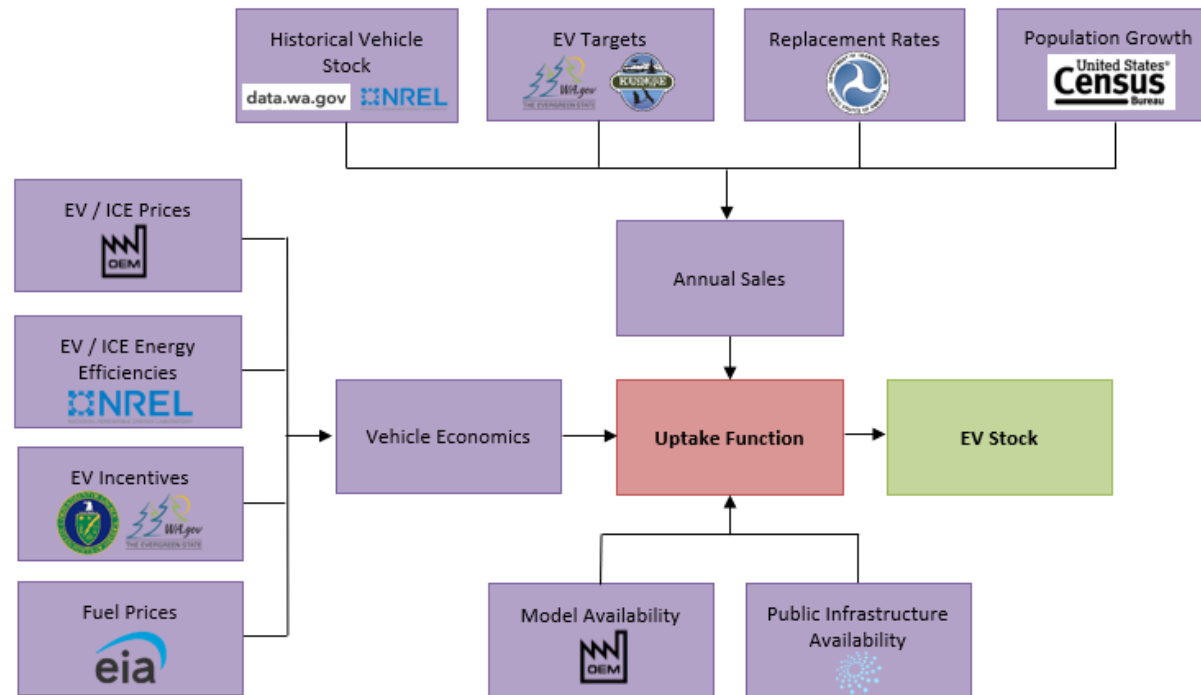


CITY OF KENMORE
ENVIRONMENTAL SERVICES

EV ADOPTION MODELING METHODOLOGY



EV Adoption Modeling Diagram



Legend



Note: ICE = Internal Combustion Engine
Source: Energeia (2024)

Objective:

- Inform community charging infrastructure needs by forecasting electric vehicle (EV) adoption in the City of Kenmore

EV adoption forecasting approach:

- Vehicle stock and turnover model that calculates EV adoption based on economics, i.e. customer return on investment (ROI), vehicle choice / availability and public infrastructure availability specific to the City of Kenmore

Detailed process:

- Forecast vehicle ROI by major vehicle class and year
- Estimate EV model availability over forecast period
- Estimate vehicle stock growth based on population forecasts
- Capture key ZEV targets and requirements
- Calculate EV uptake based on ROI, vehicle model availability and zero-emission vehicle (ZEV) market share requirements

Modeled ZEV Regulatory Requirements



100% Zero Emission Sales Requirement Schedule by Vehicle Class

- The Project Team captured key requirements from the [CA Advanced Clean Cars and Clean Trucks regulations](#)
- Key 100% sales share targets by vehicle class are shown at right
- EV adoption model will be configured to comply with key sales requirements by vehicle class
- The Project Team acknowledges potential changes to the sales mandates shown at right under the current administration may lead to changes in adoption

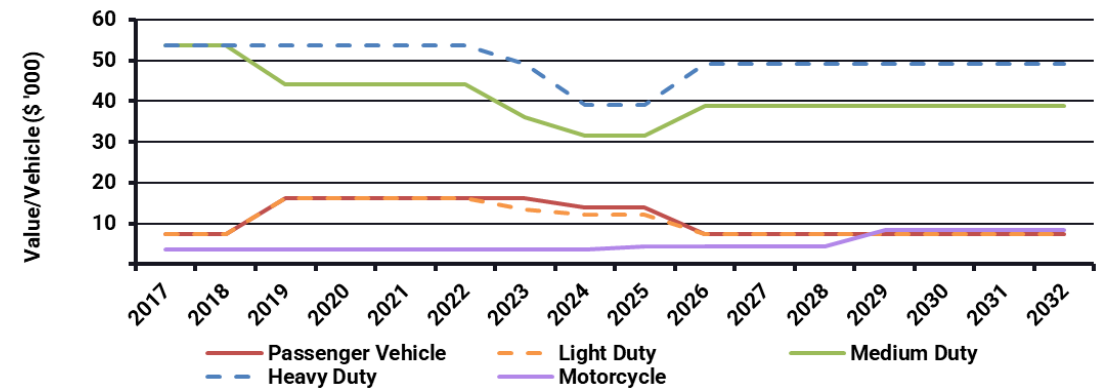
Vehicle Type	100% PEV Sales Schedule	Legislation
Passenger Cars	2035	EO N-79-20
Passenger Trucks	2035	EO N-79-20
Drayage Fleet	2035	EO N-79-20
Medium Duty Fleet	2045	EO N-79-20
Heavy Duty Fleet	2045	EO N-79-20
Ride-Hailing Fleet	2030	Clean Miles Standard (SB 1004)
Transit Buses	2040	CARB Release 18-65
Medium and Heavy Duty Fleet	2045	CARB Advanced Clean Fleets

Note: EO = Executive Order, SB = Senate Bill
Source: CARB (2024)

ZEV Incentives, Rebates and Tax Credits

- EV incentives, rebates and tax credits reduce EV premium barrier to consumers and improve fuel switching economics
- Modeled programs include:
 - US IRS [Passenger EV Tax Credit](#)
 - US IRS [Commercial EV Tax Credit](#)
 - US EPA [Clean School Bus Rebates](#) (not shown due to axes)
 - WA Dept of Revenue [Clean Vehicle Tax Credit](#)
 - WA Dept of Commerce [EV Instant Rebate Program](#)
 - WA Dept of Ecology [Zero Emission School Bus Grants](#) (not shown due to axes)

Annual Incentive Value/Vehicle by Vehicle Class to 2032



Source: US IRS (2023), US EPA (2021), State of WA Agencies (2024)

Vehicle Models



- Tesla Model Y is the most registered EV in Kenmore, while the Toyota RAV-4 is the most registered ICE, and the models are similar in size and function
- The upfront premium for the Model Y is ~\$15k before incentives, but comes with increased efficiency and 78 kWh battery
- Electric models in commercial vehicle classes (first row per category) are generally more expensive than their ICE equivalents, but benefit from incentives and rebates to reduce premium
- Battery costs will play a key role in changes to EV prices over time

Tesla Model Y vs. Toyota RAV-4 Vehicle Specifications

Vehicle	Price (USD)	Range (Mi)	Efficiency (MPGe)
Tesla Model Y	\$44,990	337	117.4
Toyota RAV-4	\$28,475	392	32.3

Modeled Commercial Vehicle Specifications

Vehicle Class	Vehicle Type	Model	Price
Light Duty	EV	eSprinter	\$63,475
	ICE	Sprinter	\$50,830
Medium Duty	EV	Freightliner eM2	\$139,000
	ICE	Freightliner M2 106	\$102,604
Heavy Duty	EV	Tesla Semi	\$150,000
	ICE	Freightliner Cascadia	\$160,000
Bus	EV	Proterra eBus	\$750,000
	ICE	Generic ICE Bus	\$480,000
Motorcycle	EV	Zero SR/S	\$20,595
	ICE	Honda Shadow	\$7,899

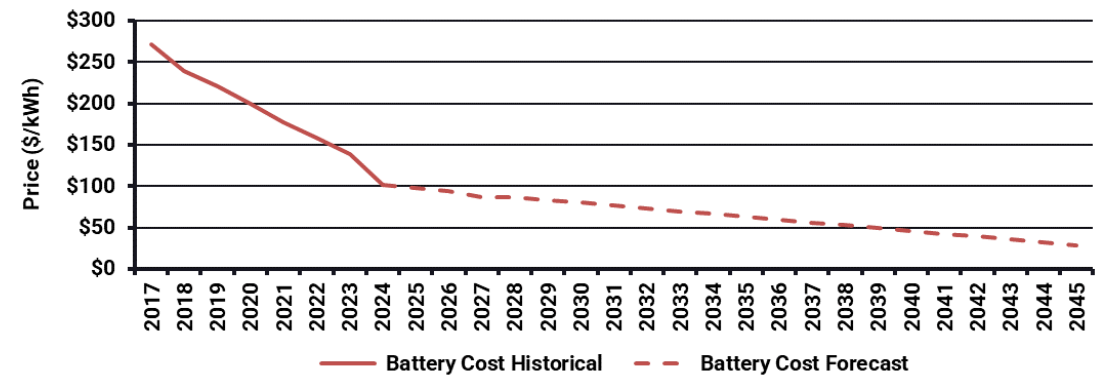
Source: OEM Websites (2024), WashDOT (2024), Energeia Analysis (2024)

Battery Costs

- Battery costs on a \$/kWh basis are expected to continue to decrease significantly over the next 15 years, per [US DOE technology forecasts](#)
- Reduced battery costs improve customer ROI of EV premium, in turn driving EV adoption



BEV Battery Cost Forecast



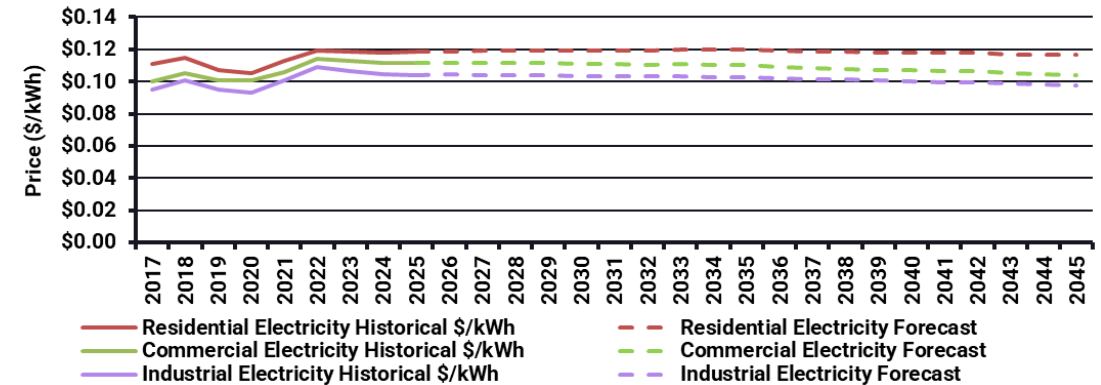
Source: US Department of Energy (DOE)

Fuel Costs

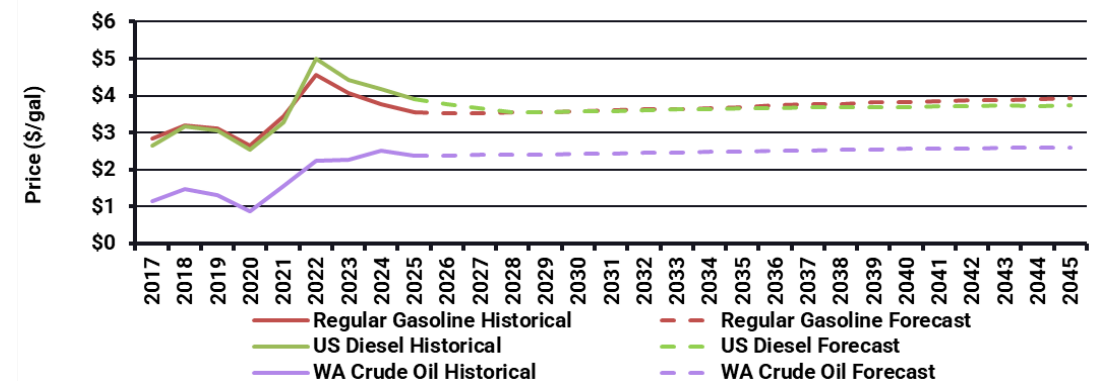


- Electricity price forecasts in Kenmore are forecasted to slightly decrease until 2040, and may continue decline with electrification of transport and building sectors and as electricity sales rise
- Gas prices are expected to recover from recent highs, followed by a slight increase over time

Retail Electricity Price Forecast by Segment



ICE Fuel Price Forecast by Type

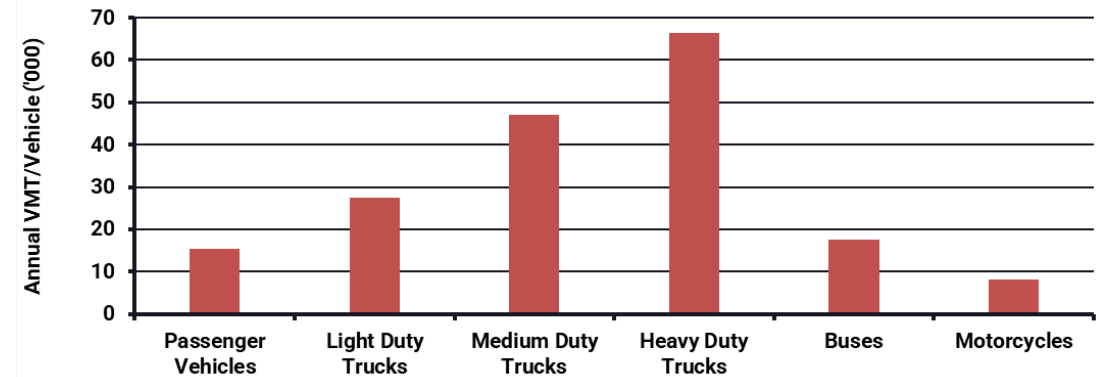


Source: Energy Information Administration (EIA) (2024), Energeia Analysis (2024)

Annual VMT/Vehicle

- The Project Team developed average vehicle miles traveled (VMTs)/vehicle using [US DOT total VMTs for King County](#) scaled to Kenmore by vehicle stock
- All classes of trucks (light, medium and heavy duty) comprise the majority of annual VMTs in Kenmore on a per vehicle basis
- Passenger vehicles average ~15k miles/year
- Annual VMTs are used to calculate fuel cost portion of vehicle total cost of ownership

Annual Vehicle Miles Traveled/Vehicle by Class



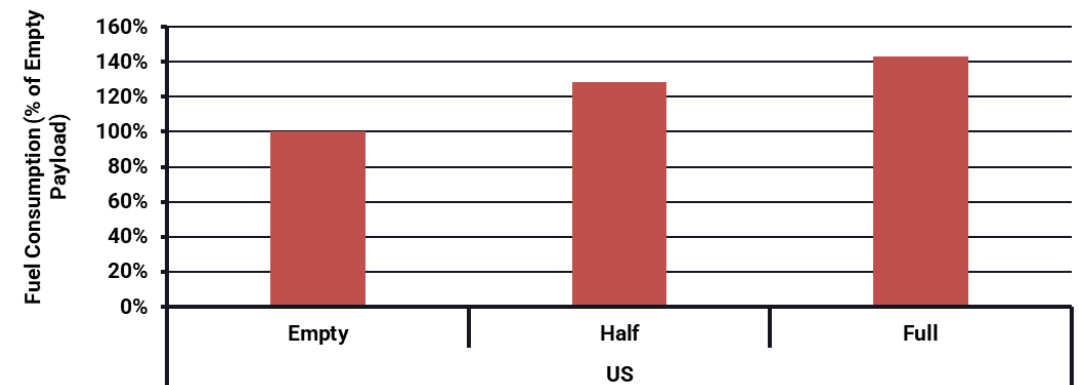
Source: Washington State Department of Transportation (WashDOT) (2024)

Commercial Vehicle Efficiency Adjustments



- Commercial vehicle efficiencies vary widely based on assumed payload, especially medium and heavy-duty trucks
- The Project Team applied an efficiency scaling factor to reduce efficiency of medium and heavy-duty truck to half or full payload efficiencies, resulting in a more accurate annual fuel cost calculation
- OEM-advertised efficiencies assume empty payload
- The International Council for Clean Transportation (ICCT) conducted a [commercial vehicle efficiency study](#), including payload analysis from vehicle samples across various continents

US Commercial Truck Fuel Consumption by Payload Category



Source: ICCT, Energeia Analysis (2024)

Energy Efficiencies and Specifications



Vehicle Efficiencies and Specifications by Class and Type

Vehicle Class	Vehicle Type	Model	Range	Units	Battery Size	Units	Efficiency	Units
Passenger Vehicle	EV	Model Y	337	miles	78	kWh	3.6	mi/kWh
	ICE	RAV 4	392	miles			32.3	mpg
Light Duty	EV	eSprinter	173	miles	81	kWh	0.5	kWh/mi
	ICE	Sprinter	368	miles			15.0	mpg
Medium Duty	EV	Freightliner eM2	215	miles	194	kWh	1.3	kWh/mi
	ICE	Freightliner M2 106	800	miles			14.3	mpg
Heavy Duty	EV	Freightliner eCascadia	365	miles	438	kWh	1.2	kWh/mi
	ICE	Freightliner Cascadia	800	miles			13.4	mpg
Bus	EV	Proterra eBus	200	miles	372	kWh	1.9	kWh/mi
	ICE	Generic ICE Bus	500	miles			5.0	mpg
Motorcycle	EV	Zero SR/S	156	miles	13	kWh	0.1	kWh/mi
	ICE	Honda Shadow	207	miles			56.0	mpg

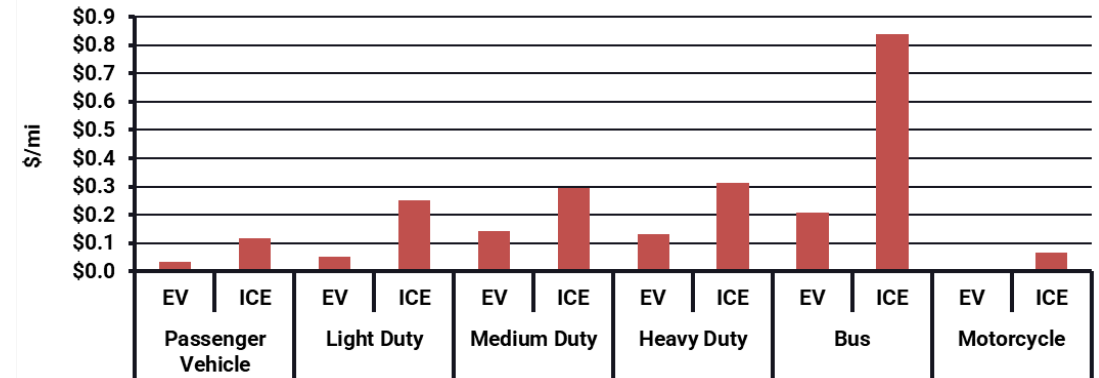
Source: OEM Websites
(2024)

- The Project Team has captured key representative vehicle model specifications such as efficiencies, range, and typical battery size from original equipment manufacturer (OEM) websites
- Vehicle battery sizing is adjusted over time to the City of Kenmore’s VMTs based on vehicle efficiencies

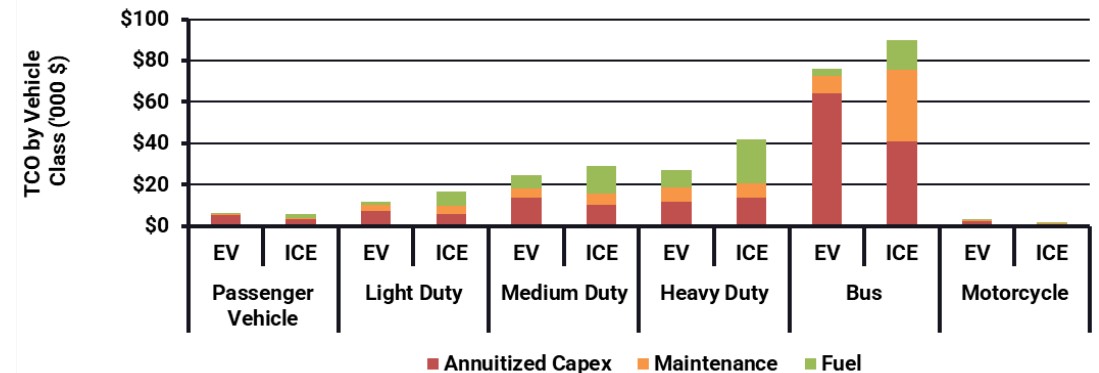
Normalized Fuel and Vehicle Costs

- The Project Team calculated \$/mi by vehicle class and ICE/EV to visualize differences in vehicle efficiencies on a normalized basis
- Annual total cost of ownership (TCO) by vehicle class and ICE/EV shown at right, including:
 - Annual fuel cost
 - Annual maintenance cost
 - Annuitized upfront cost over the lifetime of the vehicle
- Note: Fuel costs assume a half payload efficiency scaling factor for medium and heavy-duty vehicles

Normalized Fuel Cost by Vehicle Class and ICE/EV



Annual TCO by Vehicle Class and ICE/EV

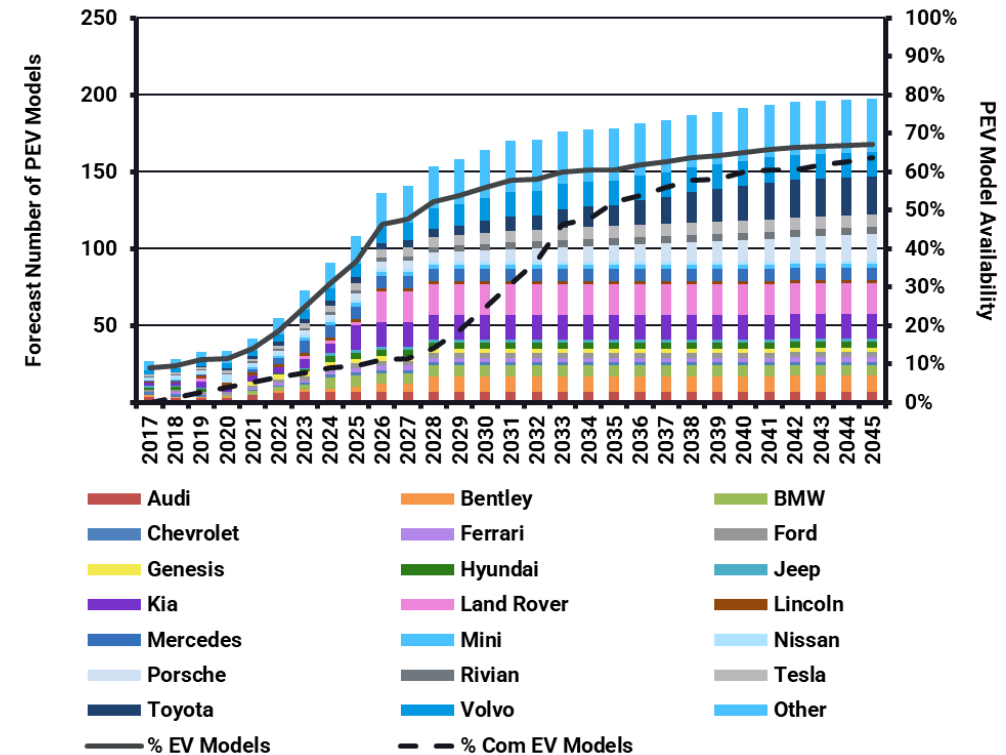


Source: Energeia Analysis (2024)

Vehicle Model Availability

- All major manufacturers are expected to increase the market for EVs through 2035, tapering in growth to 2045
- Number of total EV models forecast to increase from 85 now to nearly 200 by 2045
- EV model market share is expected to increase from ~9% to ~67% by 2045
- Commercial EV model market share is expected to increase to ~64% by 2045

EV Model Availability Forecast

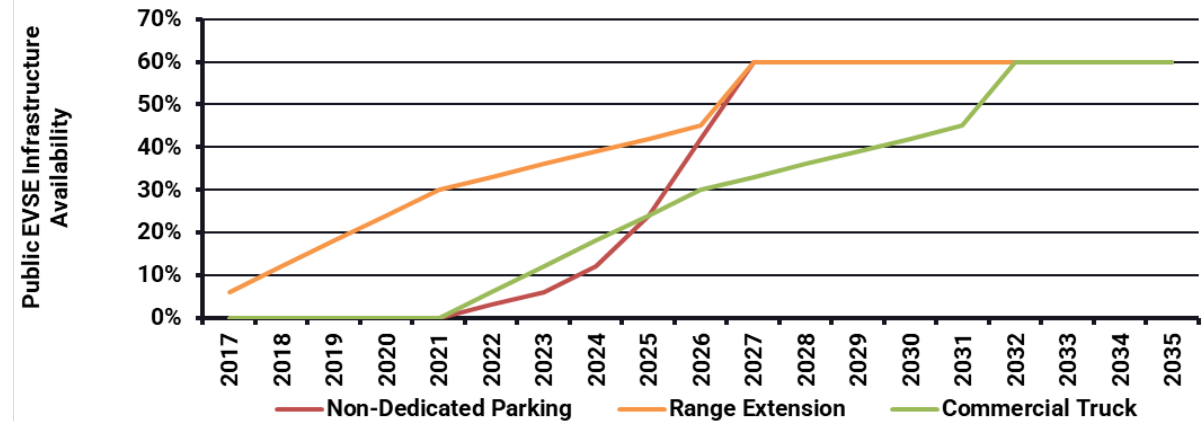


Source: Energeia Research (2024)

Infrastructure Requirements

- The Project Team developed baseline infrastructure requirements to achieve 2035 EV adoption targets, based on research of the role of different charging infrastructure on adoption outcomes
- These curves can be adapted on a scenario basis to explore incremental outcomes of infrastructure investment
- **Non-Dedicated Parking** refers to Electric Vehicle Supply Equipment (EVSE) infrastructure at public parking locations or parking not assigned to a specific housing unit, person, or vehicle
- **Range Extension** refers to EVSE on major roadways and highways, extending vehicle range for higher VMT trips
- **Commercial Truck** refers to fast charging infrastructure specifically installed to serve commercial vehicles

Public EVSE Infrastructure Requirements by Type



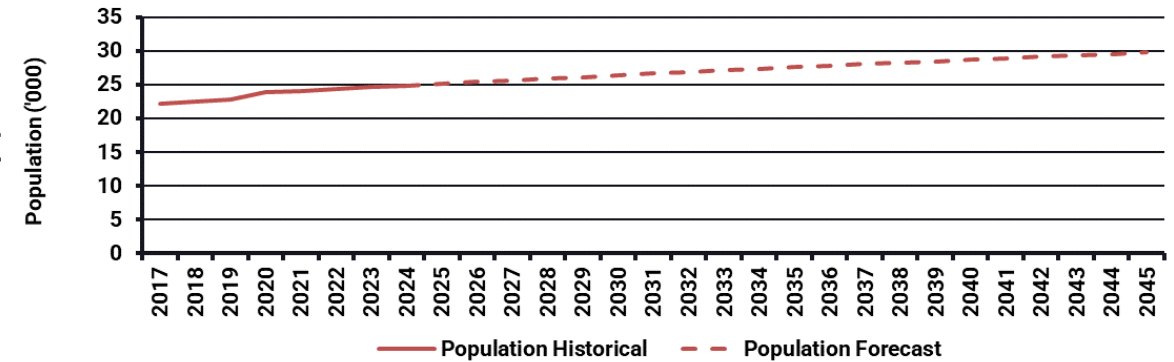
Source: Energeia Research (2024)

Kenmore Population Growth



- Kenmore's population is estimated to grow from ~24,900 to ~30,000 in 2045
- The Project Team developed this forecast by applying statewide growth forecasts from the [WA State Office of Financial Management](#) to US Census population estimates for the City of Kenmore
- Forecast applied to current vehicle stock to estimate total forecast stock irrespective of drivetrain in the City

City of Kenmore Population Growth Forecast



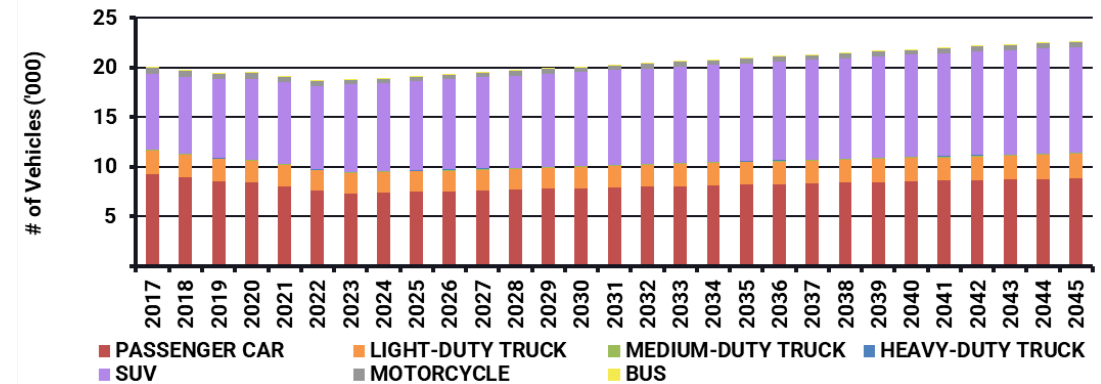
Source: WA State Office of Financial Management (2023)

Vehicle Stock



- Total vehicle stock dips in Covid and COVID years
- The Project Team expects continued increase as Kenmore population grows per King County forecast
- Passenger Car and SUV classes are aggregated into a single Passenger Vehicles class
- Proportional vehicle class breakdowns are forecasted based on historical relativities

Historical and Forecasted Vehicle Stock by Class

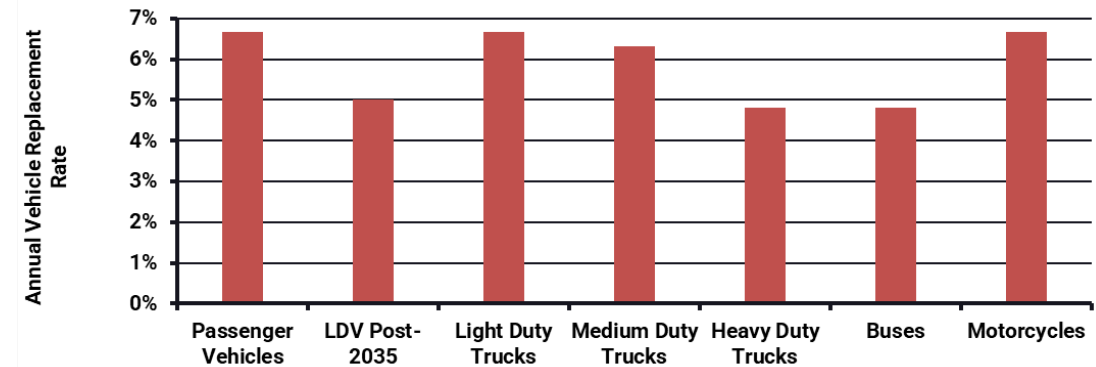


Source: [WA State Open Data](#) (2024)

Vehicle Replacement Rates

- Vehicle replacement rates were calculated in proportion to expected vehicle lifetimes, according to the [US Bureau of Transportation Statistics](#)
- ~8% of passenger vehicles, light-duty trucks, and motorcycles turn over each year, whereas medium and heavy-duty trucks and buses need to be replaced less often
- The Project Team reduced replacement rates for passenger vehicles to 5% after 2035 mandate to reduce ICE turnover
 - Used car market dynamics post the 2035 mandate are unknown – we may see an increase in ICE retention and increased out-of-state ICE purchases, which are permitted under the mandate
- Extended lifetime represents both above possibilities, while still modeling compliance with the State mandate

Annual Vehicle Replacement Rates by Class



Note: LDV = Light Duty Vehicle

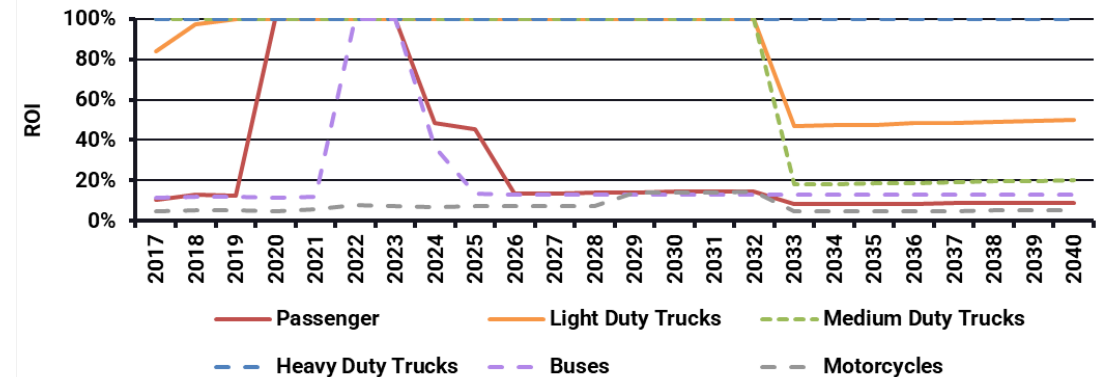
Source: US Bureau of Transportation Statistics (BTS) (2024)

ROI and Sales Share

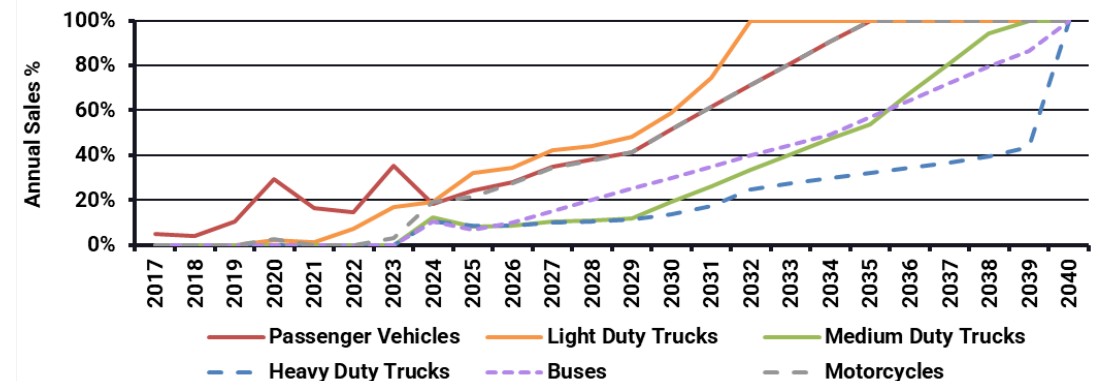


- Return on Investment (ROI) and EV model availability drive adoption, unless the adoption outcome does not meet the State sales requirement
- 100% ROI indicates a \$0 EV premium net of incentives and rebates and Opex and fuel costs (TCO)
- Passenger vehicle sales share meets 100% target in 2035, while light duty trucks meet 100% target by 2031
- Model availability is a key driver in the uptake forecast, as is public charging infrastructure
- Medium and heavy duty trucks exceed 2045 sales target, while buses achieve 2040 sales target

ROI by Vehicle Class



Sales Share by Vehicle Class

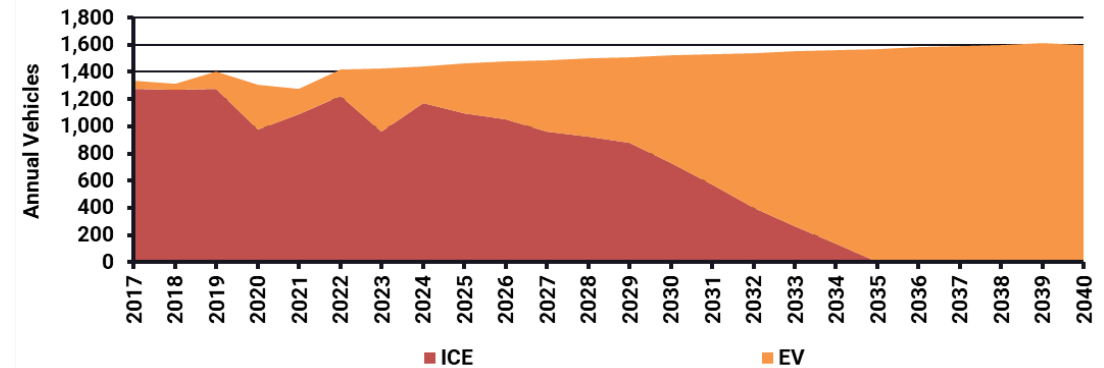


Source: Energeia Analysis (2025)

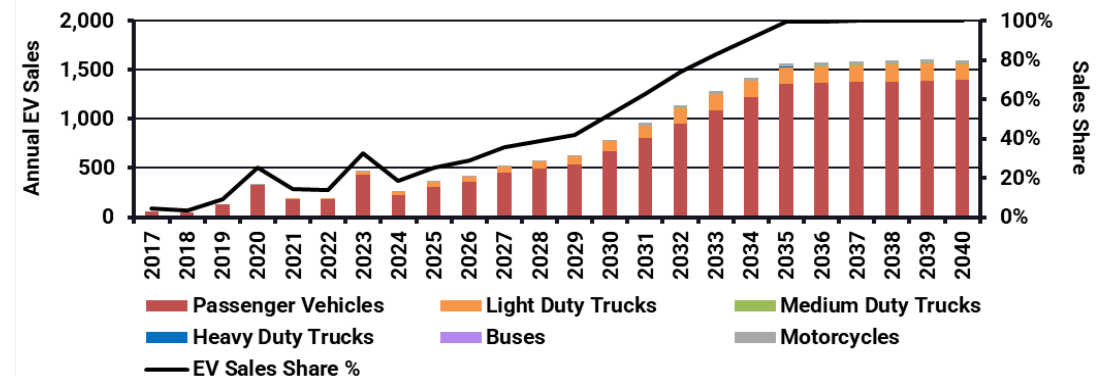
Annual Vehicle Sales

- Annual vehicle sales by fuel and class largely driven by ROI and model availability until 2029, when EV adoption ramps up to achieve State sales mandates
- EV sales volatility from 2019-2024 largely due to supply chain constraints and market dynamics related to COVID-19
- EV sales share reaches 98%+ by 2035 due to passenger vehicle sales mandate and relatively small commercial truck and bus stock

Annual Vehicle Sales by ICE/EV



Annual Vehicle Sales by Class

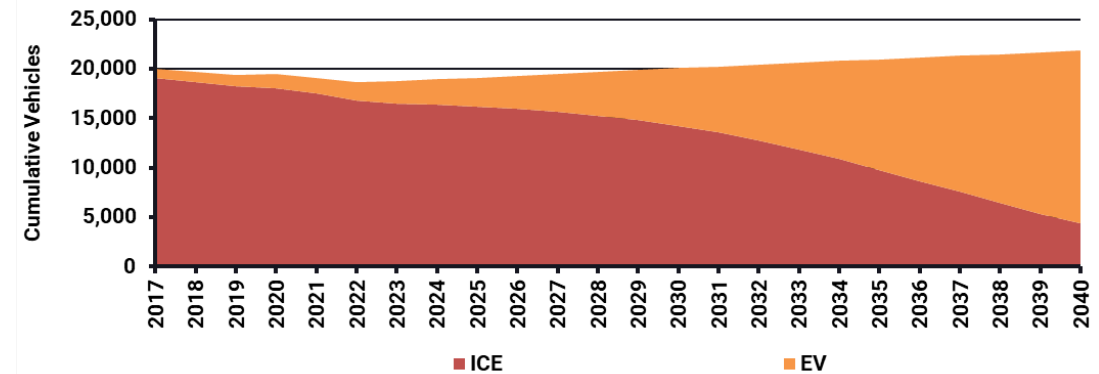


Source: Energeia Analysis (2025)

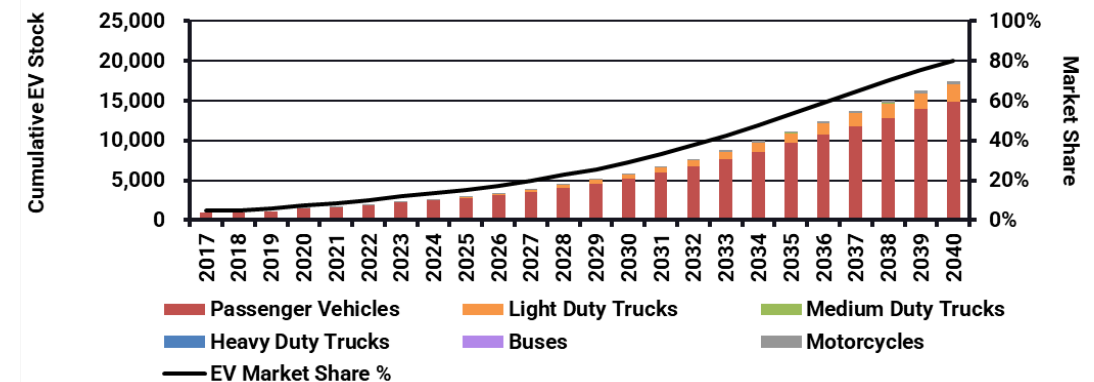
Cumulative Vehicle Stock

- EV market share in Kenmore reaches 80% by 2040 due to turnover of passenger vehicles after 2035 mandate and relatively small commercial truck and bus stock
- ~2.5k reduction in 2040 total EV stock after replacement rate adjustment

Cumulative Vehicle Stock by ICE/EV



Cumulative Vehicle Stock by Class



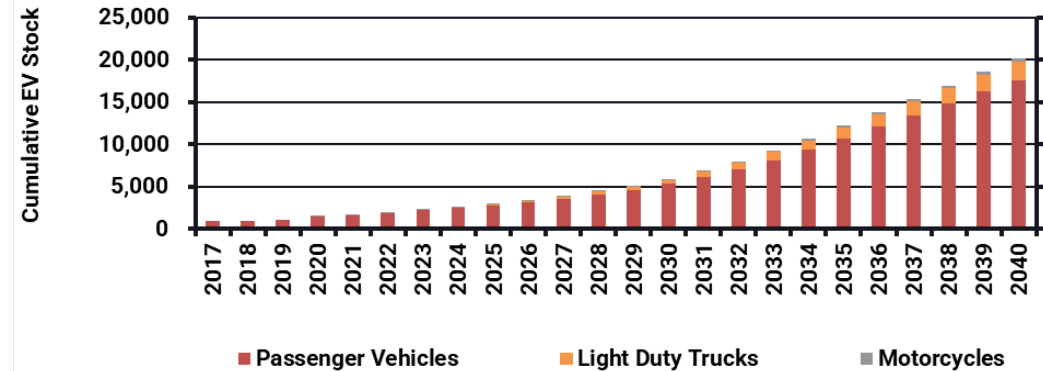
Source: Energeia Analysis (2025)

Cumulative Vehicle Stock

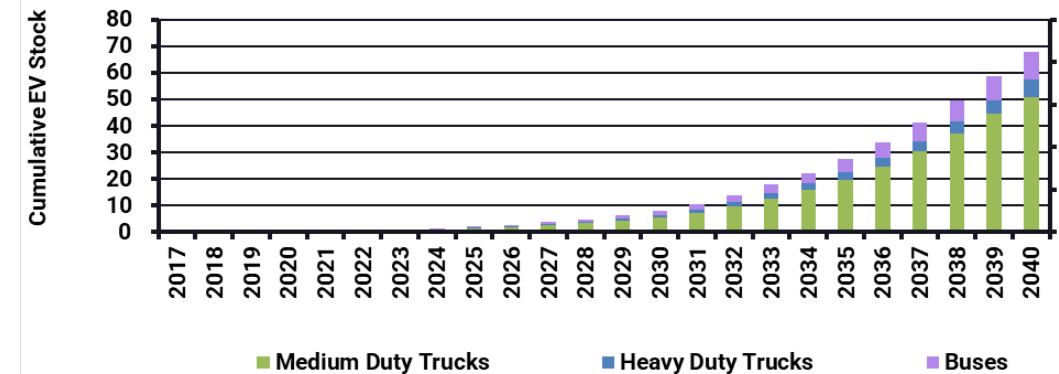


- Cumulative stock broken out for increased readability
 - Passenger Vehicles, Motorcycles, Light Duty Trucks
 - Medium Duty Trucks, Heavy Duty Trucks, Buses

Passenger Vehicle and Light Duty Cumulative EV Stock



Medium Duty, Heavy Duty and Bus Cumulative EV Stock



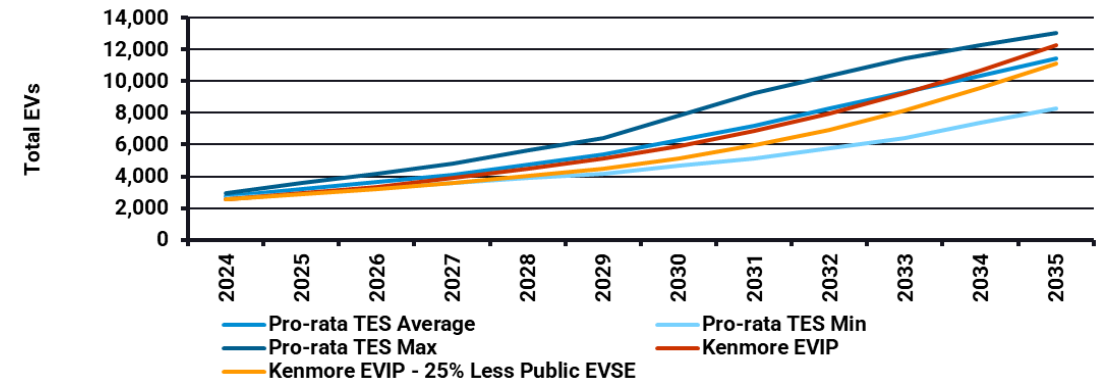
Source: Energeia Analysis (2025)

WA State TES Comparison



- The Project Team conducted an in-depth analysis of various EV adoption scenarios using the [Washington State Department of Commerce's Transport Electrification Strategy \(TES\)](#) as a benchmark for the bespoke forecast developed for the City
- Scaled TES EV adoption scenarios from the State to Kenmore based on population and 2024 actual EV stock in Kenmore
 - Calculated maximum, minimum, average TES scenarios
- Draft EV stock result for Kenmore is 5% higher than TES average adoption scenario in 2035
 - Kenmore sales and market shares are higher than WA average in 2024
- The Project Team also configured the forecasting model with a lower public charging deployment scenario to demonstrate the importance of public charger deployment
 - 25% less public charging infrastructure results in 11% reduction in adoption

WA State TES Scenarios vs. Kenmore EVIP Forecast



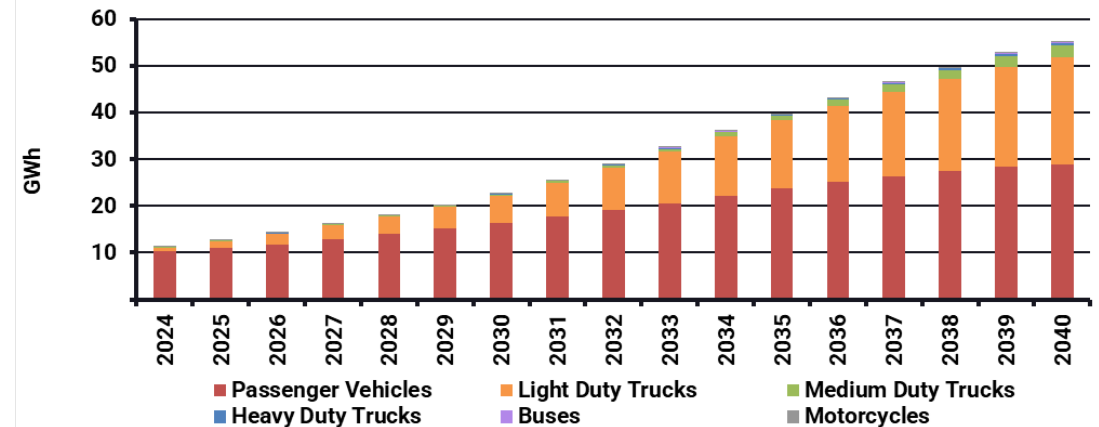
Source: WA Dept. of Commerce (2024), Energeia Analysis (2024)

EV Charging Energy Demand



- The Project Team translated vehicle stock into charging energy needs by class using annual vehicle miles traveled, 2024 vehicle energy efficiency, and an assumed improvement in vehicle efficiency of ~1% each year derived from historical efficiency trends
- Passenger vehicles and light duty trucks will comprise majority of EV charging load
- Vehicles and associated energy consumption by vehicle class and year are allocated to charging solutions and site types to develop charging infrastructure recommendations for the EVIP

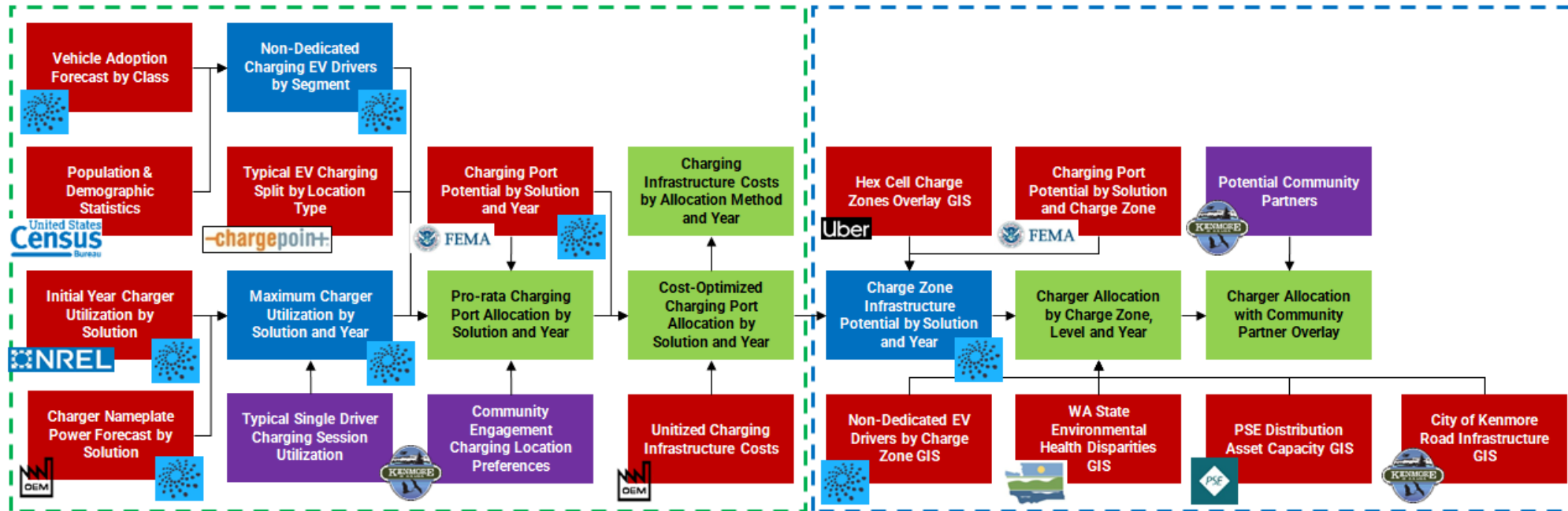
Annual Charging Energy Consumption by Vehicle Class



Source: Energeia Analysis (2025)

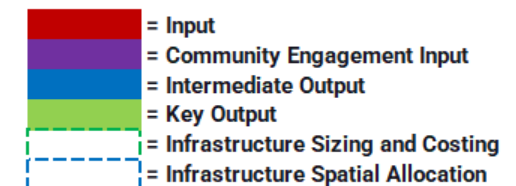
Community Charging Needs

EV Charging Infrastructure Sizing & Spatial Allocation Modeling Inputs and Outputs



Infrastructure modeling approach:

- Map annual vehicle adoption to charging infrastructure needs based on drivers without dedicated charging and spatially allocate with City of Kenmore GIS data

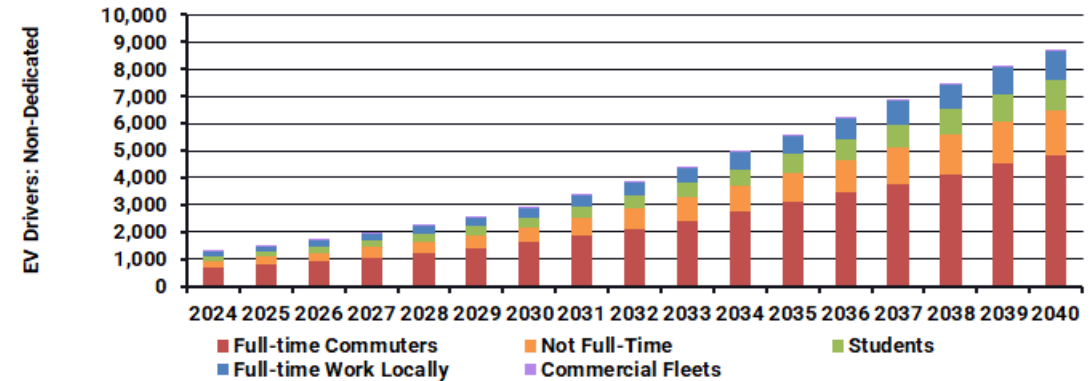


Source: Energeia (2025)

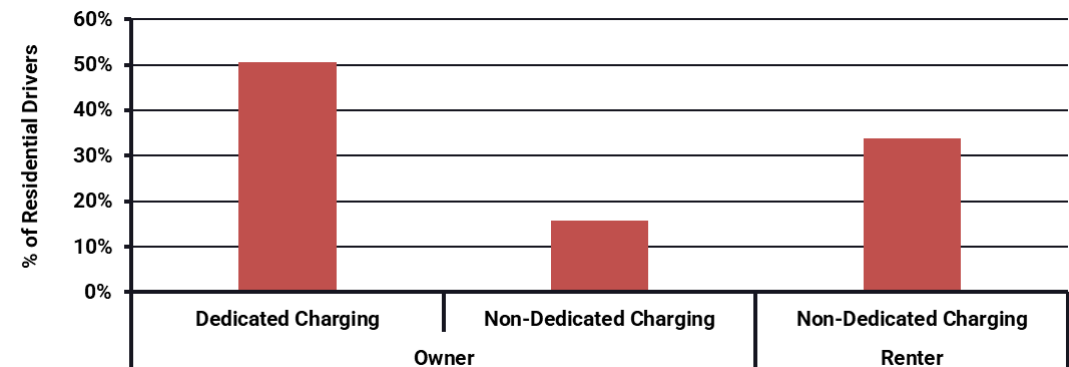
Mapping Vehicles to Drivers

- The Project Team defines non-dedicated drivers as those who cannot charge at home and require public infrastructure to remove charging access as a barrier to EV adoption
- Using key demographic and population statistics from the [2024 US Census](#), The Project Team mapped the vehicle stock forecast to the shown non-dedicated driver segments
- Key data include:
 - Residential rent vs. own
 - Workforce commuter vs. local vs. Work-From-Home (WFH)
 - Workforce full-time vs. part-time
 - Retiree statistics
 - Student driver statistics

EVs by Non-Dedicated Charging Segment and Year



Kenmore Residential Dedicated vs. Non-Dedicated Charging Split



Source: US Census (2024), Energeia Analysis (2024)

Charging Solutions and Port Potential

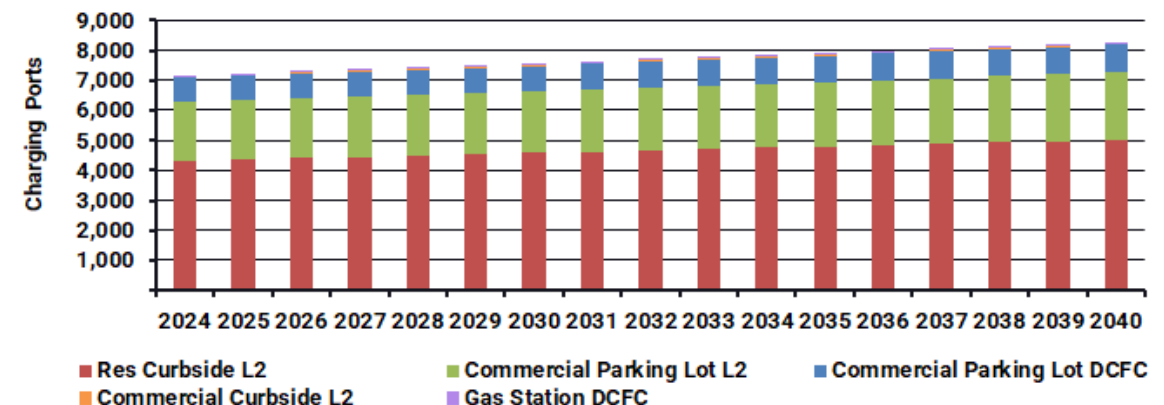


- The Project Team defines a charging solution as a charging technology at a specific site type or location
- Modeled solutions and associated assumptions are shown at right, including current and future utilization rates, outlooks for nameplate power in 2040, and typical operating hours
- The Project Team then used open-source geographic information systems (GIS) data to classify sites within these solution categories
- Curbside parking sites assume vehicles are 5m long and within 100m of a residential or commercial premise to be considered viable

Charging Solution Assumptions Summary

Data Category	Residential Curbside L2	Commercial Curbside L2	Commercial Parking Lot L2	Commercial Parking Lot DCFC	Gas Station Parking Lot DCFC
Typical Operating Hours	6am-10pm	7am-7pm	7am-7pm	7am-10pm	6am-12am
Typical Operating Hours / Day	16	12	12	15	18
Average Time-Based Utilization (2024)	13%	13%	13%	15%	15%
Average Time-Based Utilization (2040)	67%	50%	50%	63%	75%
Charger Type	Level 2	Level 2	Level 2	DCFC	DCFC
Average Parking Spots/Site	1	1	44	44	12
Nameplate Power (kW) (2024)	11	11	11	250	250
Nameplate Power (kW) (2040)	17	17	17	500	500

Total Kenmore Charging Port Potential by Solution and Year



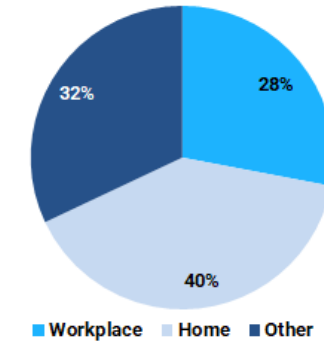
Source: WashDOT Open Data, US FEMA, Energeia Research and Analysis; Note: DCFC = Direct Current Fast Charging, L2 = Level 2

Charger Utilization and Service Capacity by Solution

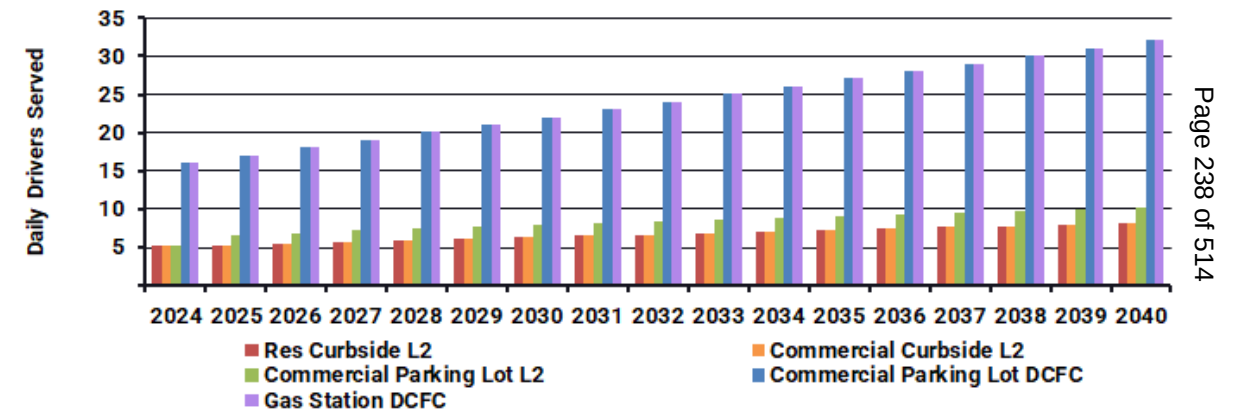


- The Project Team captured key inputs to develop a forecast of maximum daily drivers served/charging port, shown at right, including the following data sources:
 - Initial year charger time-based utilizations from [NREL](#):
 - **L2**: 13%
 - **DCFC**: 15%
 - Typical EV driver charging location splits from [ChargePoint network data](#) reported by CBRE
 - Typical single driver charging session utilization from community engagement
 - Assumed operating hours by solution
 - And forecast increases in nameplate charger power by solution
- Forecast of drivers/port/day directly informs ability of each solution to meet non-dedicated driver needs in the City of Kenmore

Typical EV Driver Charging Split by Location Type



Maximum Drivers Served/Charging Port/Day by Solution and Year

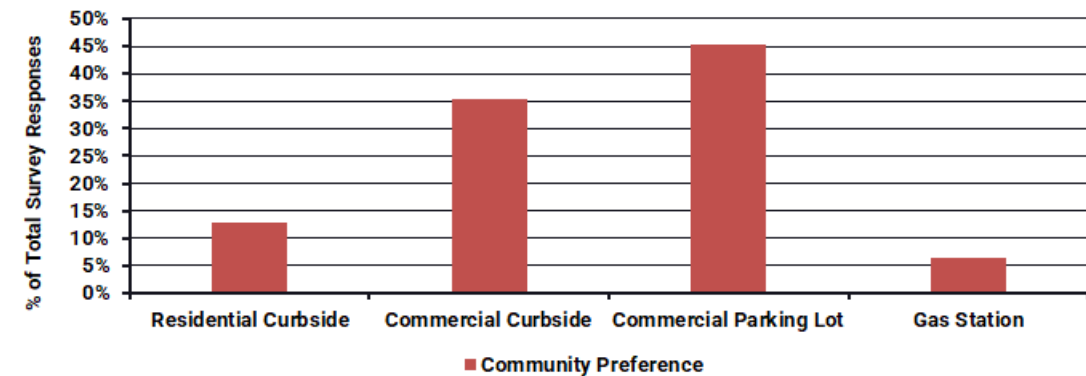


Source: NREL (2024), CBRE , ChargePoint (2024), Energeia Analysis (2024)

Community Charging Preferences

- The Project Team analyzed City community engagement results and mapped preference locations to charging solution categories, shown at right
- Initial infrastructure solution modeled to maximize alignment with community preferences within the “Other” charging location split category
- All modeled solutions ensure driver needs are met, and site constraints are not exceeded in the City
- Majority of survey results are likely from drivers who do not necessarily need public charging to adopt (drivers already own/operate an EV)

Charging Location Preference Survey Responses Mapped to Solutions



Source: City of Kenmore, Accenture, Energeia Analysis (2025)

Charger Allocation Methods



Pro-rata vs. Cost-Optimized

- The modeling tool used to estimate infrastructure needs includes two key methods to allocate chargers to solutions to meet EV charging needs:
 - Pro-rata:** Allocates based on relative site availability by solution, with some solutions weighted towards community preference when and where possible
 - Cost-Optimized:** Starts from pro-rata solution, re-allocates to solutions that minimize NPV cost while still meeting driver port requirements each year
- Cost-Optimized details and assumptions:
 - Uses linear programming
 - Unitized infrastructure costs shown at right (same as fleet transition plan)
 - 2.5% discount rate
 - 5% maximum solution total variance in driver needs and nameplate power between pro-rata and optimized

Illustrative Charging Solution Cost Optimization Framework

Cost Optimization Results to 2040	
Solution Cost Savings (NPV)	\$3,716,673
Charging Port Availability Deficiencies	0
Drivers Served (Pro-rata Solution)	9,419
Drivers Served (Cost-Optimized Solution)	9,424
Drivers Served (% Variation)	0%
Nameplate kW (Pro-rata Solution)	65,412
Nameplate kW (Cost-Optimized Solution)	64,844
Nameplate kW (% Variation)	1%

Unitized Charging Infrastructure Cost/kW by Level and Category

Level	Total Installed Cost (\$/kW)	Installation (\$/kW)	CapEx (\$/kW)	Annual OpEx (\$/kW)
Level II	\$500	\$300	\$200	\$40
DCFC	\$1,000	\$450	\$550	\$60

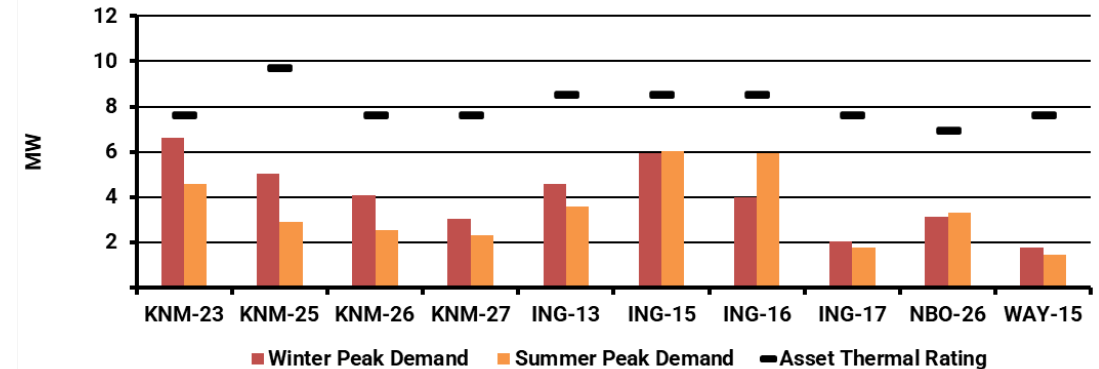
Source: OEM Websites, Accenture Analysis (2025)

Grid Integration Modeling Inputs

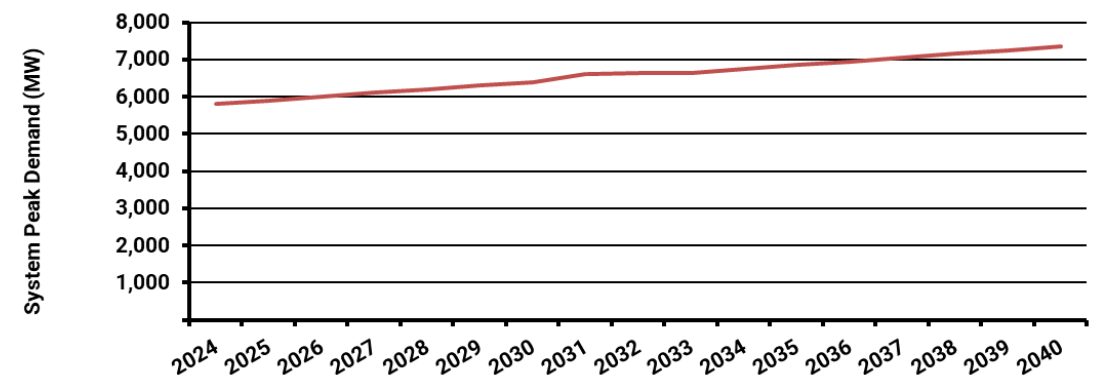


- The Project Team engaged with Puget Sound Energy (PSE) to acquire necessary data via their Hosting Capacity mapping team and System Planning teams
- PSE provided a summary of its circuits serving the City, including summer and winter peak demands, associated timings, and circuit thermal ratings
- PSE's latest Integrated Resource Plan (IRP) peak demand forecast used to derive average demand growth rate to apply to all circuits (~1.5%)
 - It is important to note that the system-level peak growth rate reflects more diversity than individual circuits, and thus circuit peak growth rates may be higher, however no circuit peak data was provided
- GIS for each circuit was used to spatially allocate potential sites to each circuit and estimate feasibility of integration

PSE Circuits Serving Kenmore



PSE IRP Peak Demand Growth Forecast



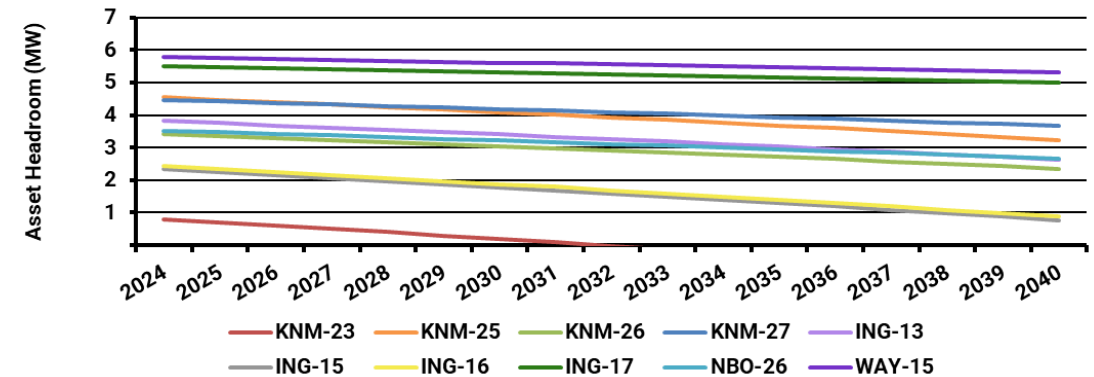
Source: Puget Sound Energy (PSE) (2025)

PSE Distribution System Capacity



- The Project Team incorporated asset headroom over time into the charger spatial allocation based on circuit headroom by charge zone as an allocation weighting criterion, shown at right
- It is important to note that including this criterion can skew charger allocation to lower driver density areas in favor of leveling grid capacity
 - The Project Team developed two versions of 2040 charger deployment draft results, with and without grid capacity as an allocation criterion

Kenmore Circuit Headroom Forecast

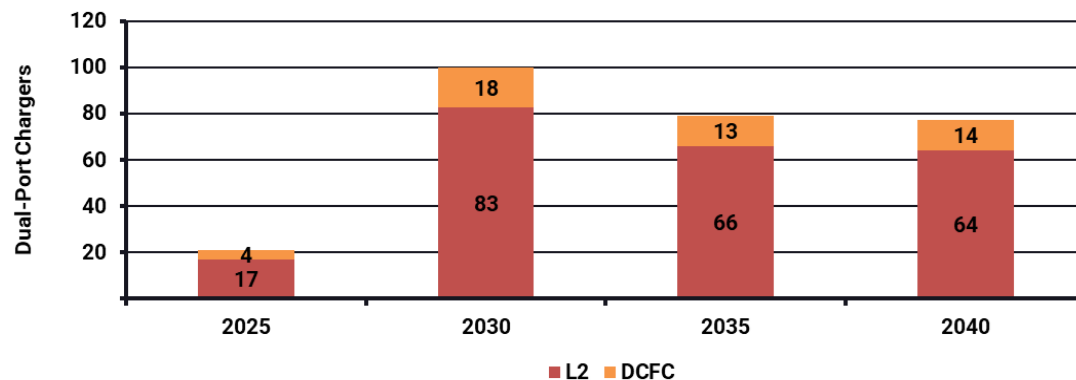


Source: PSE (2025), Energeia Analysis (2025)

Charging Port Allocation by Solution

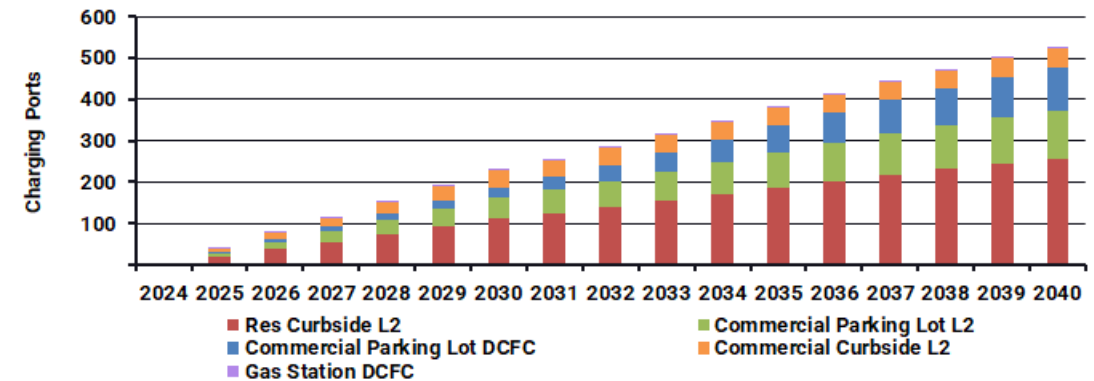
- Forecast charging solution mix by method shown at right, indicating similar residential curbside and commercial parking lot charger deployment
- Cost-Optimized solution shows more diverse mix of commercial curbside and DCFC solutions
- 5-year phasing of Cost-Optimized solution shown below, indicating largest investment period from 2025 to 2030

5-Year Phased Charger Deployment Summary: Cost-Optimized Solution

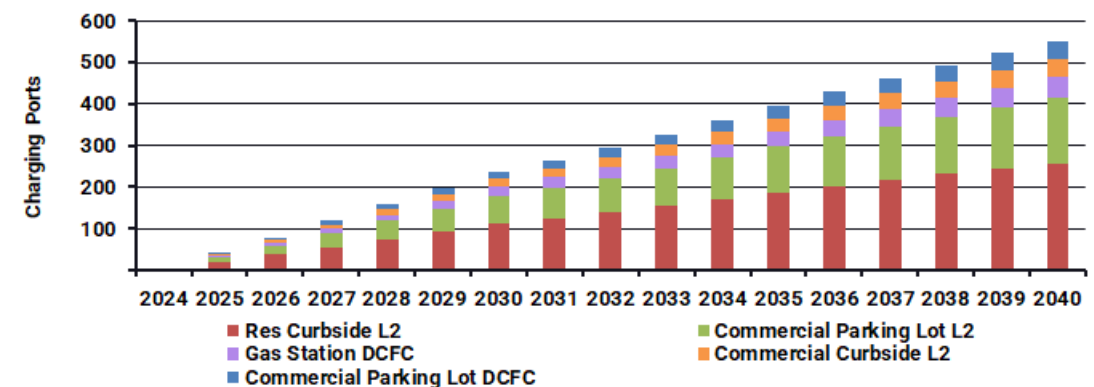


Source: Energeia Analysis (2025)

Pro-rata Cumulative Charger Allocation



Cost-Optimized Cumulative Charger Allocation

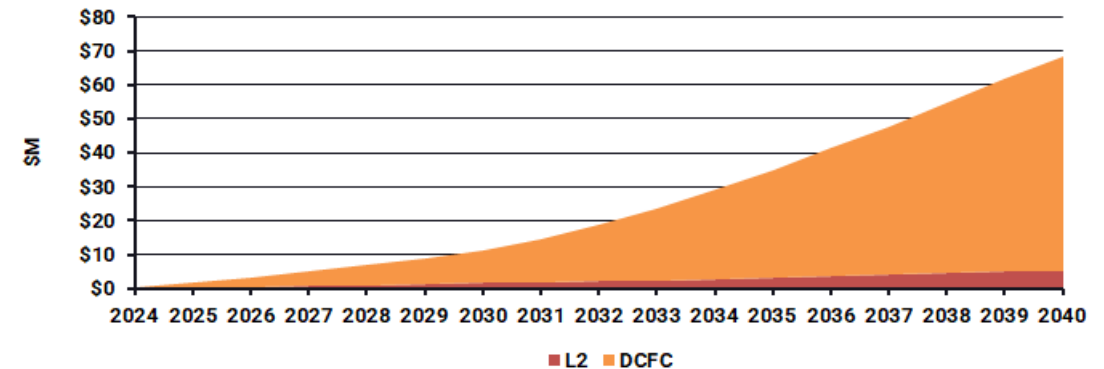


Cumulative Costs by Allocation Method

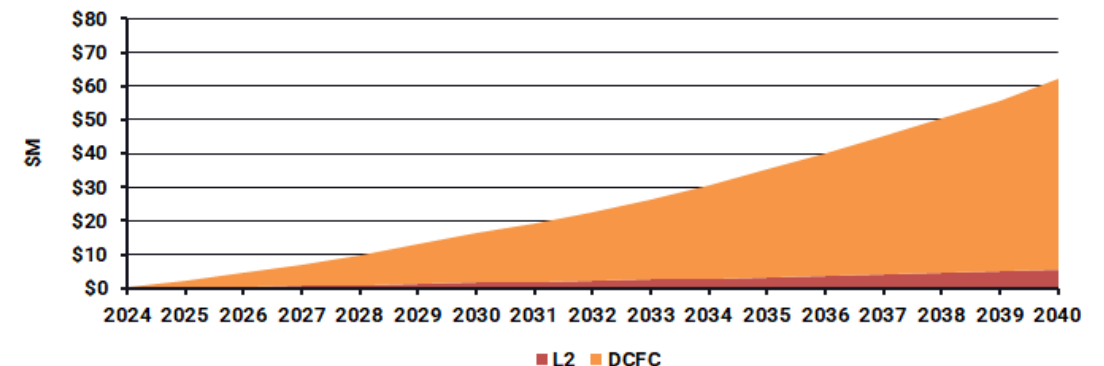


- Majority of cost for both allocation methods due to L2 charger deployment, with about ~\$5M in cumulative DCFC costs by 2040
- Cost-Optimized solution saves ~\$7M in undiscounted, cumulative costs by 2040 compared to Pro-rata solution due to lower cost L2 solutions
- Targeted deployment in high driver density areas leads to higher utilization, reducing need for total infrastructure

Pro-rata Solution Infrastructure Cost by Charger Level



Cost-Optimized Solution Infrastructure Cost by Charger Level



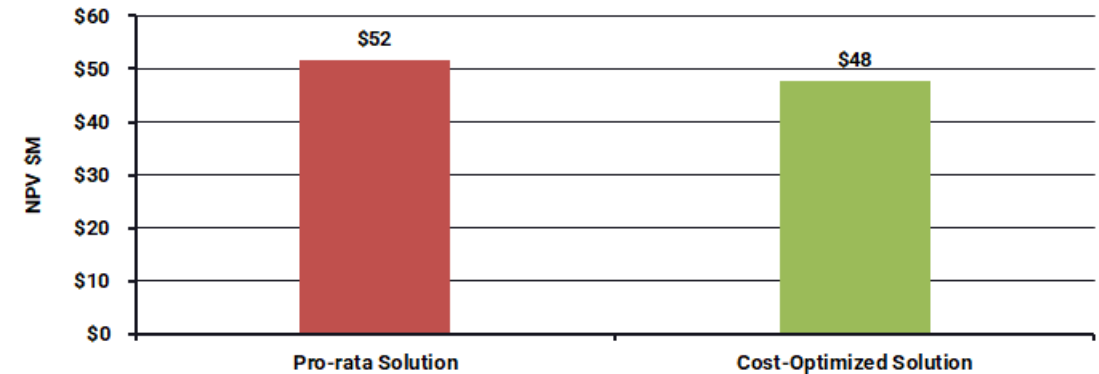
Source: Energeia Analysis (2025)

Infrastructure Allocation Method Comparison

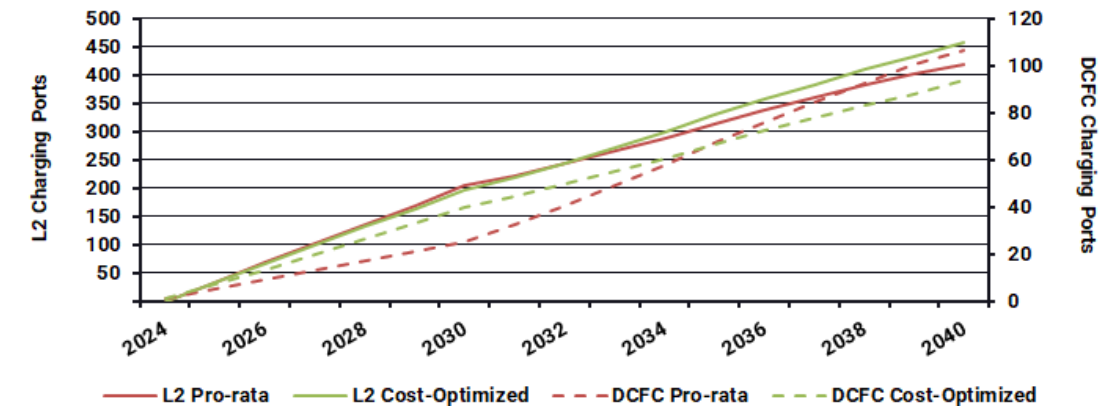


- In present value terms, assuming a 2.5% discount rate, the Cost-Optimized solution results in ~\$3.7M in total savings over the forecast deployment period
- Cost-Optimized method results in earlier deployment of DCFCs, while L2s for Cost-Optimized begin to exceed the Pro-rata solution in the 2030s
- DCFC vs. L2 utilization to cost ratio higher in earlier years, resulting in higher DCFC deployment until 2030s, then L2s become relatively more cost effective

Net Present Value Charger Deployment Costs Allocation Method



Charging Port Counts by Level and Allocation Method



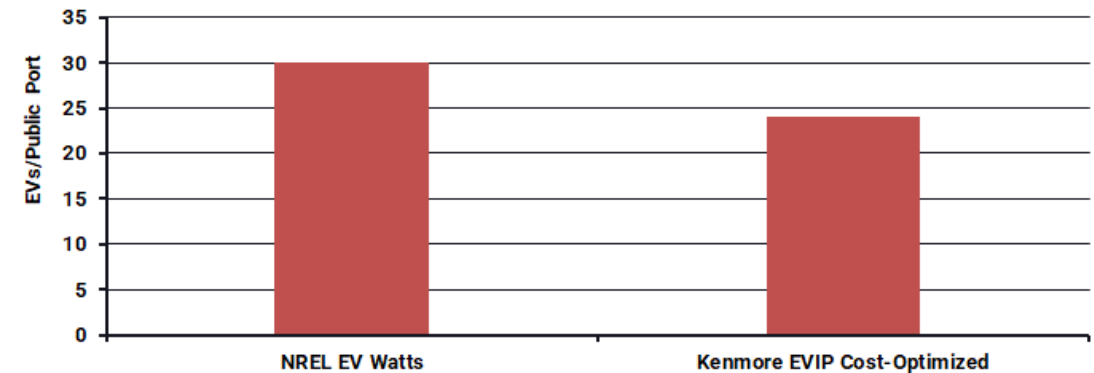
Source: Energeia Analysis (2025)

Benchmarking Modeled Charging Infrastructure

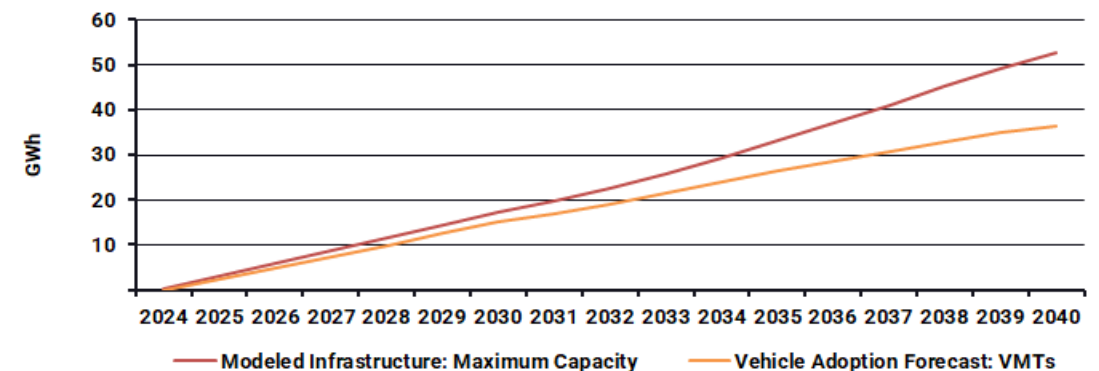


- The Project Team captured [NREL's EV Watts tool results](#) and calculated number of required public ports in Kenmore based on population
 - Cost-Optimized solution shows 24 total EVs/public port relative to NREL's 30 EVs/port in 2030, indicating a higher density of infrastructure need compared to NREL's modeling tool
- The Project Team also calculated maximum energy served based on the modeled infrastructure compared to estimated charging energy consumption based on vehicle miles traveled
 - Modeled charging infrastructure capacity trajectory is steeper than forecast energy needs after 2030, due to increases in vehicle efficiency and nameplate charging power
 - Additional nameplate capacity could accommodate additional charging from external congestion from County traffic, leading to higher utilization rates

Electric Vehicles/Public Charging Port Comparison (2030)



Maximum Energy Served vs. Consumed by Model

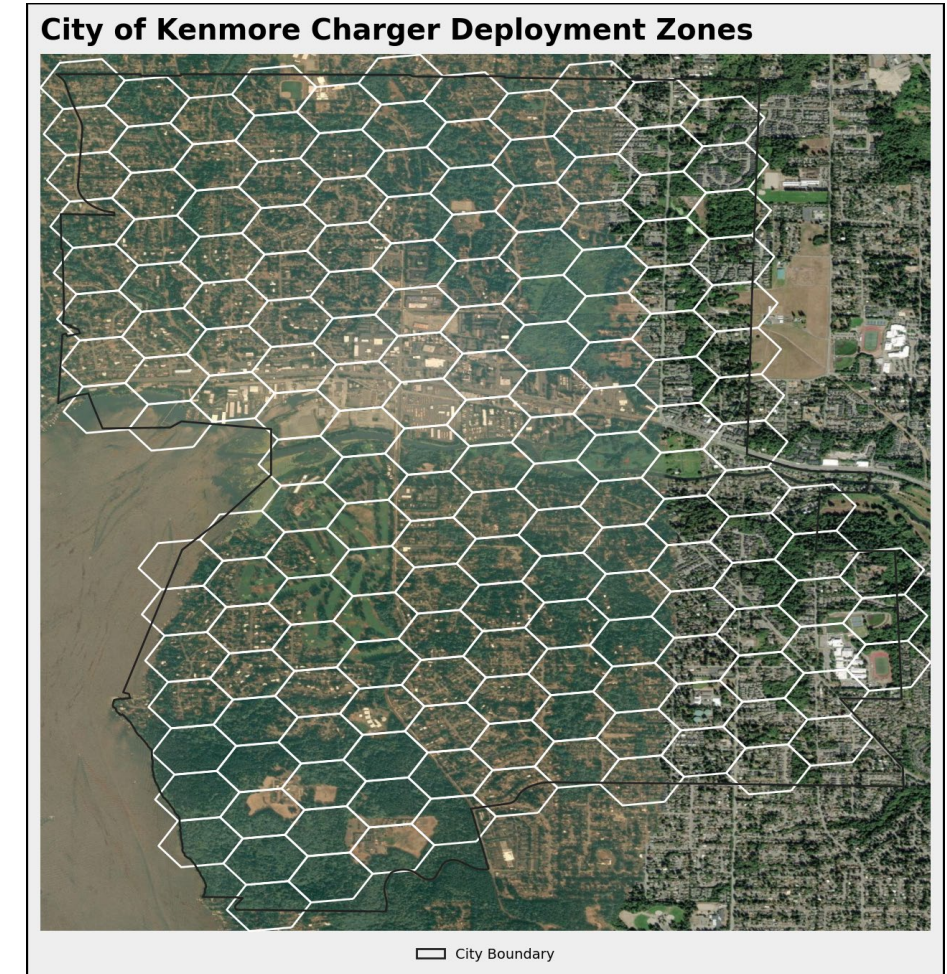


Source: National Renewable Energy Laboratory (NREL), Energeia Analysis 127

Charger Spatial Allocation

Hex Cell Overlay

- The Project Team uses a hexagonal cell overlay on the City where each cell is 500m across
- Hexagonal cells used to estimate spatial charging demand across the City and allocate infrastructure accordingly
- Charge zones (hexagonal cells) normalize geographic areas, allowing for standardized charger demand, site availability, equity-based weighting, and grid capacity modeling
- Charge zones were assigned allocation weights and constraints based on key environmental justice data, grid capacity, and driver demand
- Chargers by solution and year were then assigned to zones based on a weighted random selection from a probability density function
 - Cells with higher weighting more likely to be selected for infrastructure deployment
 - Cells without site availability for a given charging solution are ineligible for selection
 - Potential partner sites identified based on forecast charger allocation in key high-demand charge zones

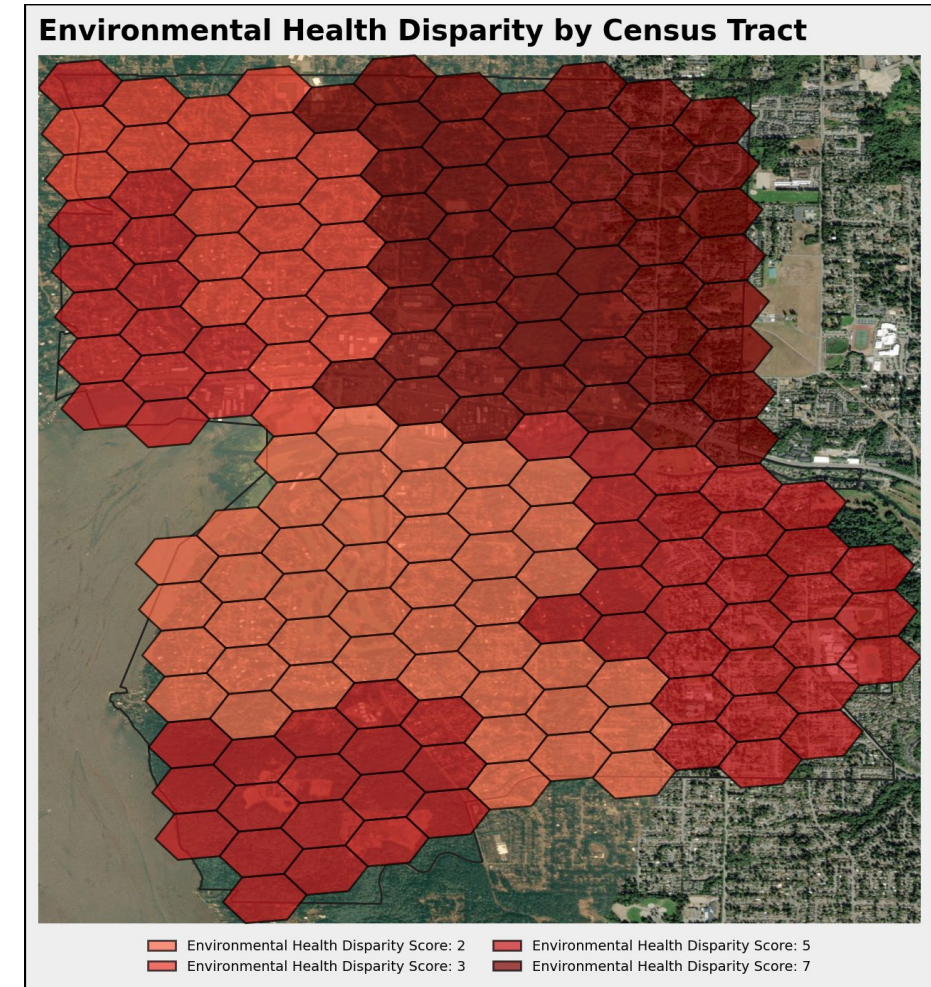


Source: [H3 \(Uber\)](#), Energeia

Charger Spatial Allocation

Environmental Health Disparity Indices by Zone

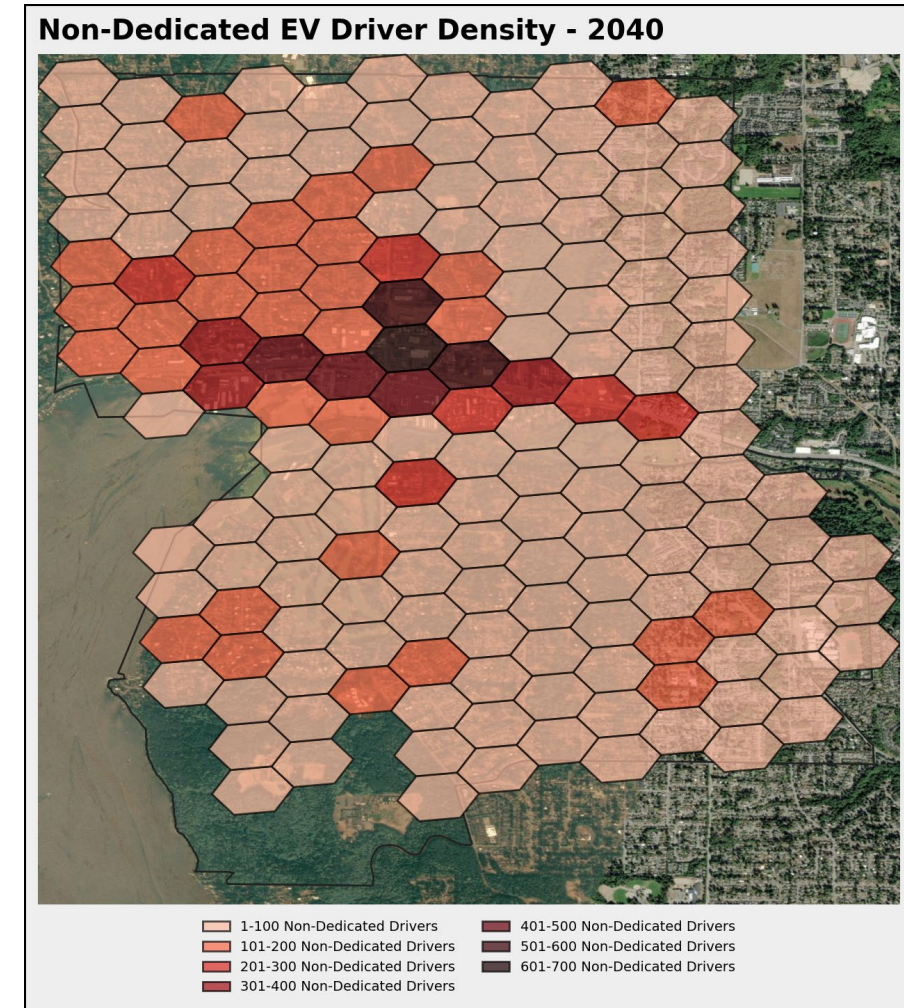
- Shown at right is the WA Dept. of Health [Environmental Health Disparity Map](#) by census tract, which The Project Team spatially joined with charge zones
- Env. Health Disparity Indices used as key allocation weighting criteria for charger deployment, ensuring equitable deployment of chargers to areas with higher scores
- Higher score = higher exposure to environmental health risks, indicating a greater relative benefit for reduced tailpipe emissions resulting from higher EV adoption rates



Charger Spatial Allocation

Non-Dedicated EV Driver Density by Zone

- Shown at right is The Project Team's forecast of EV charging demand in 2040, indicating a high density of drivers in the central corridor of the City near commercial premises and a relatively even distribution of drivers in residential areas
- Blank or missing charge zones indicate parks or areas without any allocated non-dedicated drivers
- Driver density used as key allocation weighting metric for charger allocation each year

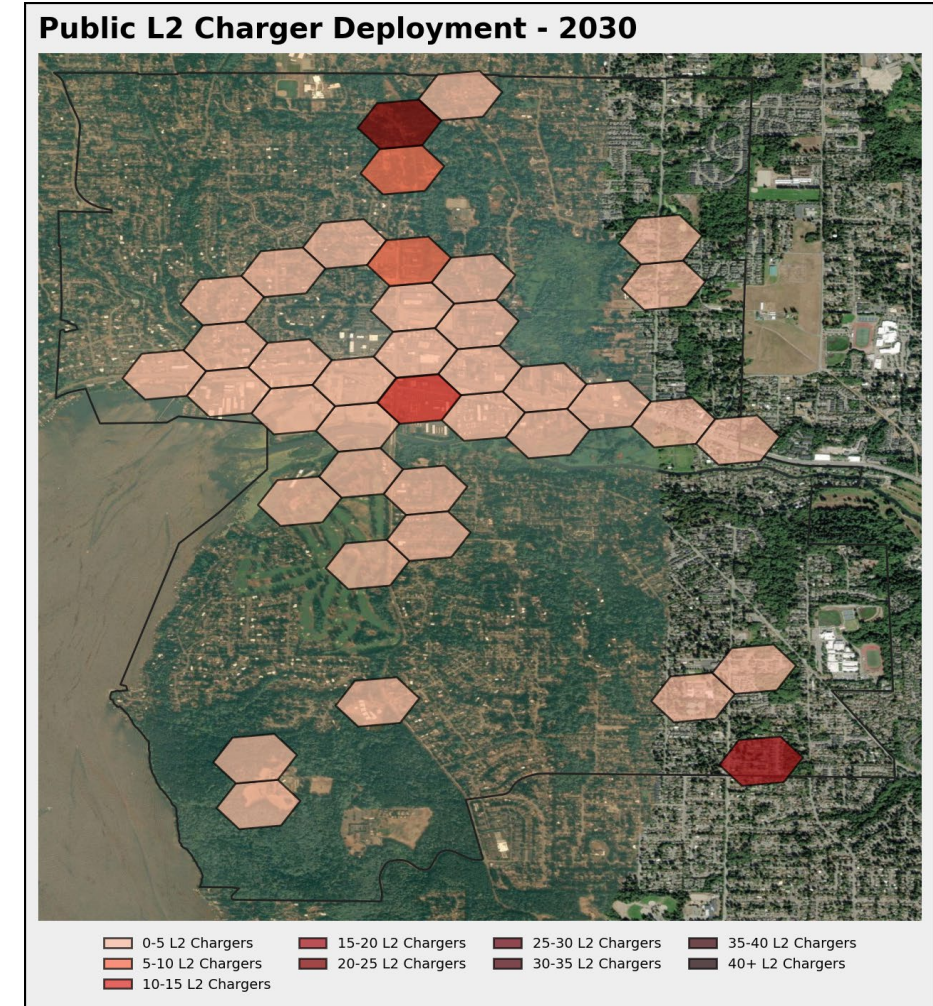


Source: Energeia Analysis (2025)

2030 L2 Charger Allocation

L2 Charger Cumulative Deployment: 2030

- Shown at right is 2030 spatial allocation of L2 chargers based on:
 - Site availability by solution type
 - Non-dedicated driver density
 - Environmental health disparity score
 - Distribution system headroom/grid capacity
- By 2030, majority of optimally deployed L2 chargers located near central commercial corridor, with few L2s spread out across key high-demand residential areas and parks

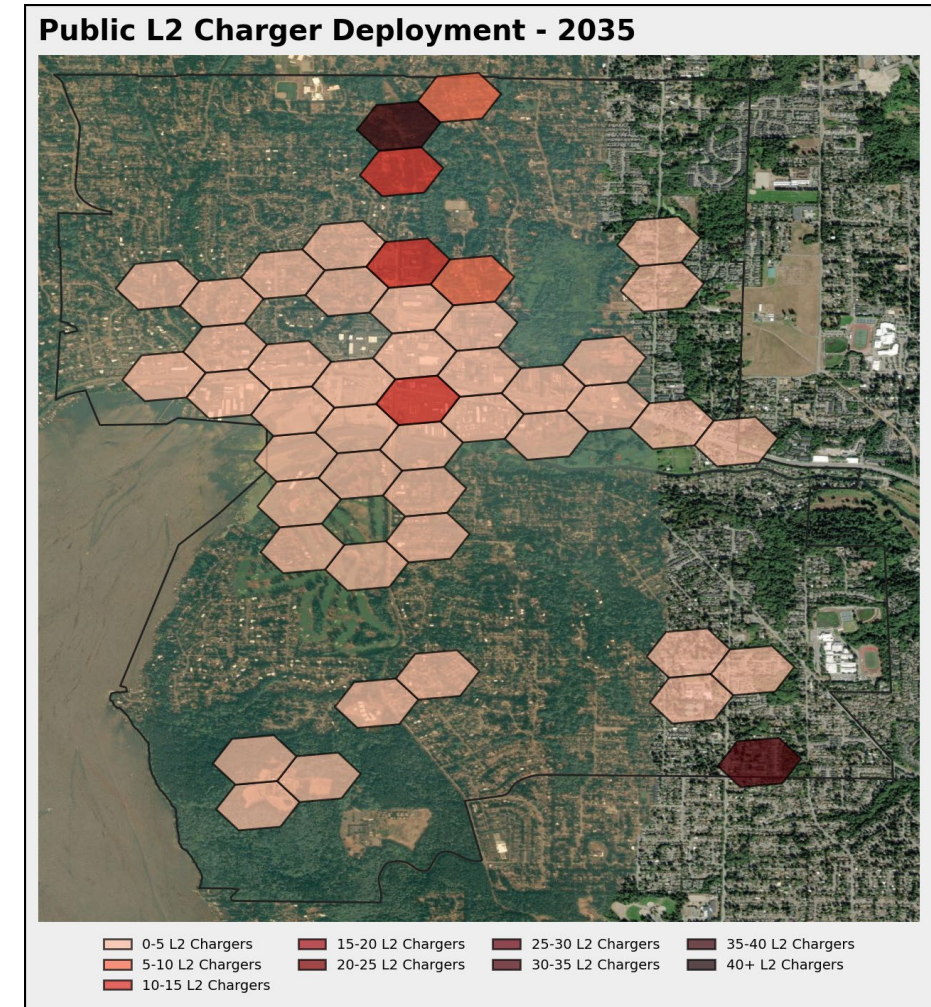


Source: Energeia Analysis (2025)

2035 L2 Charger Allocation

L2 Charger Cumulative Deployment: 2035

- Incremental deployment from 2030 to 2035 includes additional L2 infrastructure along key corridors such as intersection of 68th Ave and 522
- Expanded parking lot L2 charging near schools in SE corner of City, curbside L2 chargers in residential areas, and chargers and at St. Edward Park

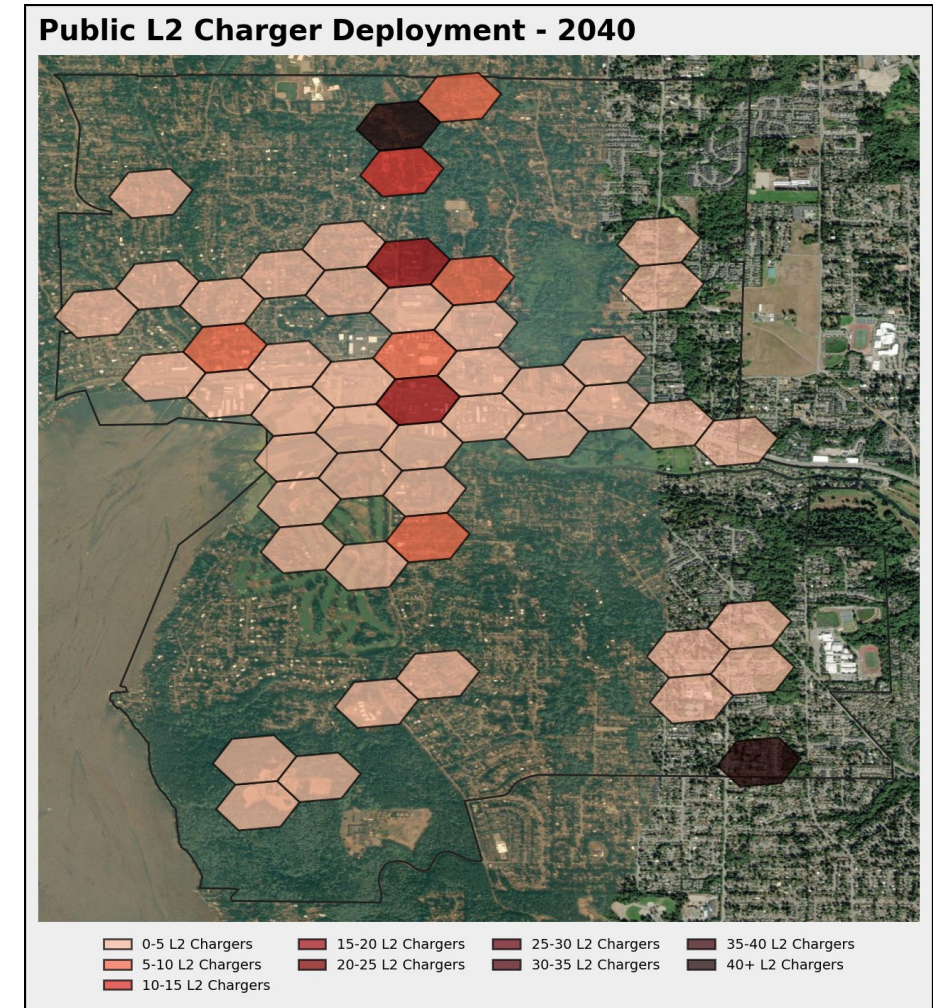


Source: Energeia Analysis (2025)

2040 L2 Charger Allocation

L2 Charger Cumulative Deployment: 2040

- By 2040, expanded L2 charging infrastructure deployment along Rt. 522, mostly deployed in partnership with commercial sites including larger parking lots and at existing gas stations (Safeway, Shell, Chevron), extending towards Kenmore Elementary
- Selected residential curbside charging in NW and NE sectors of the City to serve residents without dedicated at-home charging

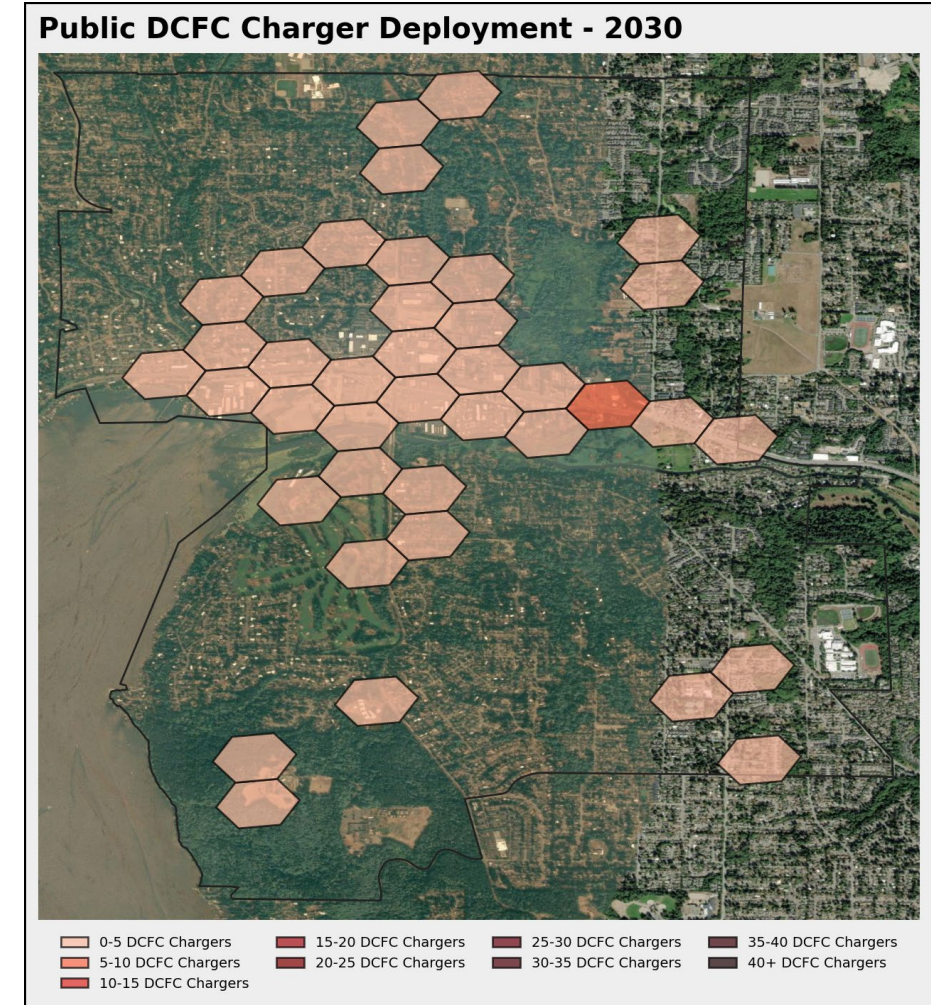


Source: Energeia Analysis (2025)

2030 DCFC Allocation

DCFC Cumulative Deployment: 2030

- Similarly, shown at right is 2030 spatial allocation of DCFC chargers based on:
 - Site availability by solution type
 - Non-dedicated driver density
 - Environmental health disparity score
 - Distribution system headroom/grid capacity
- Main commercial corridor in the City is key area of density, which is an expected outcome due to high traffic density, public access, and density of potential commercial sites for infrastructure
- Relatively fewer DCFCs deployed in Southern areas of the City due to lower Environmental Health Disparity score in SE corner and lower charging demand

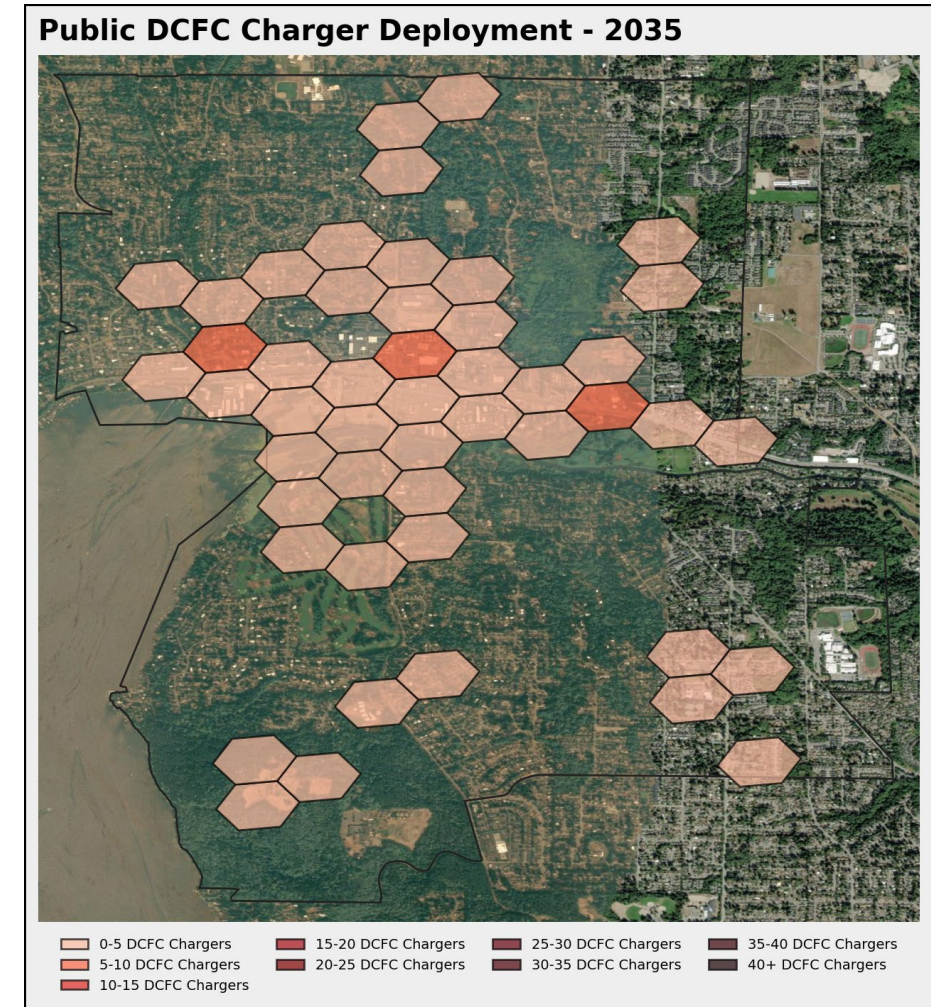


Source: Energeia Analysis (2025)

2035 DCFC Allocation

DCFC Cumulative Deployment: 2035

- From 2030 to 2035, incremental DCFC deployment in commercial and mixed use parking lots, at the NE Bothell Park and Ride, and multi-family residential sites such as Inglewood Forest and Green Leaf apartments
- Selected DCFC deployment at St. Edward Park, elementary schools, churches, and residential areas

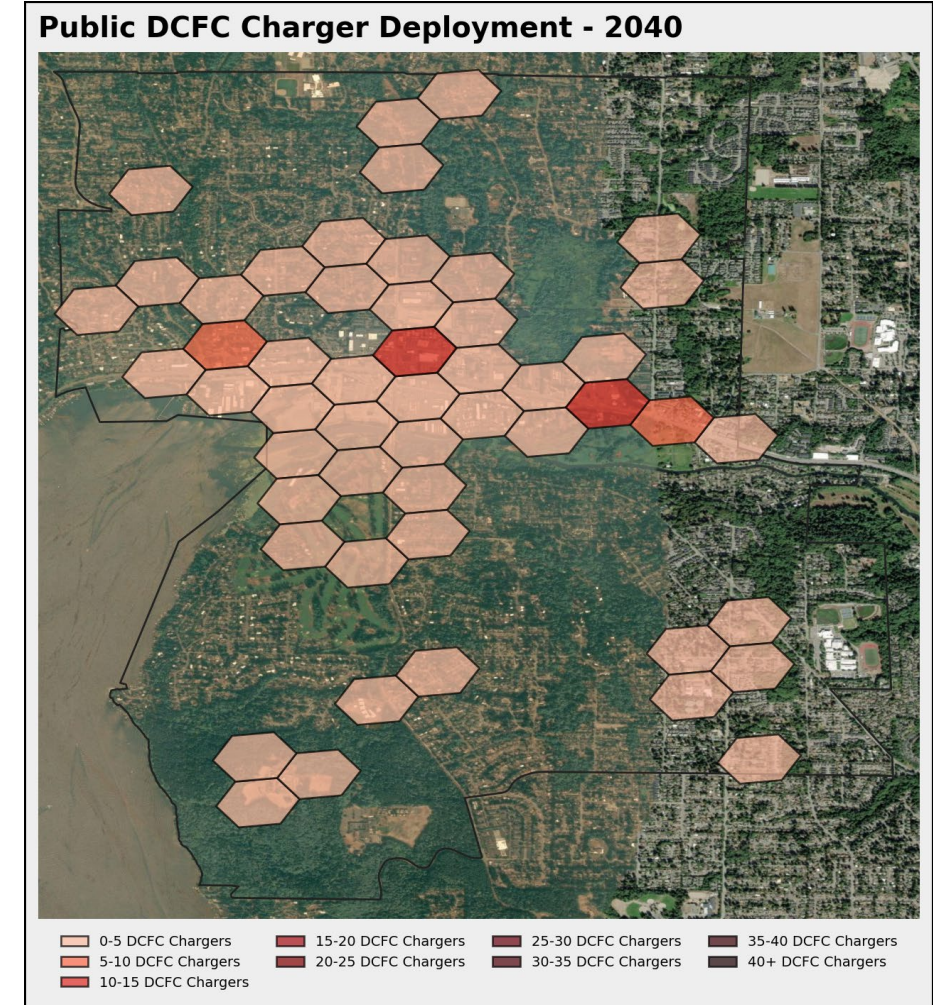


Source: Energeia Analysis (2025)

2040 DCFC Allocation

DCFC Cumulative Deployment: 2040

- By 2040, expanded DCFC infrastructure deployment located around key high traffic congestion and commercial areas to maximize utilization and benefit of infrastructure to reduce range anxiety and increase EV adoption
- Concentrated DCFCs in parking lots at schools and parks provides additional fast charging to residents without traveling to central 522 corridor

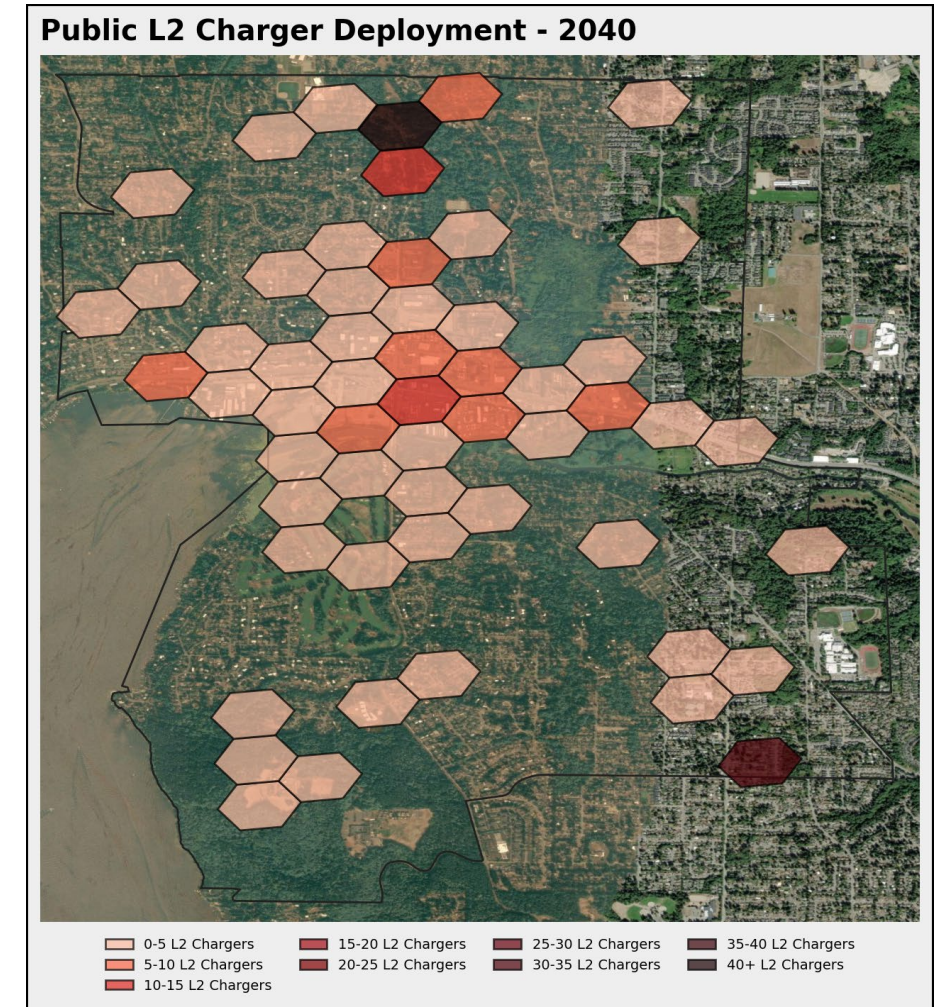


Source: Energeia Analysis (2025)

2040 L2 Charger Allocation

L2 Charger Spatial Allocation (excl. Grid Capacity)

- Shown at right is the same 2040 L2 charger allocation, excluding grid capacity as a key weighting criterion
- Sensitivity analysis excluding grid capacity as infrastructure modeling element leads to minimal change in spatial results
- Central corridor of the City remains key area of charger density

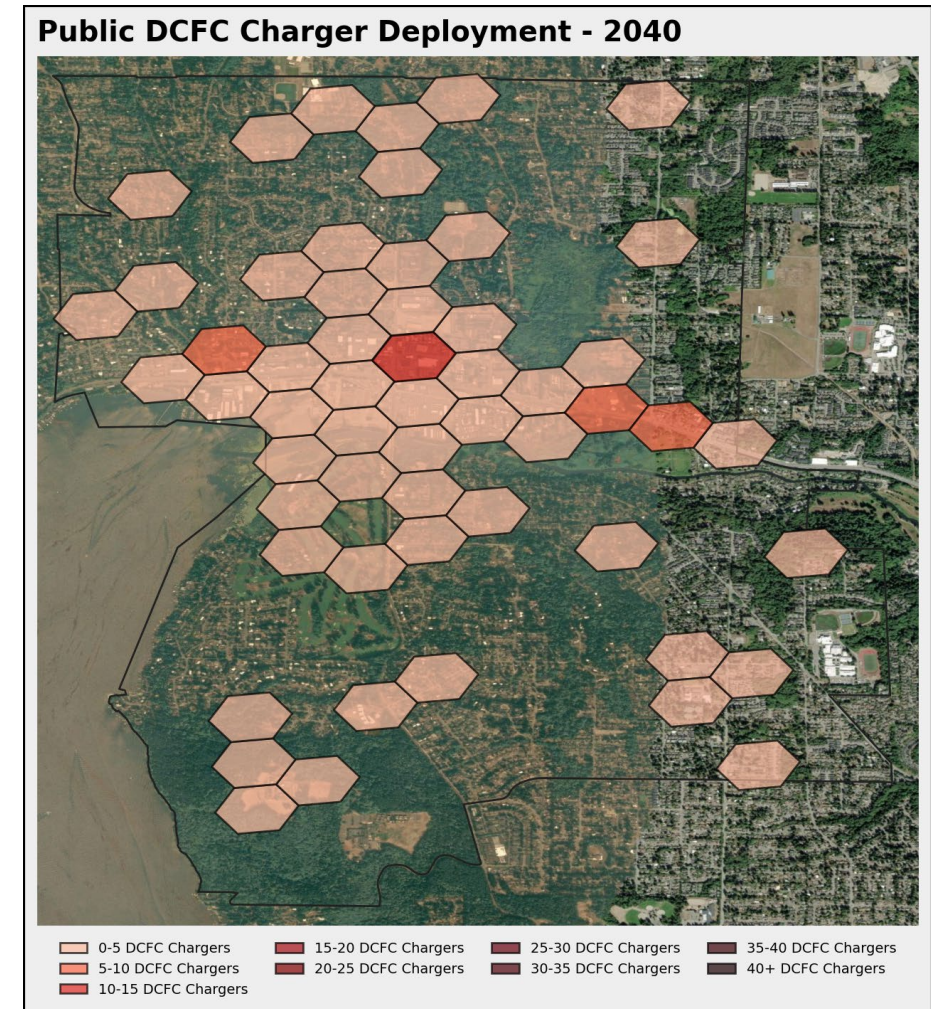


Source: Energeia Analysis

2040 DCFC Allocation

DCFC Spatial Allocation (excl. Grid Capacity)

- Without grid capacity as a weighting criterion, minimal DCFC deployment change
- This is potentially due to constraints related to commercial parking lot site availability and location of existing fueling stations
- Charger allocation modeling including grid capacity as allocation criterion taken forward into partnership site identification to minimize potential future grid integration constraints



Source: Energeia Analysis (2025)

Charging Site Partnerships

Based on charger spatial allocation, the Project Team identified potential partner sites at schools, community centers, commercial centers and businesses, and parking infrastructure.

Potential partner sites shown at right based on cumulative spatial charge zone allocation in 2030, translating modeled charge zones into public charging partnership options for focused engagement in the next 5 years to achieve near-term infrastructure deployment targets.

- Potential partner sites, including names and addresses, in tabular form, are shown in the Appendix

Infrastructure may include pole chargers, in-ground or mounted chargers, depending on location and partner preference. Options shown as examples below.



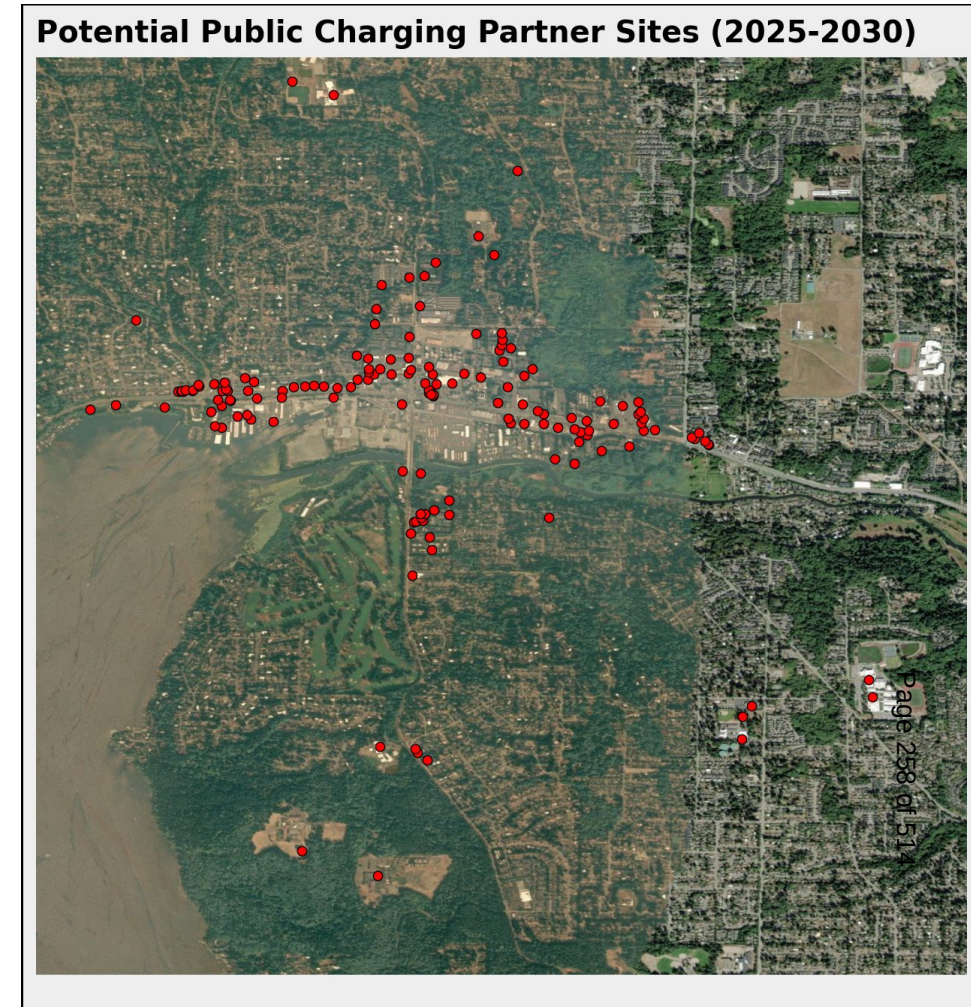
Pedestal Charger



Steel Pole Charger



Wood Pole Charger



Page 258 of 151

Source: Accenture, Energeia (2025)

Fleet Electrification Transition

Chapter 6



CITY OF KENMORE

ENVIRONMENTAL SERVICES



MODELING PROCESS

EXISTING CONDITIONS

COMPARISON TO ICE OPERATIONS

FLEET TRANSITION

INFRASTRUCTURE RECOMMENDATIONS

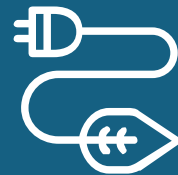


CITY OF KENMORE
ENVIRONMENTAL SERVICES

City Fleet Electrification

Why would the City of Kenmore consider electrifying its fleet?

1. Aligning with State decarbonization and clean transportation goals
2. Actions described in Kenmore Climate Action Plan
3. Resources to support EV charging infrastructure: utility incentives, grants, rebates, tax credits
4. Increasing demand from community



Key Drivers



State Goals, Building Codes and Regulations



Alignment with Kenmore Sustainability Policy



City Sustainability Commitments



Funding Opportunities & Partnerships



Federal Policy and Support



Benefits



Equity and Accessibility



Recruitment and Retention



Localized Pollution Reduction and Air Quality Improvements



Economic Growth and Green Jobs



Support for Regional Transportation Plans



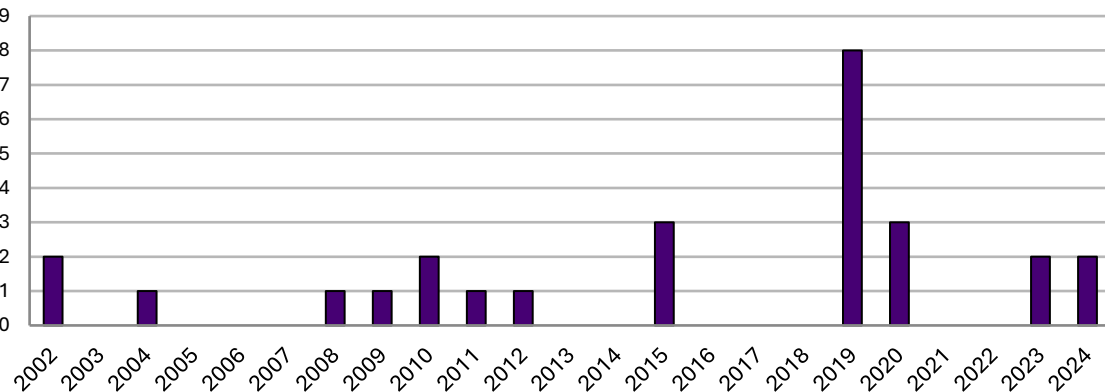
Educational Opportunities & Workforce Training

City of Kenmore Existing Fleet Snapshot

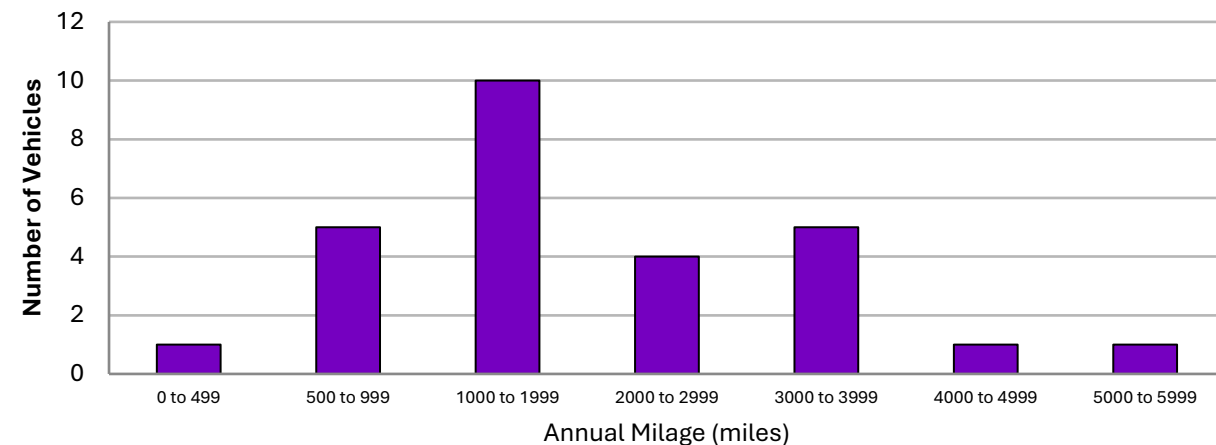


XIV. A. Kenmore Electric Vehicle Infrastructure Plan, presented by Climate...

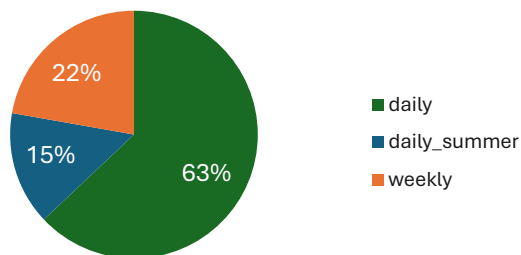
Fleet Age by Model Year



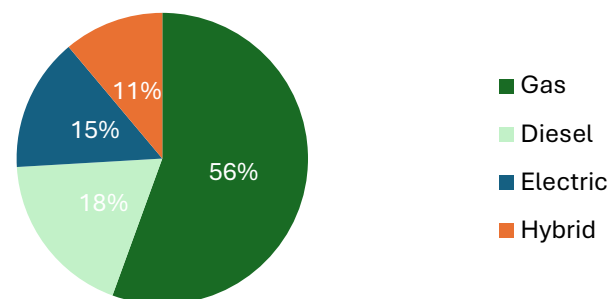
Fleet Annual Mileage



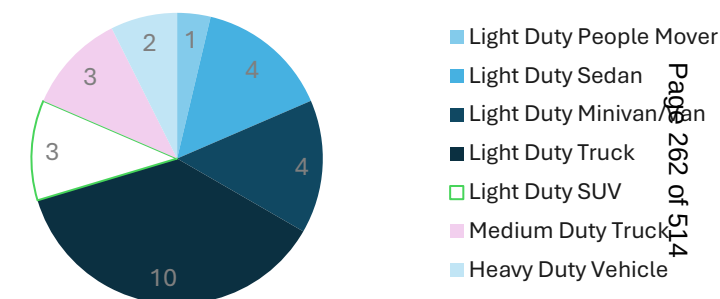
Fleet Usage Pattern



Fleet by Fuel Type



Fleet by Vehicle Type



Count: 27 Vehicles (aged 2002-2024)
Breakdown: Light, Medium & Heavy Duty | Diesel, Gasoline, Hybrid and EV Powertrains
Department Use: Multi-department Use, Development Services, Engineering, Water, Public Works, General Use
Usage: Daily, Weekly, Summer Usage Patterns
Mileage: 211- 5,706 Miles/Yr

MODELING PROCESS



Map vehicles to specific use cases

To map vehicles to specific use cases, the Project Team began by compiling a list of vehicles in the Kenmore fleet, noting their scheduled replacement year and annual mileage. The "Usage" column then segmented this dataset, and the Project Team estimated the daily mileage for each vehicle based on this information.

Veh #	Model Year	Projected Replacement Budget Year	Make	Model	Description	GVWR	4WD/AWD	Gas/Hybrid/Diesel	Department	Usage	Annual Mileage (based on 2023)	Daily Mileage	Vehicle Location
337	2019	2033-2034	Nissan	Leaf S	Electric Sedan		No	Electric	Devel Svcs	Permit Inspections daily	2,378	9	Kenmore City Hall
338	2020	2035-2036	Ford	EcoSport	Small SUV	3,300	No	Gas	Devel Svcs	Code Enforcement daily	837	3	Kenmore City Hall
310	2009	2025-2026	Ford	Escape	Hybrid SUV		No	Hybrid	Devel. Svcs	Permit Inspections - daily	2,634	10	Kenmore City Hall
321	2015	2029-2030	Ford	C-Max	Hybrid Sedan		No	Hybrid	Engineering	ROW Inspections Daily	3,765	14	Kenmore City Hall
309	2008	2025-2026	Ford	Escape	SUV		Yes	Gas	Engineering	Construction Inspection	1,050	4	Kenmore City Hall
349	2023	2037-2038	Ford	Transit EV	Cargo Van		No	Electric	Env. Services	Inspections daily	677	3	PWOC
322	2015	2029-2030	Ford	C-Max	Hybrid Sedan		No	Hybrid	General Use	Weekly	1,810	7	Kenmore City Hall
327	2019	2033-2034	Dodge	Grand Caravan	Minivan		No	Gas	General Use	Weekly	550	2	Kenmore City Hall
336	2019	2033-2034	Nissan	Leaf SV	Electric Sedan		No	Electric	General Use	Weekly	211	1	Kenmore City Hall
350	2023	2037-2038	POLS ELXD	Gem	Small Utility Vehicle			Electric	General Use	Interns - daily summer only	new - no historical data	2	PWOC
319	2015	2029-2030	Ford	F-150	Large Truck	6,550	Yes	Gas	Parks/Facilities	PW Ops Crew - daily	3,394	13	PWOC
334	2019	2033-2034	Ford	F-750	Dump Truck	33,000	No	Diesel	Public Works	PW Ops Crew - weekly to monthly depending on projects	1,064	20	PWOC
312	2010	2027-2028	Ford	F-550	Flat Bed	19,500	Yes	Diesel	Public Works	PW Ops Crew - weekly	1,012	4	PWOC
307	2004	n/a	Ford	F-150	Large Truck		Yes	Gas	Public Works	PW Ops Crew - daily	1,922	7	PWOC
311	2010	2027-2028	Chevy	Colorado	Mid Size Truck		Yes	Gas	Public Works	PW Ops Crew - daily	3,448	13	PWOC
328	2019	2033-2034	Chevy	Silverado	Large Truck	7,200	4WD	Gas	Public Works	PW Ops Crew - daily	3,352	13	PWOC
329	2019	2033-2034	Ford	F-350	Large Truck	14,000	4WD	Diesel	Public Works	PW Ops Crew - daily	2,746	11	PWOC
330	2019	2033-2034	Ford	F-350	Large Truck	14,000	4WD	Diesel	Public Works	PW Ops Crew - daily	3,622	14	PWOC
332	2019	2033-2034	Chevy	Silverado	Large Truck	7,200	4WD	Gas	Public Works	PW Ops Crew - daily	4,804	18	PWOC
351	2024	2039-2040	Ford	F-150	Large Truck			Gas	Public Works	PW Ops Crew - daily	new - no historical data	10	PWOC
352	2024	2039-2040	Ford	F-150	Large Truck	6,550		Gas	Public Works	PW Ops Crew - daily	new - no historical data	10	PWOC
304	2002	n/a	GMC	Sonoma	Small Truck		No	Gas	Public Works	Interns - daily summer only	2,629	22	PWOC
316	2012	2025-2026	International	Maxforce	Street Sweeper			Diesel	Surface Water	Weekly	1,993	8	PWOC
305	2002	n/a	GMC	Sonoma	Small Truck		No	Gas	Surface Water	Interns - daily summer only	871	7	PWOC
314	2011	2027-2028	Ford	F-150	Ford F-150	6,550	Yes	Gas	Surface Water	Interns - daily summer only	5,706	47	PWOC
339	2020	2035-2036	Ford	Transit Connect	Utility Van	5,420		Gas	Surface Water	Inspections daily	1,557	6	PWOC
340	2020	2035-2036	Ford	Transit Connect	Utility Van	5,420		Gas	Surface Water	Inspections daily	959	4	PWOC
						6,550	daily means 5 days per week						

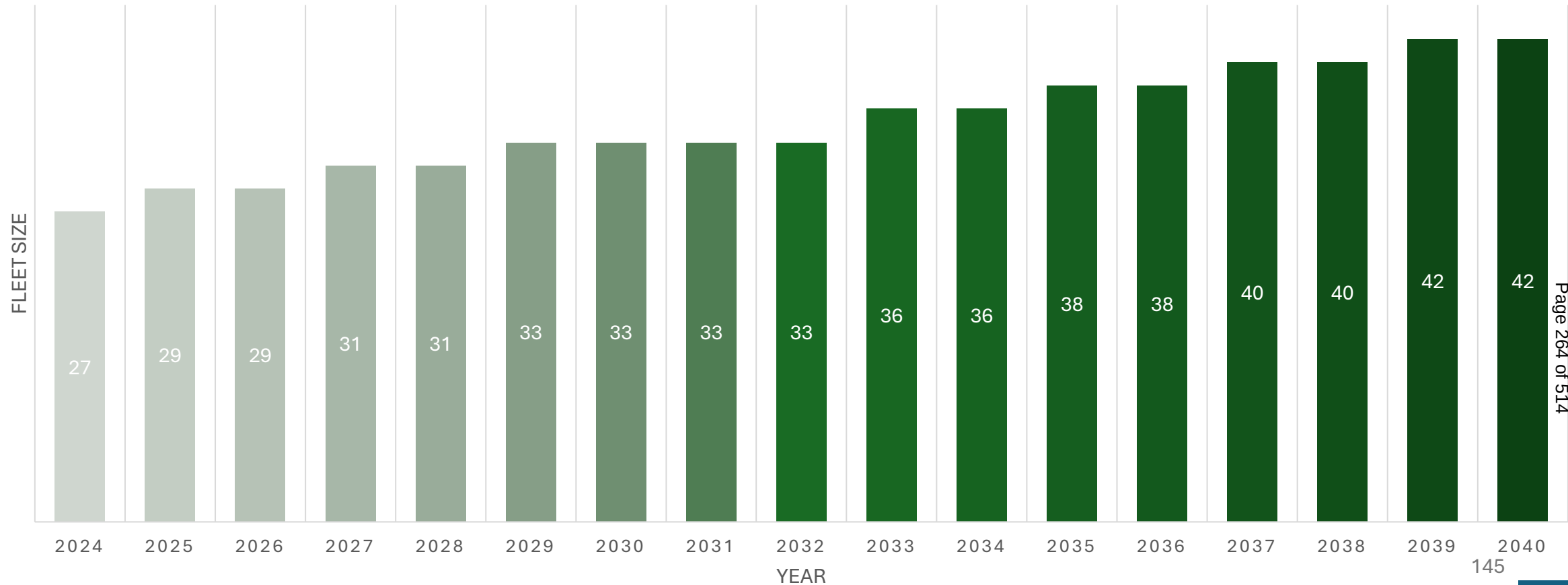
MODELING PROCESS



Fleet Growth

The fleet growth is based on input from the City of Kenmore’s staff, with a request to increase the fleet by one vehicle per year, on average. The vehicles added will be of a similar type and class to those already being replaced in that year. As a result, the fleet is projected to grow from 27 vehicles in 2024 to 42 vehicles by 2040.

KENMORE FLEET SIZE BY YEAR



MODELING PROCESS

Defined sample routes for each use case

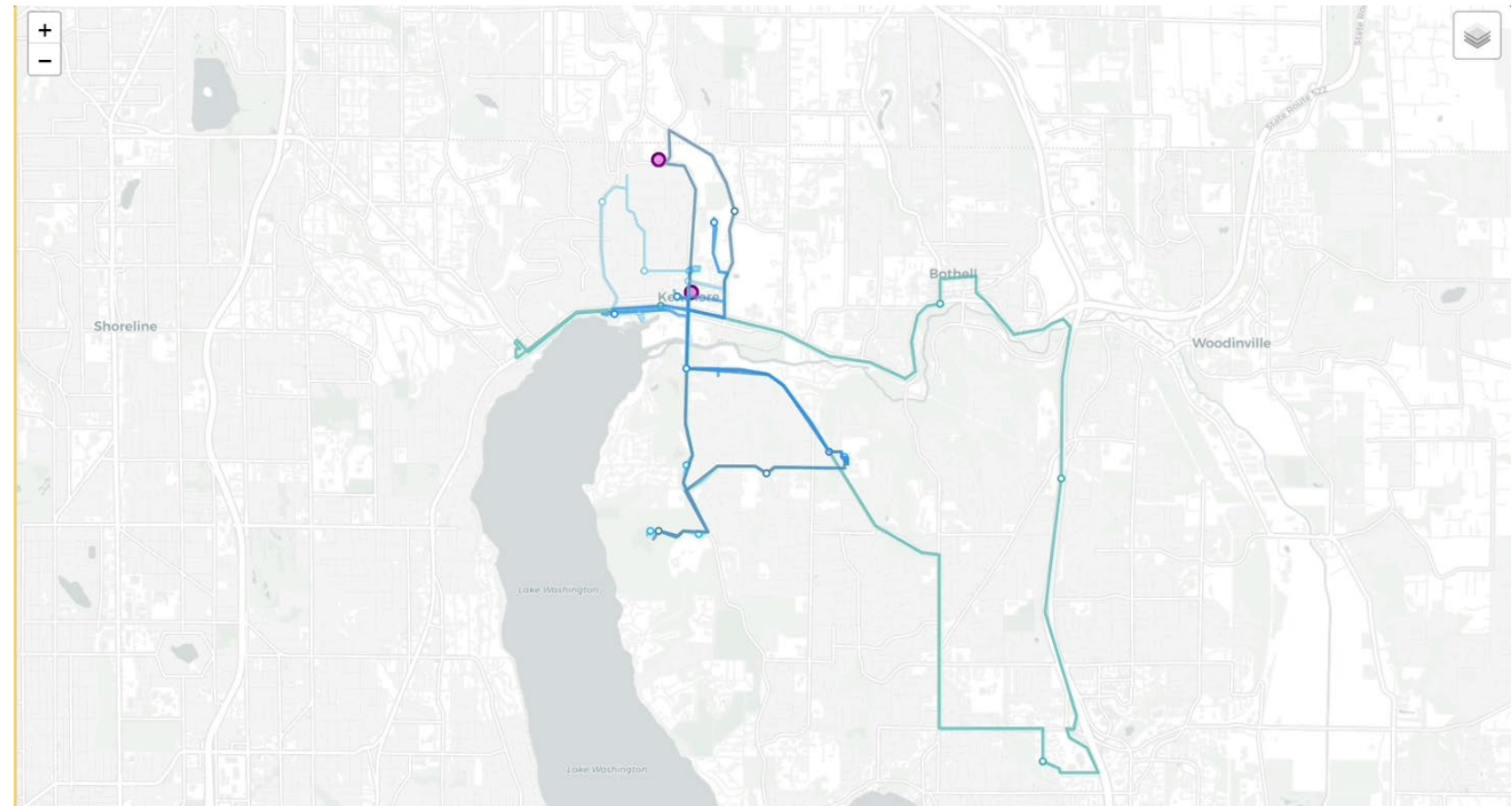
Created five distinct routes to capture Usage segments.

The goal was to model different driving patterns by department and intended use case.

Routes

[View Interactive Map](#)

1. Public Works
 - Stops along public sites such as schools and parks.
2. Surface Water
 - Stops along potential storm water collection sites.
3. Street Cleaning
 - Covers downtown area and major roads.
4. Daily Inspections
 - Stops along parks and public domain in southern Kenmore.
5. General Purpose
 - Exits city boundaries for more regional driving.

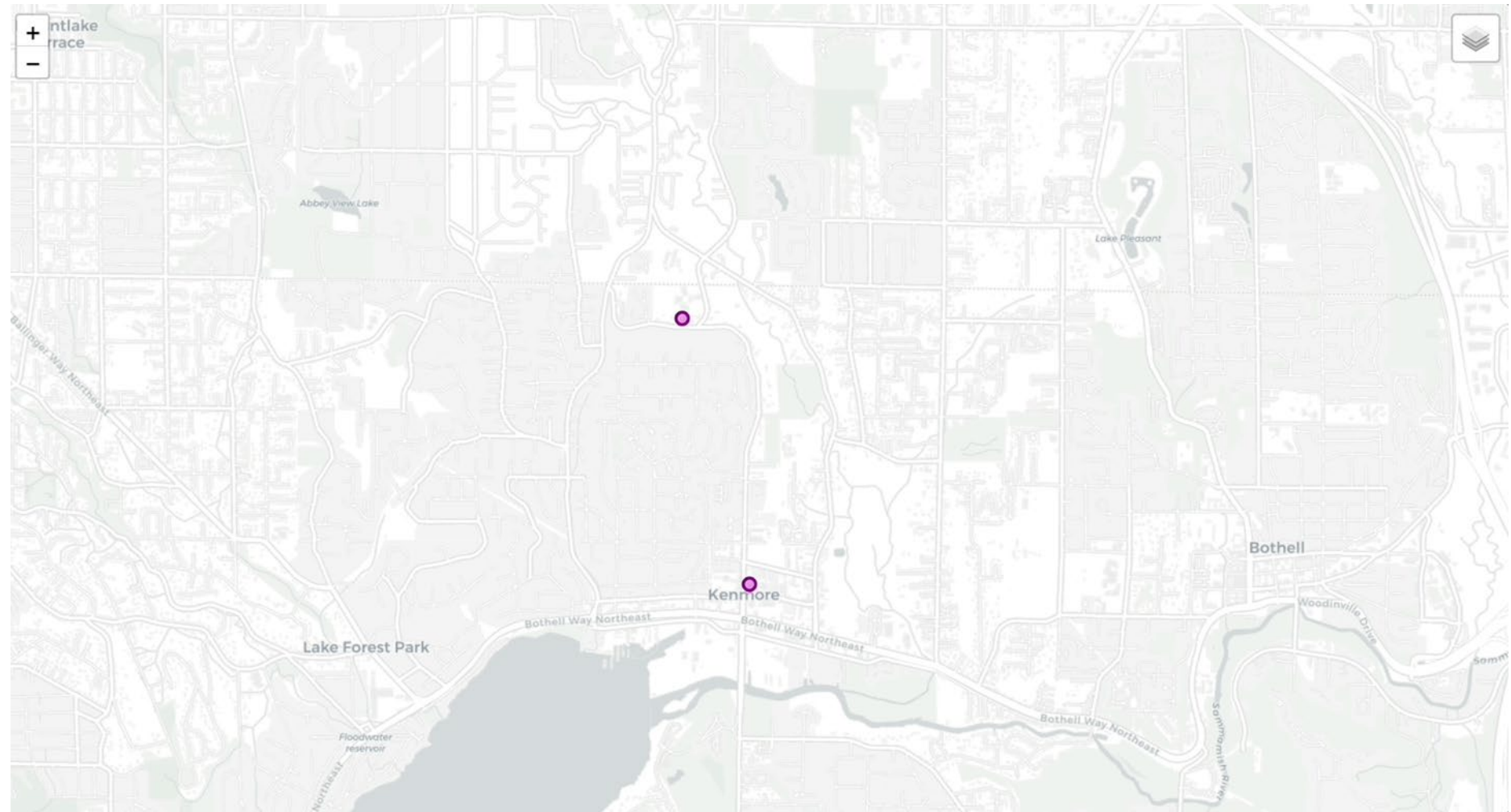


MODELING PROCESS



Defined charging at designated depots

The Project Team simulated overnight Level 2 (L2) charging at two depot locations: Kenmore City Hall and the new Public Works Operations Center. Multiple charger ratings were set, ranging from 6.6 kW to 19.2 kW, with charge thresholds set between 80% and 85%.



MODELING PROCESS



Found comparable electric vehicles

The Project Team matched each existing vehicle in the Kenmore fleet with a potential replacement EVs. The goal was to identify suitable replacement options—vehicles of a similar type—that represent how an electric Kenmore fleet may operate in the future. It is important to note that these vehicle recommendations are not prescriptive but illustrative.

Public Works

Vehicle Make / Model	Replacement Make / Model
Ford F150	Ford F150 Lightning
Chevy Silverado	Chevy Silverado EV
Chevy Colorado	Rivian R1T
Ford F350*	No Replacement
Ford F550*	No Replacement
Ford F750*	No Replacement
GMC Sonoma	Canoo Pickup

Street Cleaning

Vehicle Make / Model	Replacement Make / Model
International MaxxForce	Battle Motors Elgin Broom Bear
	Global Environmental M4EV

General Purpose

Vehicle Make / Model	Replacement Make / Model
Ford CMAX	Chevrolet Bolt EV
Dodge Grand Caravan	Volkswagen ID Buzz
Nissan Leaf SV	Already EV
Gem ELXD	Already EV

Daily Inspection

Vehicle Make / Model	Replacement Make / Model
Nissan Leaf S	Already EV
Ford EcoSport	Chevrolet Equinox EV
Ford Escape Hybrid	Chevrolet Blazer EV
Ford CMAX	Chevrolet Bolt EV (Used)
Ford Escape	Chevrolet Blazer EV
Ford E-Transit	Already EV

Surface Water

Vehicle Make / Model	Replacement Make / Model
Ford Transit Connect	Ford E-Transit
GMC Sonoma	Canoo Pickup
Ford F150	Ford F150 Lightning

* Direct BEV replacements from major manufacturers do not yet exist, so existing BEVs were modeled with a more intense route and payload to account for differences in GVWR.

MODELING PROCESS



Simulated vehicles along designated route

- The Project Team simulated vehicles along a designated route by running each vehicle through Encode's fleet simulation tool. This physics-based tool ingests vehicle specifications and daily mileage parameters, using them to simulate driving along real routes while accounting for factors such as speed, temperature, elevations, and congestion.
- The tool also simulates charging based on user-defined requirements. In this case, overnight charging was simulated with different charger kW ratings.
- Additionally, idle and parking time at specific stops was incorporated into the simulation, which helped estimate the energy required for each route and the necessary charging to complete the journey.

```
Simulating route: Kenmore Surface Water Route
Simulating vehicle: ford_etransit_Kenmore Surface Water Route_0

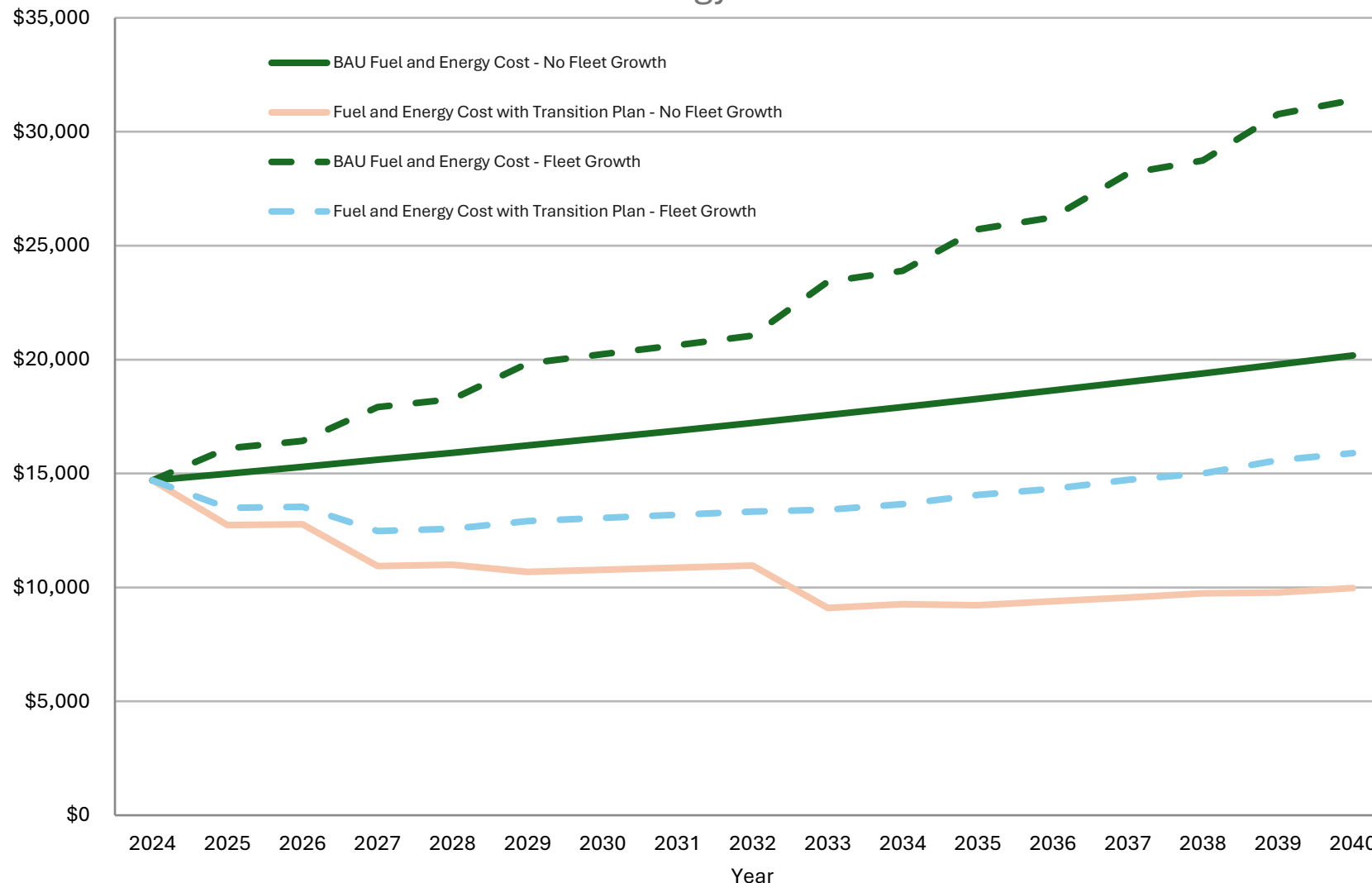
Debug - Full vehicle type: ford_etransit
Debug - Route config: [{'type': 'ford_etransit', 'count': 3, 'daily_miles': 5}, {'type': 'canoo_pickup', 'count': 1, 'daily_miles': 7}, {'type': 'f150_lightning', 'count': 1, 'daily_miles': 47}]
Debug - Found assignment: {'type': 'ford_etransit', 'count': 3, 'daily_miles': 5}
Debug - Using configured daily_miles: 5 miles (8.05 km)
Processing stop at waypoint 0: United States Postal Service (depot)
Adding stop info to segment: {'name': 'United States Postal Service', 'type': 'depot', 'waypoint_index': 0, 'location': [-122.249057, 47.760068]}

🚗 Starting route simulation with 5 planned stops
📍 Arriving at United States Postal Service (depot)
□
```


DIFFERENCES BETWEEN ICE OPERATIONS AND EV TRANSITION

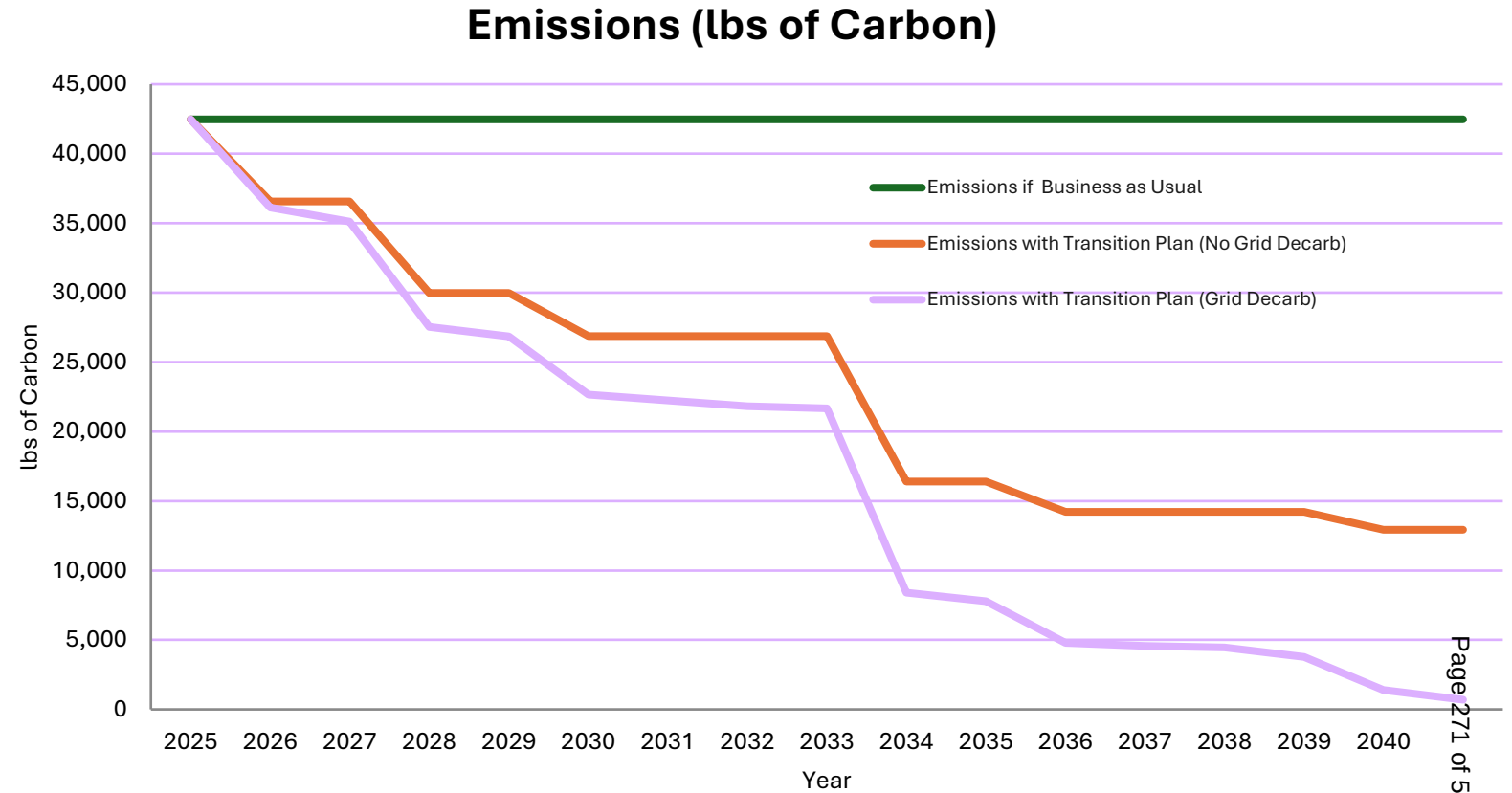
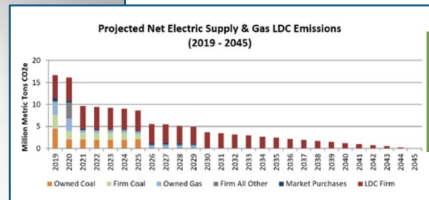


Fuel and Energy Costs



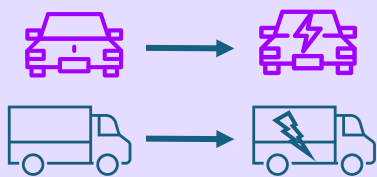
- Without any further EV transition, fuel costs will continue to escalate annually at ~2-5%
- Electricity costs are also projected to escalate similarly
- With or without fleet growth, net savings in “energy fueling” expenses is expected vs. BAU
- 2024-2040 expected savings:
 - \$113k (no fleet growth)
 - \$147k (fleet growth)

DIFFERENCES BETWEEN ICE OPERATIONS AND EV TRANSITION



- PSE has goals to reduce grid emissions to net zero carbon by 2045
- Old: Grid-sourced electricity emissions constant
- New: Grid-sourced electricity emissions ramped down through 2045
- Effect: Further reduction in emissions from grid-charged EVs, even if new EVs are added

FLEET TRANSITION PLAN OVERALL STRATEGY



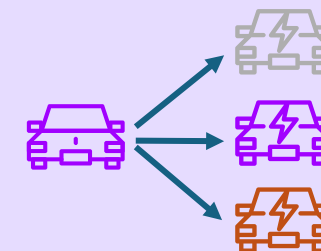
1. Replace Vehicles Like-for-Like with vehicles of a similar class



2. Replace ICE and Hybrid Vehicles with BEVs at Projected Replacement Year



3. Leverage State and Federal EV Tax Credits and Incentives



4. Replacement BEVs shown are Proxy Only, buy what you like!

AVAILABLE GRANTS AND INCENTIVES



The major incentives and grants used in the calculation are shown in the table below:

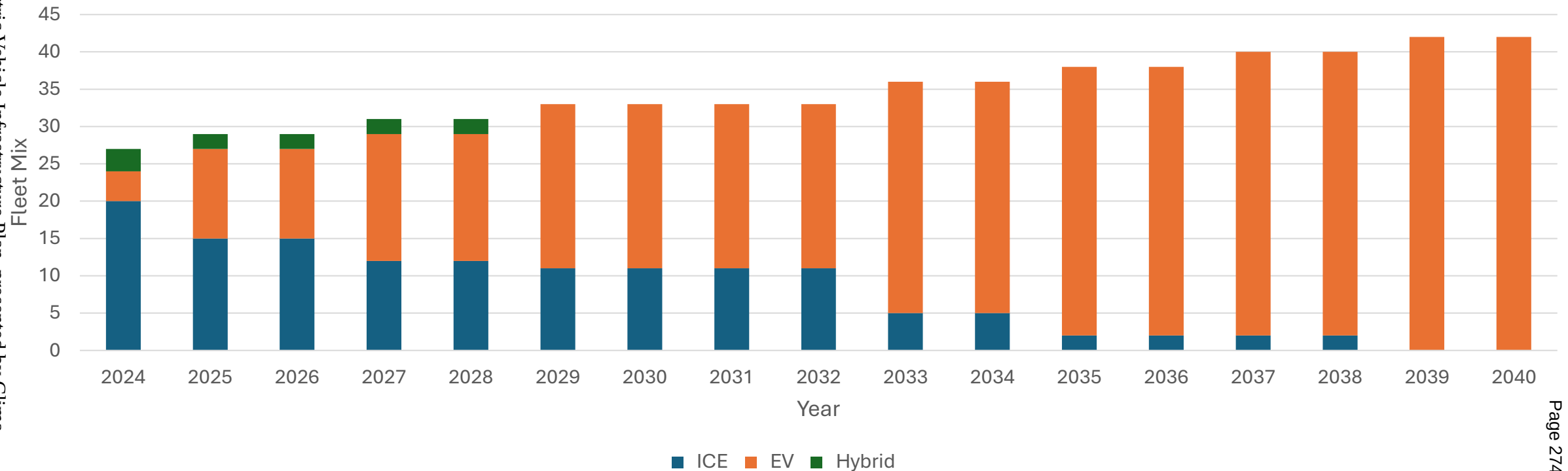
City of Kenmore EVIP Funding Opportunities Matrix								
Government Level	Program	Agency	Incentive Type	Technology or Technology Portfolio	Incentive Amount	Application Opening Date	Application Closing Date	Annually Recurring?
Federal	Charging and Fueling Infrastructure (CFI) Discretionary Grant Program	USDOT	Grant	EV Charging and Fueling Infrastructure	\$1,321,200,000 total for most recent round of funding; Federal cost-sharing is up to 80 percent; applicant must provide the remaining 20 percent for individual awards	May 30, 2024	August 28, 2024	Yes
Federal	Commercial Electric Vehicle Tax Credit	US Dept. Treasury - IRS	Tax Credit	Electric vehicles, Zero Emission vehicles	Maximum credit is \$7,500 for qualified vehicles with gross vehicle weight ratings (GVWRs) of under 14,000 pounds and all other vehicles may qualify for a maximum credit of \$40,000	2022	2033	Yes
Federal	Credits for new clean vehicles purchased in 2023 or after	US Dept. Treasury - IRS	Tax Credit	Electric vehicles, Zero Emission vehicles	Base credit amount is \$2,500. Maximum credit is \$7,500	2023	2032	Yes
State	Clean Energy Grant Programs	WA Dept. Commerce	Grant	emissions reduction; clean energy	Varies, based on specific grant	Currently, there are no grants that Kenmore would qualify for, but Kenmore is encouraged to continue monitoring this site for more funding opportunities	Currently, there are no grants that Kenmore would qualify for, but Kenmore is encouraged to continue monitoring this site for more funding opportunities	Unknown
State	Clean alternative fuel and plug-in hybrid vehicles - sales/use tax exemptions	WA Dept. Revenue	Tax Exemption	Electric Vehicle	Up to \$16,000 of the sales or lease price	August 1, 2019	The exemption for sales of new and used qualifying vehicles expires July 31, 2025. Leases that qualify for this exemption on or before July 31, 2025, can continue to claim the exemption on lease payments due through July 31, 2028.	Unknown
State	Electric vehicle infrastructure (charging stations), batteries, and fuel cells – sales/use tax exemption, leasehold tax exemption	WA Dept. Revenue	Tax Exemption	Electric Vehicle and Charging	N/A	August 1, 2019	July 1, 2025	Unknown
State	Washington EV Instant Rebate Program	WA Dept. Commerce	Rebate	Electric Vehicles	New Evs: Purchase or 24-35 Month lease: \$5,000 36 Month + lease: \$9,000 Used Evs: Purchase or lease: \$2,500	August 1, 2024	June 2025 (or until all funds are used)	Unknown
Local Investor-owned Utility	Up & Go Electric for Fleet	PSE	Rebate	Electric Vehicle Charging	Up to \$250,000 total per charging	Ongoing	Ongoing	Unknown

FLEET TRANSITION PLAN



Powertrain Composition Over Time

Kenmore Fleet Mix



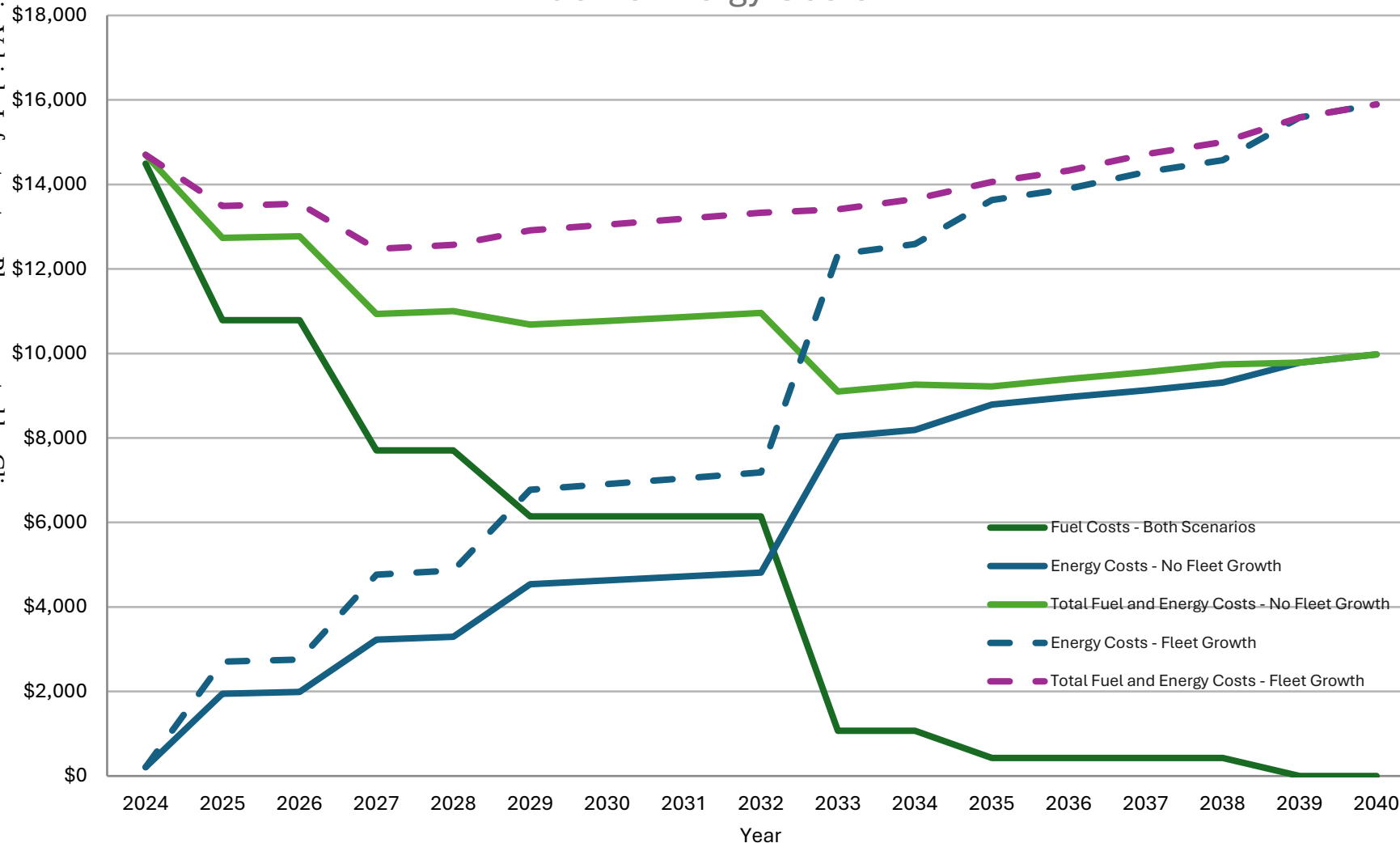
- Existing gas, diesel and hybrid vehicles will be replaced with BEVs at planned replacement intervals
- One new BEV will be added per year, on average. Added when other vehicles are being purchased.
- Fleet grows from 27-42 vehicles between 2024-2040 and will be fully BEV by 2039

FLEET TRANSITION PLAN



Fueling Cost Comparison Over Time

Fuel vs Energy Costs



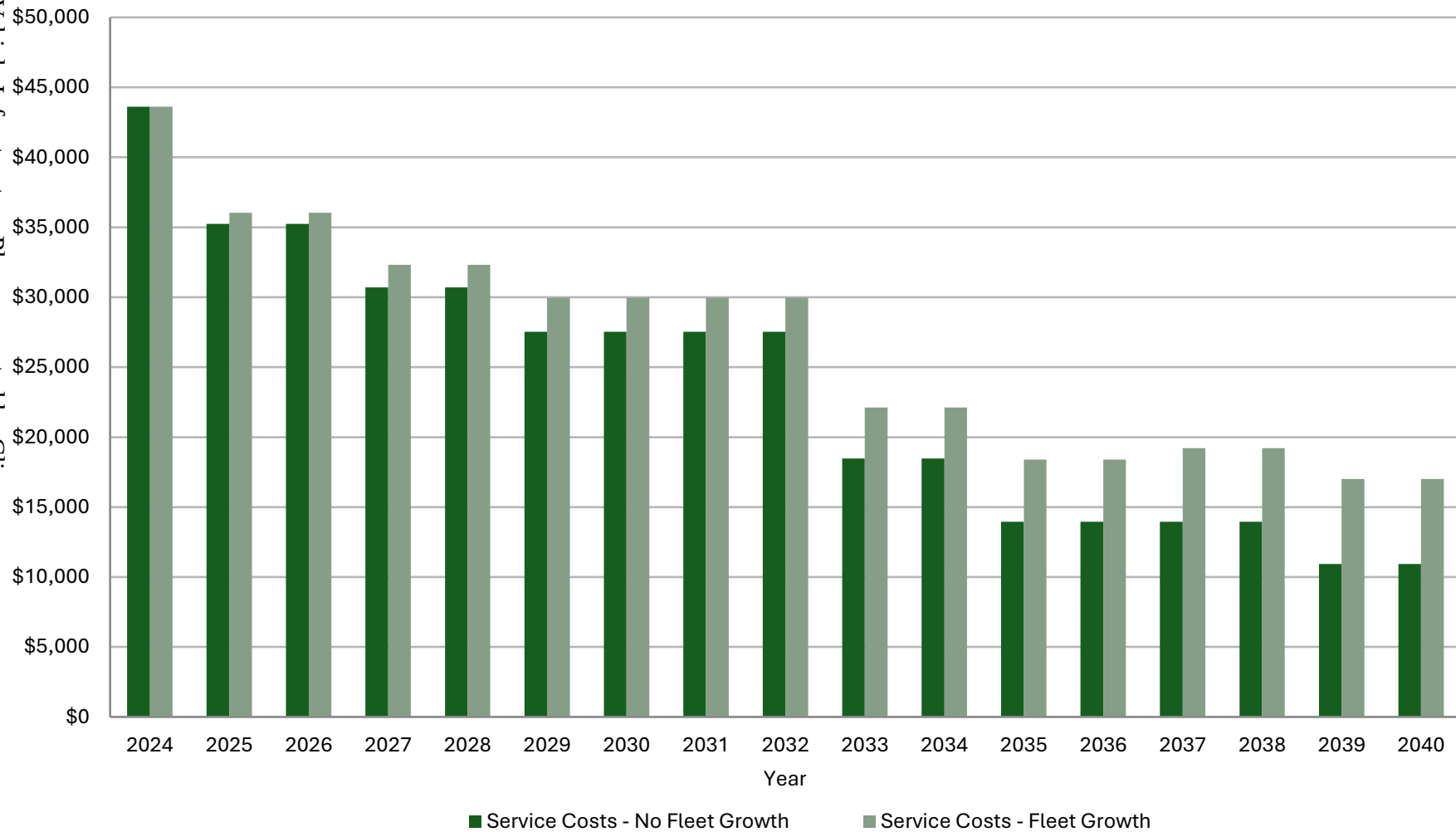
- Gas/Diesel costs drop as ICE vehicles are replaced with BEV
- Electricity costs increase to charge BEVs
- With no fleet growth, total fuel and energy cost decreases over time
- With 50% fleet growth, fuel and energy costs increase only 8%

FLEET TRANSITION PLAN



BEVs require less service than ICE vehicles

Estimated Change in Fleet Service Costs



- Service costs are based on Kenmore’s existing data on ICE, Hybrid and BEV service costs
 - Minimal fluid changes
 - Less brake wear

Maintenance	Cost/mile
ICE	\$0.88
EV	\$0.43
Hybrid	\$0.45

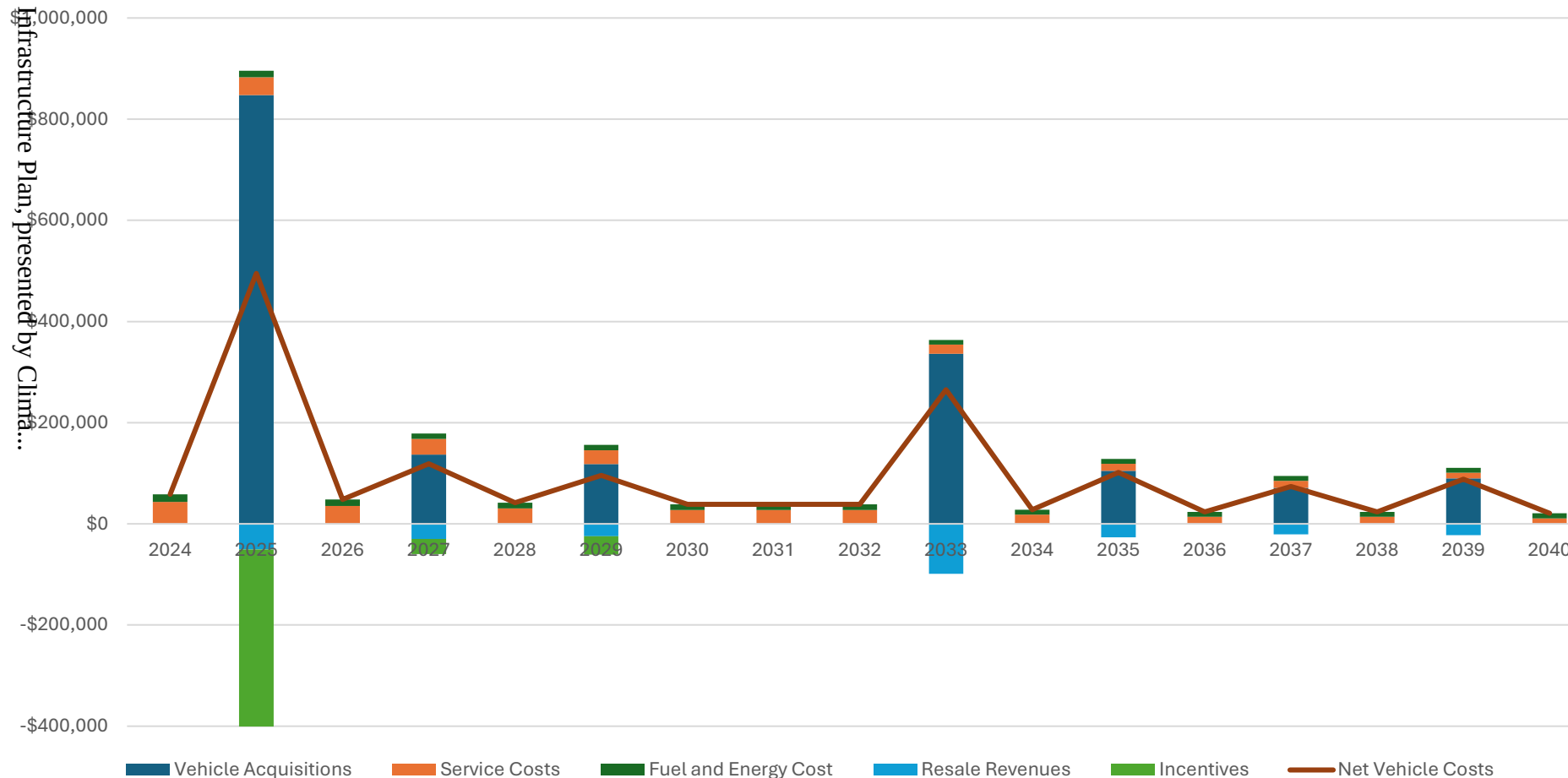
- Even with 50% fleet growth, still expected to decrease vs. today

FLEET TRANSITION PLAN



Expected Fleet Expenditures By Year – No Fleet Growth

Total Vehicle Costs
Includes Purchases, Fueling (Electric & ICE), Maintenance, Resale and Incentives



- Expenses include:
 - Vehicle purchases
 - Fueling Costs
 - Maintenance
- Revenue includes:
 - Vehicle Resale
 - Incentives & Tax Credits

ADDITIONAL CONSIDERATIONS



Electric vehicle options from major manufacturers are currently available for all models and use cases, with the exception of medium and heavy-duty trucks (e.g., F-350, F-550). These products are expected to become available in the coming years.

The electrification of street sweepers is a significant investment opportunity. If existing electric street sweeper products meet the City's needs, it is advisable to purchase sooner rather than later to take advantage of available incentives.

Incentives such as the Clean Alternative Fuel Commercial Vehicle and Vehicle Infrastructure B&O or PUT Tax Credit, Green Transportation Capital funding, and the Diesel Emissions Reductions Grant offer opportunities to offset costs.

- [Clean Alternative Fuel Commercial Vehicle and Vehicle Infrastructure B&O or PUT Tax Credit](#)
- [Green Transportation Capital](#)
- [Diesel Emissions Reductions Grant](#)

- The Project Team's recommendations are based on offerings from U.S.-based OEMs; however, additional options may be available if the search is expanded to include international manufacturers.

INFRASTRUCTURE RECOMMENDATIONS



With the calculated daily needs for Kenmore’s fleet, Level 2 AC Charging was considered



Lite-On IC32/40

- 6.6kW
- 32A @ 208V



Chargepoint CPF 50 Dual Port

- 10.4kW
- 50A @ 208V



Enphase IQ80

- 12.4kW
- 60A @ 208V



BTC Power L2 MaX 80A Dual Port

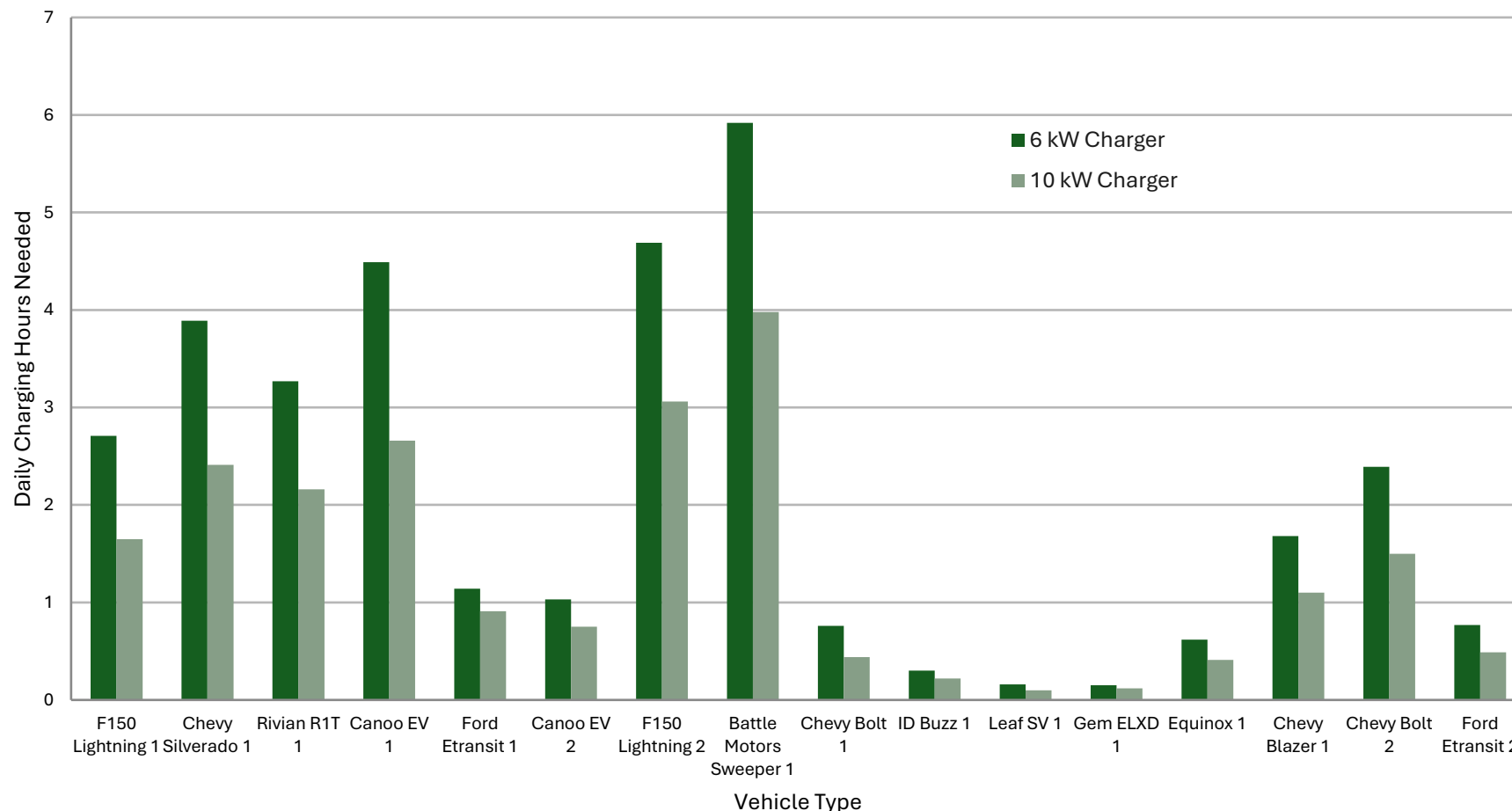
- 16.6kW
- 80A @ 208V

Delivered Power (kW)	Hardware Cost	Installation Cost	Annual O&M	Total Installed Cost
6.6	\$1,320.00	\$1,980.00	\$264.00	\$3,300.00
10.4	\$2,000.00	\$3,000.00	\$400.00	\$5,000.00
12.4	\$2,640.00	\$3,960.00	\$528.00	\$6,600.00
16.6	\$3,320.00	\$4,980.00	\$664.00	\$8,300.00

EV CHARGER PHASE-IN PLAN



Choosing a Charging Power & Charger to Vehicle Ratio
Daily Charging Time (6kW vs 10kW Charger)



Determining vehicle-to-charger ratio:

- Daily charging needs are relatively low
- Any charger/ any vehicle simplicity
- Strive for <4 hr charge times
- Allows for 2 vehicle charges/day(night)

Or

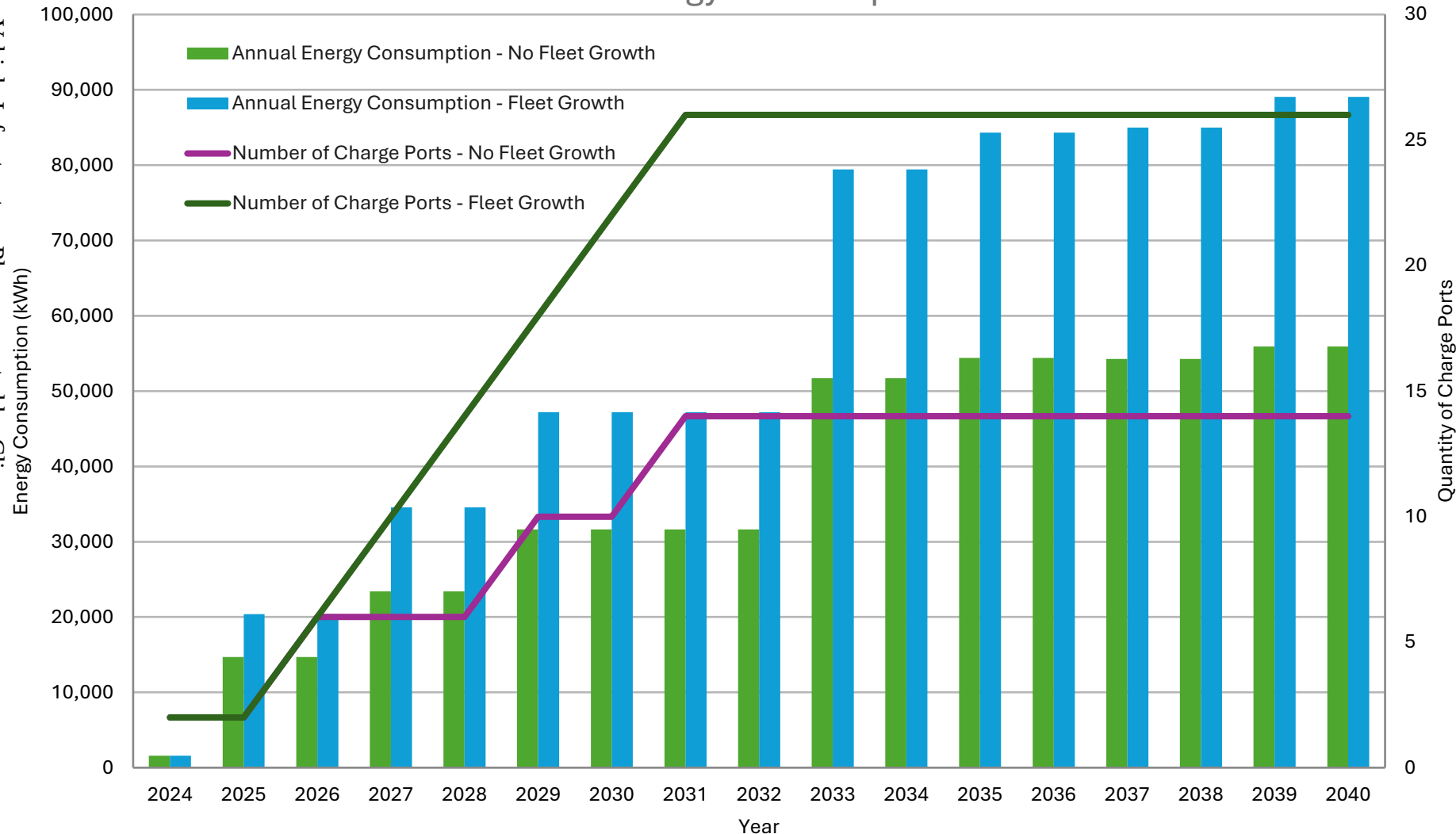
- Charge a vehicle every other day
- Minimize charging power = lower cost

EV CHARGER PHASE-IN PLAN



Chargers are installed as fleet needs increase

Annual Energy Consumption

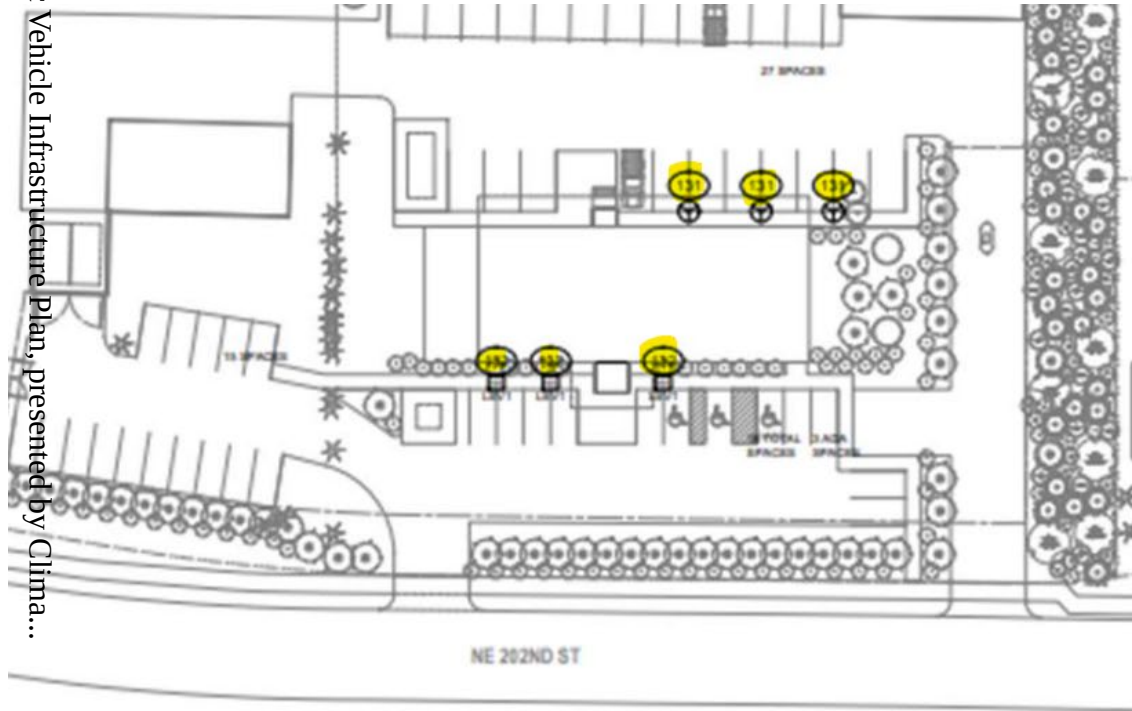


- Install 6 charging ports (3 dual ports) in 2026
- Continue installs to keep pace with 2 vehicles : 1 charger ratio as new BEV purchases are made.
- End with 14 charging ports by 2032 if there is no fleet growth or 26 charging ports if the fleet grows by 50%

CHARGING INFRASTRUCTURE RECOMMENDATIONS



Consider the following adjustments when planning for charging at the new O&M facility



SITE PLAN EV CHARGERS
SCALE: 1"=30'-0"

9. PROVIDE MINIMUM TWO BARRIER POST BOLLARDS IN FRONT OF EACH CHARGING STATION. SEE SHEET 05.0 DETAIL 2 FOR ADDITIONAL INFORMATION.

PLAN NOTES

131 PROVIDE CHARGEPOINT **DUAL PORT** PEDESTAL MOUNT WITH 15' CABLE AND 6' CABLE MANAGEMENT KITS CPM50-L15-CMK-DUAL AND ALL ACCESSORIES REQUIRED FOR COMPLETE INSTALLATION AND OPERATION INCLUDING CHARGEPOINT GATEWAY. PROVIDE (1) 1-1/2" WITH 4W, 288G COPPER CONDUCTORS FOR EV CHARGERS.

132 PROVIDE LOCKABLE HANDHOLE FOR FUTURE EV PARKING STALLS. HANDHOLE SHALL BE SIZED TO ALLOW (2)2" FROM ALL SIDES OF HANDHOLE. PROVIDE (2)2" WITH PULLSTRING FROM PANEL AS SHOWN ON DRAWINGS.

- Design & size infrastructure for 7 more 10kW dual port L2 chargers at new Public Works Operations Center (13 total dual port chargers, 26 total ports)
- Install 3 chargers/6 ports at Initial Build-out
- Ensure initial install includes one charge port serving existing ADA stalls
- Pre-wire for (20) additional 10kW AC Charge Ports
- Separately meter EV Chargers for special EV Rate
- Leverage Up & Go Electric for Fleet to install 1-2 DCFC for spare charging capacity

Conclusion & Next Steps

Chapter 7



CITY OF KENMORE

ENVIRONMENTAL SERVICES



CONCLUSION

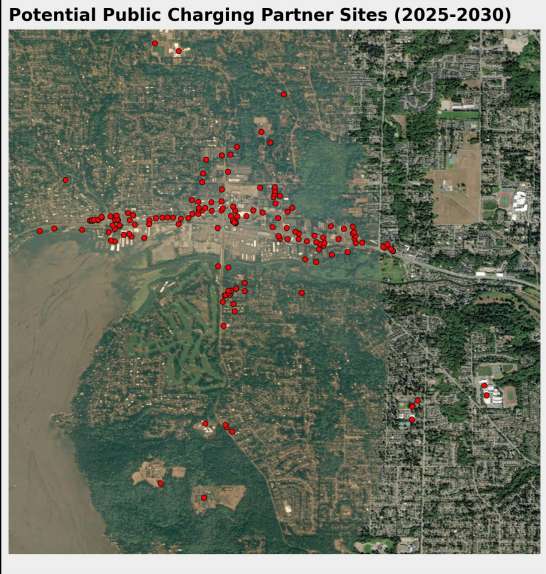


- **Current Conditions:** Currently, Kenmore has seven Level 2 chargers, including two designated for the City fleet. Public charging locations include Safeway, Bastyr University, and the town square. Plans are underway to install six additional dual-port chargers at the new Public Works Operations Center to support fleet electrification. However, gaps remain in underserved areas, particularly in multi-family residential communities. Key recommendations include modeling building codes after similar local municipalities, including Seattle and Bellevue, partnering to provide rebates for EVs, exploring partnerships with businesses and education/training partners (UW Bothell), maintenance contracts, resiliency proofing, pole charging, and vandalism prevention.
- **Stakeholder & Community Engagement:**
 - **Feedback priorities:** public charging around corridors and parks, advocacy for e-bikes, and more incentives for multifamily units to access high-quality charging.
 - **Key concerns:** Availability of incentives/rebates, safety around public charging, and equitable access.
- **State and Local Funding Sources**
 - **PSE Up & Go Electric Programs:** Incentives for fleet electrification, workplace charging, and multi-family housing infrastructure.
 - *Up & Go Electric for Fleet:* Supports municipal fleet electrification.
 - *Up & Go Electric for Public:* Expands public EV charging.
 - *Up & Go Electric for Workplace:* Covers up to 100% of installation and maintenance costs for workplace Level 2 chargers.
 - *Up & Go Electric for Multifamily:* Provides apartment and condo charging installation incentives.
 - **PSE EV Home Charger Rebate:** Based on household income and size, this program offers rebates of up to \$600 for an EV home charger and up to \$2,000 toward installation costs.
 - **Washington State EV Charging Program:** This program financially supports charging stations, particularly in multi-family housing and public areas. \$64 million was allocated in 2023, with 40% directed toward overburdened communities.
- **Federal Funding Sources**
 - **Charging and Fueling Infrastructure (CFI) Discretionary Grant Program:** Supports the development of public charging infrastructure to accelerate EV adoption at the municipal level.
- **EV Market Assessment & Community Charging:** The assessment identifies charging gaps and opportunities, ensuring an equitable and accessible EV network across Kenmore.
 - In present value terms, assuming a 2.5% discount rate, the Cost-Optimized solution results in ~\$3.7M in total savings over the forecast deployment period
 - The cost-optimized method results in earlier deployment of DCFCs, while L2s for Cost-Optimized begin to exceed the Pro-rata solution in the 2030s. L1s can be explored for existing multifamily units that have the local infrastructure needed, and it is recommended that Kenmore provide information on the availability of all potential charging units (L1, L2, L3, and DCFC).
 - DCFC vs. L2 utilization to cost ratio higher in earlier years, resulting in higher DCFC deployment until 2030s, then L2s become relatively more cost-effective
- **Fleet Electrification Transition:** A phased approach to fleet electrification is underway, which will improve efficiency, reduce emissions, and set a model for regional sustainability.
 - 2024-2040 expected savings: \$113k (no fleet growth) vs. \$147k (fleet growth), assuming transition of three vehicles in 2025, three in 2027, and three in 2029.
 - If/when additional vehicles are added to the fleet, purchase fully electric vehicles. Low daily fleet mileage pairs nicely with the EV range on sale today.
 - Design for seven more dual-port chargers (26 total ports) at new Public Works Operations Center + Leverage Up & Go Electric for Fleet to install 1-2 DCFC for spare charging capacity

2025 KEY NEXT STEPS



Engage the business community to explore partnerships for collaboratively developing charging infrastructure at potential partner sites. Aim to deploy **seventeen (17) public L2 chargers** and **four (4) public DCFCs**. **Install a minimum of three (3) dual-port chargers** (totaling six ports) at the initial build-out of the **Public Works Operations Center**, to complete all six planned chargers. **Design infrastructure for seven (7) additional dual-port chargers** at the new Public Works Operations Center, bringing the total to **26 ports**, including those at City Hall. **Pre-wire for 20 AC charge ports** (10kW) at the Public Works Operations Center to support future expansion. **Implement separate metering for EV chargers** to enable special EV \$/kWh pricing. **Utilize Up & Go Electric for Fleet** to install **1-2 DC fast chargers (DCFCs)** for additional charging capacity. **Collaborate with PSE** on planned charger deployments within the city limits. **Replace aging fleet vehicles** with like-for-like electric replacements to align with fleet transition plan – per the below 2025 replacement schedule:



Vehicle Make	Vehicle Model	Model Year	Annual Fuel Cost	Vehicle Location	Usage	Department	Fuel Type	Replacement Make	Replacement Model	Replacement Incentives	Annual Energy Cost
Ford	Escape	2009	\$564	Kenmore City Hall	Permit Inspections	Devel Svcs	Hybrid	Chevrolet	Equinox	\$10,000	\$301
Ford	Escape	2008	\$225	Kenmore City Hall	Construction Inspection	Engineering	Gas	Chevrolet	Equinox	\$10,000	\$120
Inter-national	Maxx-force	2012	\$1,565	PWOC	Street Sweeper	Surface Water	Diesel	Global Environmental Products	M4EV	\$300,000	\$477

2026 AND BEYOND NEXT STEPS



Consider implementing more stringent building code requirements, such as Seattle's additional requirements beyond the 2018 Energy code requirement for new commercial and multifamily buildings with parking to provide **EV-ready parking spaces**. At least **20% of parking spaces in new construction** must be designed to be ready for future EV charging, with **dedicated electrical capacity**. **Recommended Updates to Codes:** Kenmore can improve its EV infrastructure by adopting updated EV readiness codes, informed by best practices from other cities in Washington State:

- **King County's Ordinance 19316:** This ordinance mandates that at least 10% of parking spots in new multi-family residential buildings, substantially improved buildings, and expanded parking lots be dedicated to EV chargers, with an additional 25% set aside for future installation. Adopting a similar policy in Kenmore would ensure that new developments are EV-ready and aligned with the city's long-term electrification goals.
- **Seattle's EV Readiness Code:** Seattle requires new multi-family developments to install wiring for EV chargers in 100% of parking spaces, with 20% of spaces fully equipped for charging. Kenmore could adopt similar policies to future-proof its infrastructure and support EV adoption in newly constructed areas.
- **Tacoma's EV Charger Installation Mandate:** Tacoma's building codes require new multi-family buildings to install at least one EV charger per 10 units, ensuring that every building contributes to the broader charging network. Kenmore could adopt or modify this requirement to suit its unique needs, particularly in higher-density areas.
- **Washington State's Existing EV Readiness Standards:** The state requires new multi-family buildings to designate at least one space or 10% of spaces with wiring for EV charging. Kenmore could enhance this by adopting stronger codes that increase accessibility, particularly for low-income and multi-family housing residents.

Consider financial incentives for businesses and property owners to install or upgrade EV charging stations, similar to the Solarize Kenmore 2025 project (\$1,000 rebate), especially in high-demand areas like transit hubs. This will encourage private sector participation in expanding charging infrastructure. Further community engagement is recommended, along with an emphasis on sharing information on total cost of ownership benefits, including reduced fuel and maintenance costs, to encourage adoption and address common concerns.

- Explore partnerships with local educational institutions like the University of Washington Bothell to create specialized training programs for EV infrastructure installation and maintenance. This will ensure a skilled workforce to support Kenmore's growing EV infrastructure needs.
- Continue engaging the community to refine and adapt the plan based on emerging needs and trends, including expanding support for E-mobility and bike infrastructure. Should multifamily and residential charger adoption slow, the Project Team recommends exploring L1 charging systems or incentives with metered billing per outlet to support equitable cost recovery. Replacement vehicle recommendations are found on the following page.

2026 AND BEYOND VEHICLE REPLACEMENTS



XIV.A. Kenmore Electric Vehicle Infrastructure Plan, presented by Climate...

Make	Model	Year	Type	Fuel Cost	Projected Replacement Year	Vehicle Location	Department	Replacement Make	Replacement Model	Replacement MSRP	Replacement Incentives	Annual Energy Cost
Ford	F-550	2010	Flat Bed	\$596	2027	PWOC	Public Works	Chevy	Silverado EV	\$55,000	\$10,000	\$167
Chevy	Colorado	2010	Mid Size Truck	\$902	2027	PWOC	Public Works	Canoo	Pickup	\$35,000	\$10,000	\$542
Ford	F-150	2011	Ford F-150	\$1,581	2027	PWOC	Surface Water	Ford	F150 Lightning	\$47,000	\$10,000	\$423
Ford	C-Max	2015	Hybrid Sedan	\$422	2029	PWOC	Engineering	Ford	E-Transit	\$51,000	\$16,000	\$494
Ford	C-Max	2015	Hybrid Sedan	\$203	2029	PWOC	General Use	GEM	elxd	\$20,000	\$10,000	\$400
Ford	F-150	2015	Large Truck	\$940	2029	PWOC	Parks/Facilities	Ford	F150 Lightning	\$47,000	\$10,000	\$534

Page 287 of 514

Key Terms and Definitions

Chapter 8



CITY OF KENMORE

ENVIRONMENTAL SERVICES



KEY TERMS AND DEFINITIONS

**AC Level 1** – Alternating Current Level 1

The slowest charging option, using a standard 120-volt outlet (like a regular household outlet).

AC Level 2 – Alternating Current Level 2

A faster charging option that uses 240-volt circuits, commonly found in home installations and public charging stations.

Battery Electric Vehicles (BEVs)

Also known as "all-electric vehicles", BEVs are powered only by an electricity battery and are charged by an external power source.

Battery Swap Stations

A service station where a depleted EV battery can be exchanged for a fully charged one, rather than waiting for a battery to charge. This is often seen as a potential solution to speed up EV refueling.

BIPOC – Black, Indigenous, and People of Color

A collective term used to represent marginalized racial groups and their communities.

CBO – Community-Based Organizations

Organizations that represent and serve local communities, particularly in underserved or underrepresented areas.

Charging Load Management

The process of controlling and optimizing the demand for electricity at EV charging stations, especially in areas with high concentrations of EVs. This includes balancing the load on the electrical grid during peak demand times.

Charging Network Operator (CNO)

A company or organization that manages and operates a network of charging stations. They are responsible for station maintenance, pricing, and access policies.

Charging Station Utilization

A metric that tracks how frequently charging stations are used, which can help guide future infrastructure investments and site selection.

- **Charging and Fueling Infrastructure (CFI)**

Infrastructure specifically for fueling or charging vehicles, including electric vehicle charging stations.

- **CNO** – Charging Network Operator

A company or entity responsible for the operation and maintenance of a network of EV charging stations.

- **Demand Response (DR)**

A system that adjusts the demand for electricity from EV charging stations in response to signals from the utility to either reduce or increase power consumption during periods of high demand.

- **DC Fast Charger** – Direct Current Fast Charger

A high-speed charging option for EVs that delivers DC electricity directly into the battery, allowing for rapid charging.

KEY TERMS AND DEFINITIONS

**DCFC – Direct Current Fast Charging**

A type of EV charging that uses direct current (DC) for a quicker charge, often found at public fast-charging stations.

Electric Vehicle (EV)

A vehicle powered by one or more electric motors for propulsion. This plan focuses on BEVs and PHEVs, both of which can be plugged in and recharged from external sources of electricity.

Electric Vehicle Service Provider (EVSP)

A company or service that provides and manages electric vehicle charging infrastructure, including installation, maintenance, and operations.

Electric Vehicle Supply Equipment (EVSE)

The equipment needed to transfer energy from the electric grid to the EV. It includes charging stations, plugs, cables, and related components.

EV Charging Hub

A location that offers multiple charging stations, typically located in high-traffic areas. These hubs are designed to serve as key points for EV drivers to access fast charging.

EVSE – Electric Vehicle Supply Equipment

The equipment needed to transfer energy from the electric grid to the EV. It includes charging stations, plugs, cables, and related components.

EVSP – Electric Vehicle Service Provider

A company providing EV infrastructure installation, operation, and maintenance services.

Fleet Electrification

The process of replacing fossil fuel-powered vehicles in a fleet (e.g., delivery vehicles, buses, etc.) with electric vehicles to reduce emissions and fuel costs.

Fuel Cell Electric Vehicles (FCEVs)

FCEVs use hydrogen to power an electric motor.

GIS – Geographic Information System

A framework for gathering, managing, and analyzing spatial and geographic data. Useful for EV infrastructure planning and siting.

Hybrid Electric Vehicles (HEVs)

HEVs have an electric battery that operates an electric motor AND an internal combustion engine (ICE) that fuels a motor.

Interoperability

The ability for different EV charging networks and vehicles to work together seamlessly. This includes the compatibility of chargers with different vehicle models and the ability to use different network stations with a single payment method.

Level 1 Charging

A charging level that uses a standard 120-volt electrical outlet (like a household outlet). It is typically used for home charging and offers the slowest charging speed.

Level 2 Charging

A faster type of charging that uses a 240-volt electrical supply, often found in public charging stations and homes. It typically charges EVs much faster than Level 1 chargers.

Level 3 Charging (DC Fast Charging)

The fastest form of EV charging, using direct current (DC) to rapidly charge vehicles. These stations are often found along highways for long-distance travel.

KEY TERMS AND DEFINITIONS

- **NPV** – Net Present Value
A financial metric that evaluates the profitability of a project by comparing the present value of cash inflows to the present value of cash outflows.
- **PSE** – Puget Sound Energy
A utility company providing energy services in Washington State, involved in EV charging and incentives for EV infrastructure.
- **Private Charging Infrastructure**
Charging stations that are located on private property, typically in homes, private parking lots, or workplace facilities, which are not open for public use.
- **Public Charging Infrastructure**
The network of publicly available EV charging stations. It includes Level 2 and Level 3 chargers that can be accessed by EV owners at various locations, such as shopping centers, parking lots, and transit stations.
- **Range Anxiety**
The fear or concern that an electric vehicle will run out of charge before reaching a charging station or destination.
- **Range Per Charge**
The distance an EV can travel on a single charge. This varies between different types of vehicles and is an important consideration in planning charging station placement.
- **Smart Charging**
The process of adjusting charging times or power levels in order to optimize the use of the electrical grid, reduce costs, and ensure efficient distribution of energy. Smart chargers can be controlled remotely and can charge vehicles at off-peak hours.
- **TES** – Transportation Electrification Strategy
A strategy or plan designed to increase EV adoption and infrastructure development within a region or city.
- **V2G** – Vehicle-to-Grid
Also known as Vehicle-to-home (V2H) or Vehicle-to-load (V2L), it describes a technology that enables energy to be pushed back to the power grid from the battery of an electric car using bidirectional charging equipment.
- **V2H** – Vehicle-to-Home
A variant of V2G, where EVs can supply power directly to a home.
- **V2L** – Vehicle-to-Load
A system that allows an EV to supply power to external devices or loads.
- **Zero Emission Vehicle Infrastructure (ZEVI)**
The infrastructure specifically developed to support the charging or fueling of zero-emission vehicles, including BEVs, PHEVs, and FCEVs.
- **ZEV** – Zero-Emission Vehicle
A vehicle that produces no harmful emissions during operation. Includes BEVs, PHEVs (when running on electric power), and FCEVs.

Appendices

Chapter 9



CITY OF KENMORE

ENVIRONMENTAL SERVICES



CITY OF KENMORE

ELECTRIC VEHICLE IMPLEMENTATION PLAN

CURRENT CONDITIONS ASSESSMENT



PURPOSE OF ASSESSMENT

The Project Team, collectively Anser Advisory (now part of Accenture) and Energeia, has developed this document. It includes an in-depth analysis of the City and surrounding areas' existing Electric Vehicle (EV) infrastructure, as well as regulations and incentives that can be leveraged to spur further development of EV infrastructure for both public and city-owned EVs. It also includes an evaluation of potential barriers and opportunities for the City's consideration as it moves forward in the creation of its EV Infrastructure Plan (EVIP).

DOCUMENT CONTROL

Report Title	City of Kenmore Electric Vehicle (EV) Infrastructure Plan (EVIP) – Current Conditions Assessment		
Doc ID	Section 1: Current Conditions Assessment	Project Ref	N/A
Project	EVIP Creation Project		



CONTENTS

PURPOSE OF ASSESSMENT	1
DOCUMENT CONTROL	1
EXECUTIVE SUMMARY	1
INTRODUCTION	4
EV INFRASTRUCTURE LANDSCAPE.....	6
Kenmore EV Infrastructure	6
King County EV Infrastructure.....	10
Washington and West Coast EV Infrastructure	12
EV Trends	13
EV REGULATORY LANDSCAPE	18
Regulations Applicable to Kenmore	18
Goals and Regulations in Surrounding Areas.....	29
BARRIERS AND OPPORTUNITIES TO INCREASING EV INFRASTRUCTURE AVAILABILITY AND ACCESS IN THE CITY OF KENMORE	33
Barrier 1: Financial Burden	34
Opportunity 1: Overcoming Financial Burden.....	34
Barrier 2: Community Participation in EV Adoption	35
Opportunity 2: Community Engagement	37
Barrier 3: Gaps in Access to At-Home Charging and EV Ownership.....	38
Opportunity 3: Expanding EV Readiness Codes and the Right to Charge to Ensure Equitable Distribution of EV Chargers	39
Barrier 4: Severe Weather.....	41
Opportunity 4: EV Infrastructure Education and Resiliency.....	42
Barrier 5: Safety.....	42
Opportunity 5: Safety Mitigation	43
Barrier 6: Vandalism	44
Opportunity 6: Vandalism.....	44
Barrier 7: Utility/Location Constraints	44



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

Opportunity 7: Engagement with Puget Sound Energy (PSE)	45
Barrier 8: Building Ownership	45
Opportunity 8: Stakeholder Engagement.....	45
Barrier 9: EV Charger Maintenance.....	46
Opportunity 9: Operations and Maintenance Contracts.....	46
FUNDING OPPORTUNITIES	46
The Bigger Funding Picture	47
Local Incentives	48
CONCLUSION AND NEXT STEPS.....	64
Appendix A: Glossary	65



EXECUTIVE SUMMARY

The City of Kenmore (the City), Washington, is proactively pursuing its goal of achieving carbon neutrality by 2050, emphasizing increasing electric vehicle (EV) ownership across various vehicle classes. To facilitate this ambitious target, the City recognizes the need for a robust electric vehicle charging infrastructure to support residents and visitors and drive demand for EV adoption.

This report, developed by Anser Advisory, serves as the Current Conditions Assessment. It is part of the broader Electric Vehicle Infrastructure Plan (EVIP) to guide Kenmore towards its transportation electrification objectives. It comprehensively evaluates the EV infrastructure landscape within Kenmore, King County, Washington, and the broader West Coast. Key findings include:

Local and Regional Infrastructure

Kenmore and surrounding areas in King County are actively expanding their electric vehicle (EV) charging infrastructure to accommodate the rapid growth of EV adoption. King County leads Washington in EV ownership, with 102,061 EVs recorded as of August 2024. In Kenmore specifically, EVs account for 22.6% of vehicle registrations in 2024. Most notably, The Motor Vehicle Emission Standards law includes new requirements to gradually increase the number of new zero-emission vehicles (ZEV) sold in Washington until all new vehicles meet the ZEV standard starting in 2035. Kenmore has seven Level 2 charging stations (five public, two City-owned), primarily operated by Blink and Volta. Although no DC fast chargers (DCFC) or Tesla superchargers are available in the immediate Kenmore area, nearby cities such as Seattle offer a broader range of charging options, including 689 EV stations, with 133 DCFC and 23 Tesla superchargers as of June 2024. This positions Kenmore within a regional hub that provides significant EV charging access, especially in Seattle, Bellevue, and surrounding areas.

Regulatory Framework

Kenmore and surrounding areas are influenced by state and local regulations supporting EV infrastructure development. The Washington State Building Code, effective July 2023, requires all new residential buildings with parking to be EV-capable and 20% of parking spaces in new commercial buildings to be EV-ready. The Clean Energy Transformation Act mandates a carbon-free electricity supply by 2045, accelerating EV infrastructure growth. Department of Commerce has also coordinated with other state agencies to develop a statewide implementation roadmap, called the Transportation Electrification Strategy, to meet the state's 2030 GHG emissions limits by maximizing transportation electrification. King County incentivizes EV charger installations through grants and policies, particularly for multifamily housing and underserved areas. Kenmore could benefit from adopting progressive EV-readiness codes for buildings (like many other cities have across the state) and emphasizing equity and community engagement throughout the planning process to ensure EV charging is accessible and utilized to the fullest extent. Exploring local incentives, partnerships, and public-private collaborations could enhance EV charging accessibility.

Barriers to EV Infrastructure Expansion

Several key challenges hinder the expansion of EV charging infrastructure. Financial burdens remain significant, with high installation, equipment, and ongoing maintenance costs. Limited community



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

engagement and awareness also reduce support for new projects, while gaps in at-home charging access, particularly in multifamily residences, restrict adoption. Severe weather conditions can affect the reliability and durability of charging stations, raising concerns about long-term performance. Safety concerns, including vandalism, pose risks to both infrastructure and users. Utility constraints, such as limited grid capacity and upgrade requirements, can delay projects, while issues related to building ownership, especially in rental properties, complicate the charger installation process. Addressing these barriers will require enhanced coordination among city officials, property owners, utilities, and residents, alongside targeted financial and policy interventions to drive EV infrastructure growth.

Opportunities for Improvement in EV Infrastructure in Kenmore

Several strategies have been proposed to address barriers to EV infrastructure expansion. One key approach is to enhance community engagement through awareness campaigns, which can help increase local support and participation in EV initiatives. Expanding EV readiness codes to require EV infrastructure in new developments and major renovations would ensure long-term growth. Collaborating with local utilities like Puget Sound Energy can help address utility constraints and ensure an equitable distribution of EV chargers, particularly in underserved areas. Fostering public-private partnerships can unlock funding, streamline installations, and address building ownership and maintenance issues. These initiatives will strengthen Kenmore's EV infrastructure, supporting broader sustainability goals.

Funding Strategies

Numerous external incentive programs are available to the City of Kenmore. Federal programs such as the Infrastructure Investment and Jobs Act provide grants for EV charger installations. Washington State also offers funding through the Clean Energy Fund and grants via the Department of Commerce, prioritizing projects that increase access in underserved areas. King County's Zero Emissions Task Force provides financial incentives for local governments and businesses to develop charging infrastructure. By leveraging these programs, Kenmore can significantly reduce costs and accelerate EV charger deployment across the city. The following provides a list of available external funding opportunities available.

- Clean School Bus Program Rebates
- Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
- Alternative Fuel Vehicle Refueling Property Credit
- Commercial Electric Vehicle Tax Credit
- Credits for new clean vehicles purchased in 2023 or after
- Communities Taking Charge Accelerator
- Climate Pollution Reduction Grants
- Energy Efficiency and Conservation Block Grant (EECBG) Program
- National Electric Vehicle Infrastructure (NEVI) Formula Program
- Washington State EV Charging program
- Zero Emission School Bus Grants
- Volkswagen enforcement action grants: Charge Where You Are
- Clean Energy Grant Programs
- Zero-Emission Vehicle Infrastructure Partnership Grant Program



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

- Washington State Clean Diesel Program
- Clean alternative fuel and plug-in hybrid vehicles - sales/use tax exemptions
- Clean Alternative Fuel Commercial Vehicle and Vehicle Infrastructure B&O or PUT Tax Credit
- Electric Vehicle Charging Reliability and Accessibility Accelerator grant
- Zero-emissions Access Program Grant
- Electric vehicle infrastructure (charging stations), batteries, and fuel cells – sales/use tax exemption
- Green Transportation Capital
- Washington EV Instant Rebate Program
- Up & Go Electric for Fleet
- Up & Go for Public
- Up & Go Electric for Workplace
- Up & Go Electric for Multifamily

Existing Projects

The City of Kenmore is involved in several capital projects related to electric vehicle (EV) infrastructure, reflecting its commitment to sustainability and the Climate Action Plan. One of the key initiatives is the development of this EV Infrastructure Plan. This project focuses on strategically placing EV charging stations throughout the City to accommodate the growing demand for EVs. The plan considers factors like traffic patterns, proximity to other charging stations, potential partnerships with commercial properties, and input from the community.

The City of Kenmore's **Public Works Operations Center** project is currently in the design and permitting stages, with construction expected to begin in 2025 and be completed by 2026. The center will serve as a new maintenance hub for the City's Public Works and Environmental Services departments. The facility will include a two-story administrative building, operations support areas, and environmentally friendly features such as EV charging stations, solar energy systems, and energy-efficient designs. The project also focuses on minimizing the impact on the surrounding neighborhood and preserving local trees.

In short, this assessment is a crucial foundation for Kenmore's development of an EVIP and the ultimate transition to a cleaner, more sustainable transportation system. It outlines the current conditions surrounding Kenmore, emphasizing the importance of overcoming barriers and leveraging opportunities to establish a comprehensive EV infrastructure that aligns with the City's broader environmental goals. The report culminates in a series of recommendations and next steps for advancing the electric vehicle agenda in Kenmore.



INTRODUCTION

The City of Kenmore, located in King County, Washington, is making headway in its goal to reduce carbon emissions by 50% in 2030 and 75% by 2040 and eventually reach a 95% reduction by 2050 and net zero emissions by 2050. In 2022, the City of Kenmore adopted its [Climate Action Plan](#). The chart below shows Kenmore's 2019 communitywide GHG emissions: 170,255 MT CO₂e (metric tons of carbon dioxide equivalent) broken down into three primary categories.

- **Buildings & Energy**
 - The electricity and natural gas consumed for powering and heating the City account for 60% of our emissions (Electricity + Natural Gas).
- **Transportation & Land Use**
 - On-road vehicles, such as cars and trucks, along with off-road vehicles like boats, lawnmowers, and construction equipment, represent 31% of our community's emissions (On and off-road vehicles).
- **Other Sources**
 - Refrigerants found in air conditioning and refrigeration systems contribute to 8% of total emissions, while waste disposal adds an additional 1%.

Compared to the community, City operations produced 776 MT CO₂e in 2019, 0.5% of communitywide emissions.

- **Buildings & Energy**
 - Electricity and natural gas used to power municipal operations and city-owned buildings contribute to 73% of total municipal emissions.
- **Transportation & Land Use**
 - Employee commutes and government fleet vehicles account for 26% of city operations emissions.
- **Solid Waste**
 - Solid waste disposal contributes to 1% of Kenmore's municipal emissions.



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

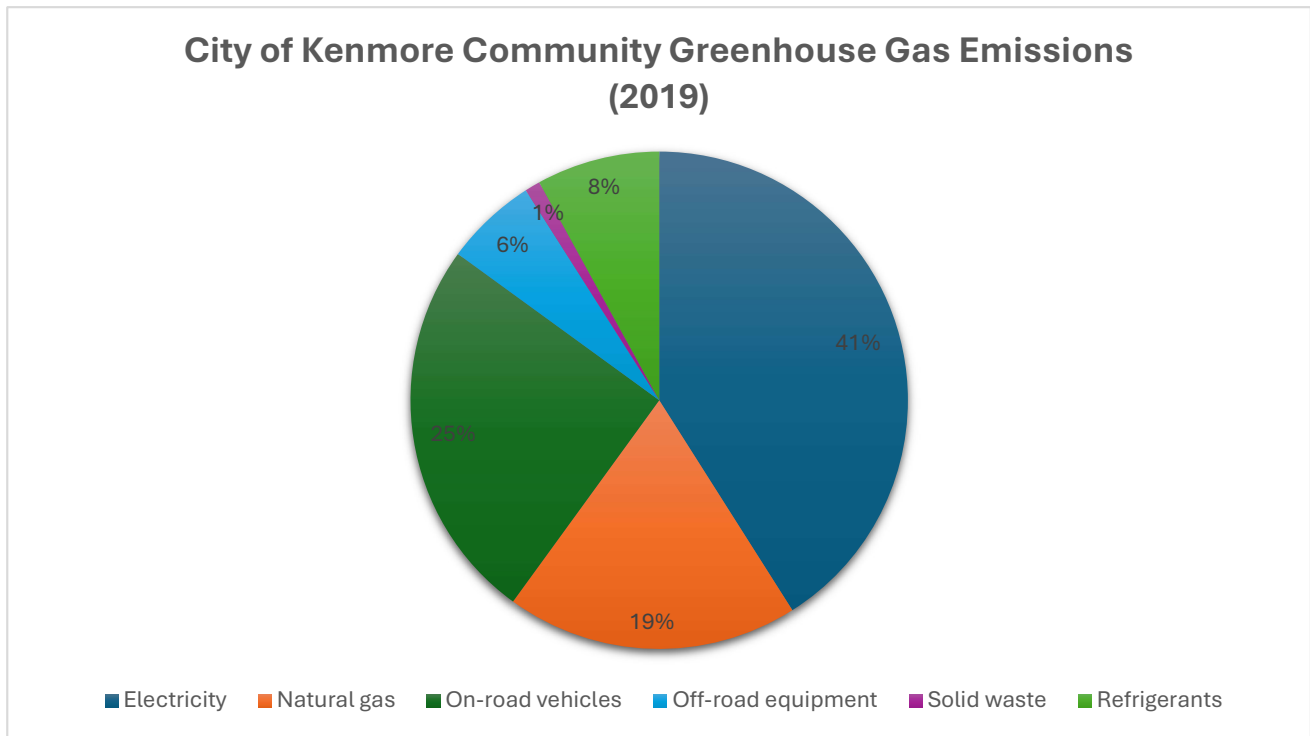


Figure 1: City of Kenmore Community Greenhouse Gas Emissions 2019

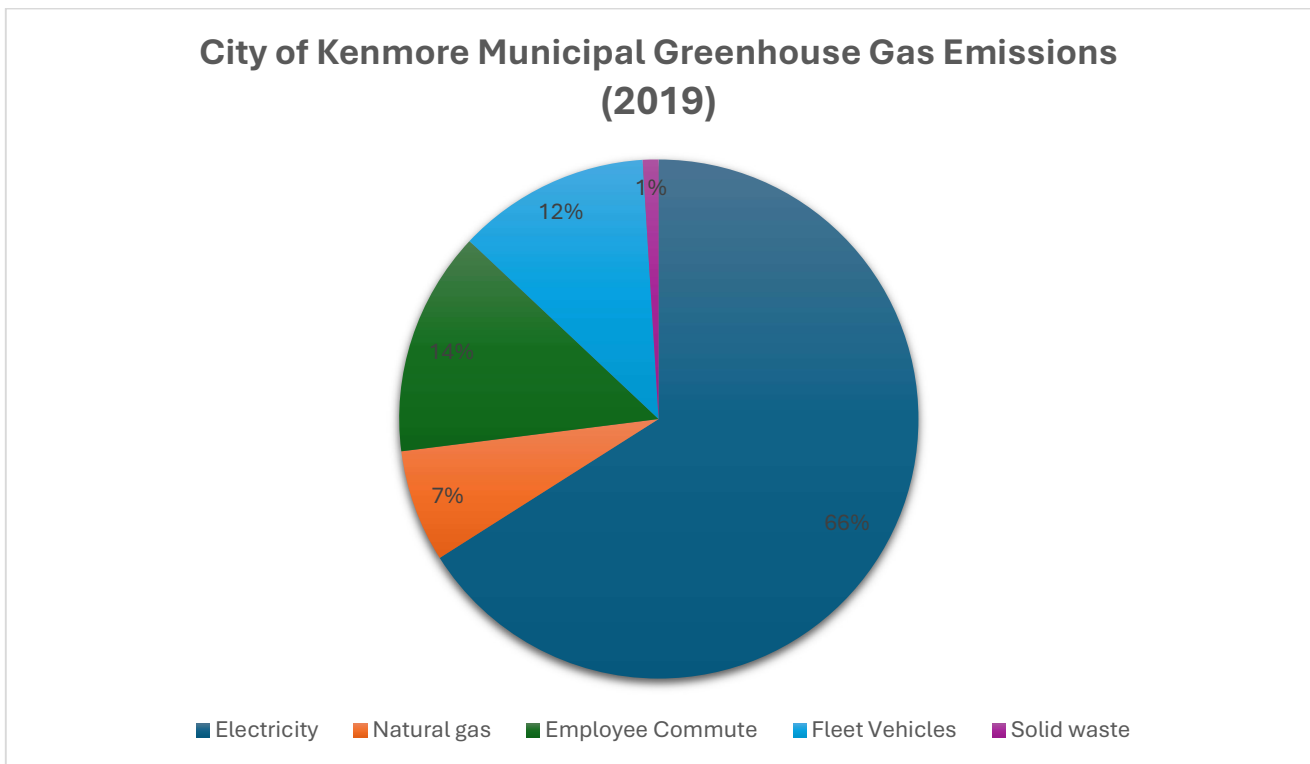


Figure 2: City of Kenmore Municipal Greenhouse Gas Emissions 2019



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

This report will focus on **Transportation**. In 2050, the City aims to increase electric vehicle (EV) ownership to 100% of light-duty vehicles, 60% of medium-duty vehicles, and 40% of heavy-duty vehicles (Kenmore CAP, pg. 32).¹ With this report, the City will be prepared to make informed decisions on the best strategies to expand EV charging for multi-family homes, apartment buildings, major employers, and parking garages within the Kenmore community. To realize these vehicle electrification goals, Kenmore must provide sufficient charging infrastructure to allow residents and visitors to charge their vehicles and encourage those without EVs to convert from their internal combustion engine (ICE) vehicles. This may entail expanding incentives for EV charging for multi-family homes, apartment buildings, and major employers to encourage the transition to electric vehicles and promote existing and develop new incentives to encourage the purchase of electric vehicles (including more substantial incentives for low-income residents).

Anser Advisory and Energeia are developing an Electric Vehicle Infrastructure Plan (EVIP) to help realize Kenmore's transportation electrification and carbon emissions goals. The Plan will be divided into multiple parts, including developing a current conditions assessment, conducting meetings with City staff, developing a fleet recommendations report, conducting community engagement, developing a complete recommendations draft, and finalizing the EV Infrastructure Plan.

The first section of the EVIP is this Current Conditions Assessment. This document will serve as background information for the City to learn more about the current local EV landscape and how it can improve its transportation electrification goals. This assessment will explore the current and future EV charger infrastructure projects in Kenmore, King County, Washington, and the West Coast. It will also review overall EV trends from the surrounding areas. It will then examine different regulations applicable to Kenmore or that Kenmore may consider adopting from other areas nearby. Furthermore, this assessment will describe potential barriers to adopting electric vehicles and chargers and the opportunities to overcome those challenges. Finally, an in-depth review of possible funding opportunities for EVs and chargers will be presented. The Current Conditions Assessment will serve as a basis for informing Kenmore of the following steps and considerations when transitioning to electric vehicles.

EV INFRASTRUCTURE LANDSCAPE

Kenmore EV Infrastructure

Kenmore is the home of seven EV Level 2 (L2) chargers, two of which are City-owned chargers designated for the Kenmore fleet and located in the City Hall Garage. Five charging locations are public, with two Shell Recharge (formerly Volta) chargers located at Safeway, two located at Bastyr University (which require a parking pass from the University to access), and the last charger, a public

¹ [637898707618200000 \(kenmorewa.gov\)](https://kenmorewa.gov/637898707618200000)



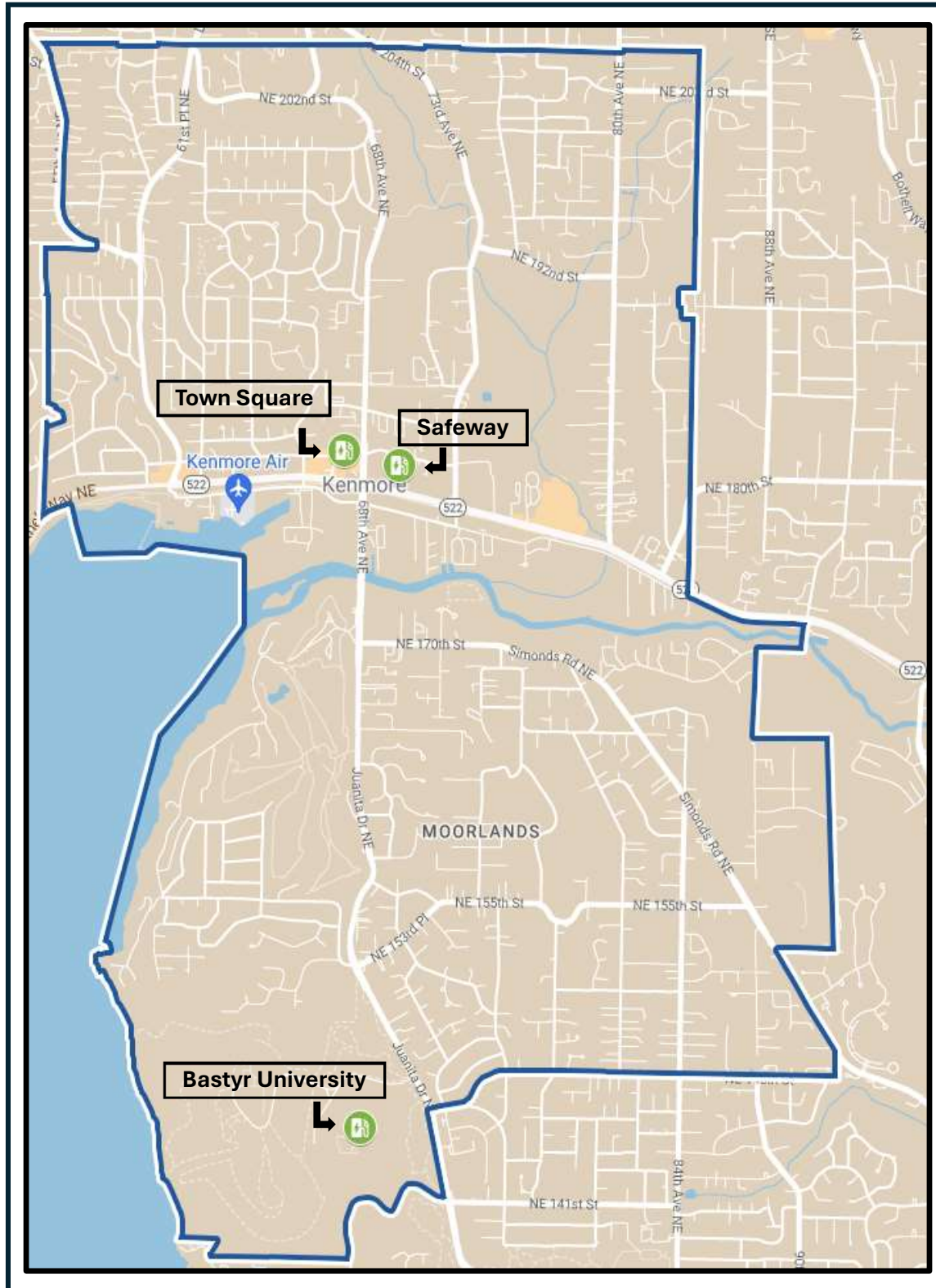
City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

Blink charger located in the town square. [Figure 3](#) displays these chargers overlaid with the City of Kenmore.

City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

Figure 3: Map of Kenmore Charging Stations





City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

As Kenmore continues developing EV charging infrastructure, more chargers will be needed. The City's location along Lake Washington and Route 522 makes it ideal for its residents and tourists to charge their vehicles. EVs make up an average of 22.6% of Kenmore's vehicle registration for the 2024 year-to-date (YTD), as illustrated in Figure 4 below.² The overall registration of electric vehicles has increased since the vehicle shortfall in 2020, increasing the need for EV infrastructure as more residents adopt EVs. Furthermore, Kenmore ranks in the 82nd percentile for diesel particulate matter exposure, meaning it has high diesel fumes emitted from trucks driving through the area.³ With these high levels of fumes, Kenmore has an additional reason to convert its city to electric vehicles and help protect the health of residents and the environment.

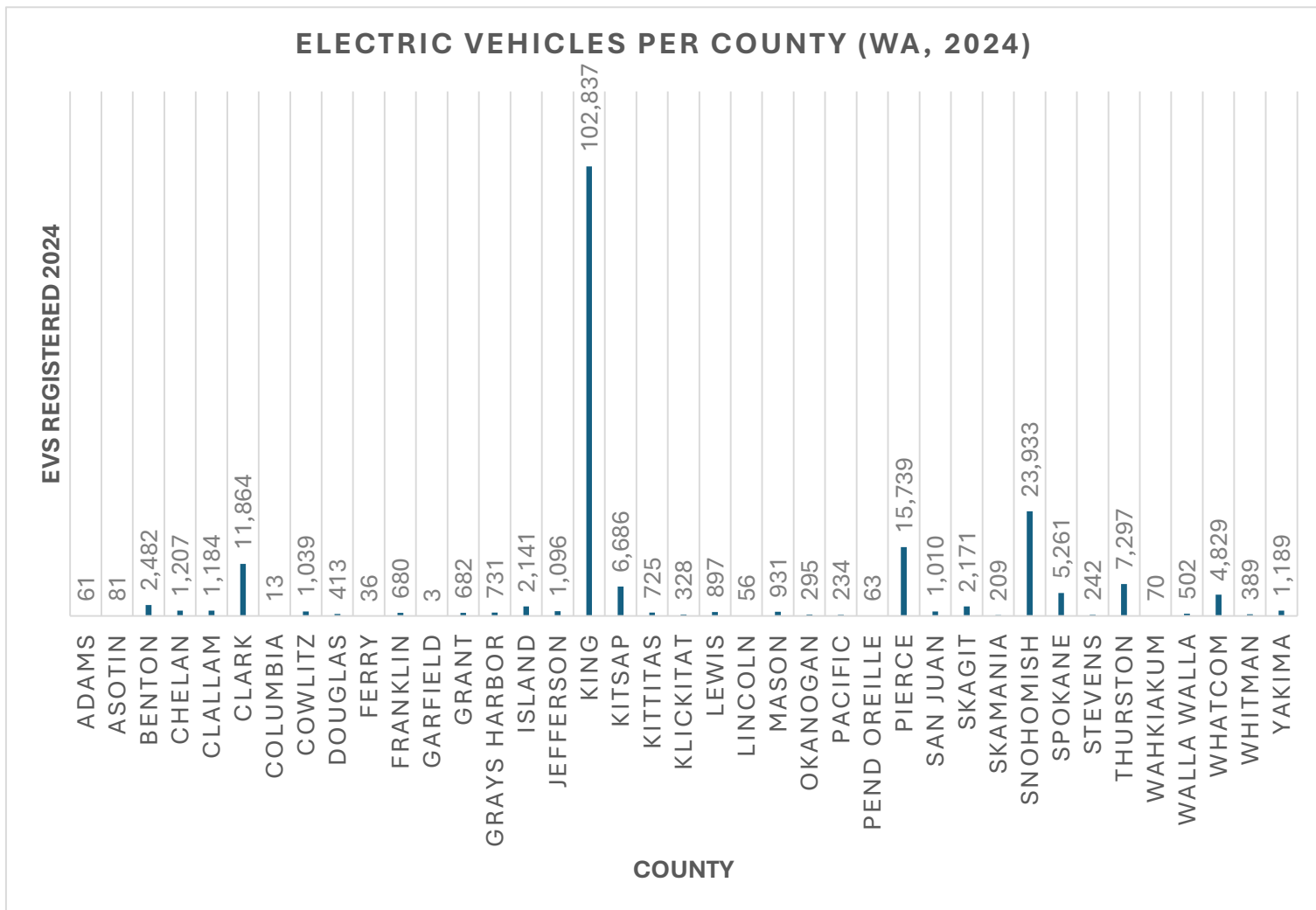


Figure 4: ELECTRIC VEHICLES PER COUNTY (WA, 2024)

² Wa.gov. (2018). Electric Vehicle Share of New Registrations | Data.WA | State of Washington. [online] Available at: <https://data.wa.gov/Transportation/Electric-Vehicle-Share-of-New-Registrations/wzin-vviu>

³ EPA (2019). EJSCREEN. [online] Epa.gov. Available at: <https://ejscreen.epa.gov/mapper/>.



King County EV Infrastructure

An ever-growing EV landscape surrounds Kenmore. King County has the most electric vehicles per county in Washington, with 102,061 recorded EVs as of August 2024.⁴

King County is dedicated to eliminating greenhouse gas emissions and recently received a \$6 million grant from the Washington State Department of Commerce to create more than 400 electric vehicle charging ports throughout the County. The County partnered on this grant with community centers, multifamily housing, and retail businesses to provide the public with 55 charging locations, including nine County sites, 13 multifamily residential buildings, and 16 other places, such as Metro bus bases.

King County Metro strives to eliminate greenhouse gas emissions from its bus fleet by 2035.⁵ King County Metro has started this transition by constructing an “Interim Base” where 6-10 megawatts of electricity will be used to charge Metro and the County’s EV fleet. This base will act as a prototype for future vehicle electrification throughout the County.⁶ Furthermore, the local utility, Puget Sound Energy (PSE), is transitioning its fleet and providing resources to encourage its customers to do the same.

Other cities within the County have also started making headway with their electric vehicle charging infrastructure. As of June 2024, Seattle has installed 689 EV charging stations, including 133 Direct Current fast chargers (DCFC) and 23 Tesla superchargers.⁷ It contains the most chargers per city within the State of Washington, most located downtown. Seattle is also conducting a pilot program with Seattle City Light. The program is designed to install chargers on the curbside to charge residents who can only utilize street parking. As of May 1, 2024, Seattle City Light has installed 25 public Level 2 curbside EV chargers. These chargers can provide up to 9.6 kilowatts (kW) and up to 30 miles of range

⁴ data.wa.gov. (n.d.). Electric Vehicles By County | Data.WA | State of Washington. [online] Available at: <https://data.wa.gov/Demographics/Electric-Vehicles-By-County/smxa-ttv3>

⁵ [2020 Strategic Climate Action Plan \(kingcounty.gov\)](#)

⁶ Metro Matters. (2024). *King County Metro ‘charges toward zero-emissions’ with Interim Base groundbreaking.* [online] Available at: <https://kingcountymetro.blog/2024/03/06/king-county-metro-charges-toward-zero-emissions-with-interim-base-groundbreaking/>

⁷ Evhype.com. (2024). *Seattle, Washington, EV Charging Stations | EVhype.* [online] Available at: <https://evhype.com/map/united-states/washington/seattle>

City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

per hour of charge time. These chargers will allow residents to charge at work, in the city, and overnight. A picture of the different types of curbside chargers can be found in the figure below.⁸



Pedestal Charger



Steel Pole Charger



Wood Pole Charger

Figure 5: Seattle Curbside Charger Examples

Bellevue has the second-largest number of EV chargers in King County. Currently, it has 304 stations, including 28 fast chargers and 5 Tesla Superchargers.⁹ The City of Bellevue is also creating an electric vehicle roadmap. It launched in 2023 and is currently in the development phase, with input from the community. Bellevue has even created an interactive map for residents to voice where they feel charging would be most utilized. The roadmap is expected to be published in the summer of 2024.¹⁰

The different EV charging installation structures used by Seattle, Bellevue, and King County can help inform Kenmore about its journey to vehicle electrification. King County has successfully received grant funding to expand its EV charging infrastructure, and King County Metro is transitioning its fleet. Seattle's curbside charging pilot program is a unique charging project that Kenmore could consider implementing. Finally, Bellevue is in the process of its EV charging roadmap and has created an interactive map that Kenmore can use to model its own process and community outreach.

⁸ Seattle.gov. (2021). Curbside Level 2 Electric Vehicle Charging - City Light | seattle.gov. [online] Available at: <https://www.seattle.gov/city-light/in-the-community/current-projects/curbside-level-2-ev-charging>

⁹ Evhype.com. (2024). Bellevue, Washington, EV Charging Stations | EVhype. [online] Available at: <https://evhype.com/map/united-states/washington/bellevue>

¹⁰ City of Bellevue. (2024). Transportation and Electric Vehicles. [online] Available at: <https://bellevuewa.gov/city-government/departments/community-development/environmental-stewardship/transportation-land-use>



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

Washington and West Coast EV Infrastructure

The City of Kenmore has an advantage over other cities in America regarding the expansion of vehicle electrification and infrastructure due to its favorable political climate, state mandates, and location surrounded by cities, counties, and a state that has already started making headway with vehicle conversions. As of September 2023, Washington has 1,892 charging stations with 4,658 ports, including 912 DC fast charging ports.

In 2021, Washington installed over 460 charging stations and hopes to continue increasing this number of chargers installed yearly.¹¹ These charging stations will help Washington reach its goal of a 95% carbon reduction by 2050.¹²

Kenmore also has excellent access to multiple funding paths for EV infrastructure. Washington State has instituted a carbon-cap law that monetizes emissions, and businesses that use fewer than their allotted credits are eligible to sell those credits to other businesses. Businesses must purchase credits equal to their emissions through State-run auctions. These auctions are expected to generate \$500 million—\$1 billion annually in the next few years, which can help fund projects such as EV charging infrastructure.¹³ Furthermore, the Washington State Department of Commerce (DOC) announced in February 2024 that \$85 million will be the first round of investment funding through the Washington Electric Vehicle Charging Program. The goal is to install 4,710 Level 2 chargers with 5,362 ports and 271 DC Fast Chargers with 420 ports. These chargers will be distributed across 213 multifamily properties, 211 fleets and workplaces (primarily government and school facilities), and 211 public locations such as libraries and recreation centers.¹⁴

2023 Washington Electric Vehicle Charger Count



AVAILABLE EV FUNDING

WSDOC \$85 million through the Washington EV Charging Program

\$71 million through the NEVI program with a

\$17.75 million 20% non-federal match

¹¹ www.recurrentauto.com. (n.d.). Washington Electric Vehicle Trends. [online] Available at:

<https://www.recurrentauto.com/research/washington-electric-vehicles>.

¹² Cascade PBS. (2023). How Washington plans to spend money from the new carbon-cap law. [online] Available at: <https://www.cascadepbs.org/politics/2023/04/how-washington-plans-spend-money-new-carbon-cap-law>

¹³ Cascade PBS. (2023). How Washington plans to spend money from the new carbon-cap law. [online] Available at: <https://www.cascadepbs.org/politics/2023/04/how-washington-plans-spend-money-new-carbon-cap-law>

¹⁴ <https://komonews.com/news/local/electric-vehicle-ev-charging-station-washington-olympia-seattle-governor-jay-inslee-grant-85-million-4000-new-stations-department-commerce-investment-program-communities-negative-health-effects-fossil-fuel-pollution>



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

Washington plans to deploy the National Electric Vehicle Infrastructure (NEVI) funding it has received from the federal government’s Department of Energy (DOE) in 2024. The 2023 Washington State Plan for Electric Vehicle Infrastructure Deployment states that Washington expects to invest \$71 million from the NEVI program with a \$17.75 million 20% non-federal match. The locations of the chargers will be determined by the Zero-Emission Vehicle Mapping and Forecasting Tool (ZEV-MFT), which is currently under development and will be located on Alternative Fuel Corridors (AFC), US 101, I-90, I-82/I-182, I-5, US 395 (south of Spokane), US 195, I-205, I-405, I-705, US-2, US-12, US-97, and US 395 (north of Spokane), as dictated by NEVI. As the charging sites are not yet identified, Washington will seek proposals by full corridors, and the proposers will determine the final charger locations along these corridors.¹⁵

Washington also plans on submitting a tristate proposal along with Oregon and California for the West Coast Truck Charging Corridor Project which would be funded by a Charging and Fueling Infrastructure (CFI) Grant. The proposal is in partnership with Caltrans, the California Energy Commission (CEC), the Oregon Department of Transportation (ODOT), and the Washington State Department of Transportation (WSDOT). The project would include seven charging sites from Washington to California along I-5, supporting medium- and heavy-duty charging for vehicle and goods movement.¹⁶

Kenmore can use Washington’s resources and different funding avenues to help further its electric vehicle infrastructure. By expanding its infrastructure, Kenmore will help Washington reach its goal of 95% emissions reductions by 2050. Kenmore should take advantage of resources both Washington State and King County are providing to maximize its EV infrastructure and emissions reductions.

EV Trends

Vehicle electrification, expanding EV charging infrastructure, and reducing emissions have become common trends in the United States, Washington, and the greater West Coast region. As of July 2023, Washington ranks #2 for overall advanced technology vehicle market share and #4 for battery electric vehicles (BEV).¹⁷ The population in Washington State continues to trend upwards and grew 16.8% from 2010 – 2020, and almost 70% of the growth is in the most significant metropolitan counties: Clark, King, Pierce, Snohomish, and Spokane.¹⁸ With the increase in population also comes an increase in drivers on the road. The graphic below illustrates the geographic distribution of population change by county in

¹⁵ Washington State Plan for Electric Vehicle Infrastructure Deployment. (2023). Available at: <https://wsdot.wa.gov/sites/default/files/2023-09/WSDOT-NEVI-Plan-Update-2023.pdf>

¹⁶ California Energy Commission (2024). *Workshop on the Development of Applications to Round 2 of the U.S. Department of Transportation’s Charging and Fueling Infrastructure Grant Program*. [online] California Energy Commission. Available at: <https://www.energy.ca.gov/event/workshop/2024-07/workshop-development-applications-round-2-us-department-transportations>

¹⁷ www.autosinnovate.org. (n.d.). *electric-vehicle-sales-dashboard*. [online] Available at: <https://www.autosinnovate.org/resources/electric-vehicle-sales-dashboard>

¹⁸ Washington State Plan for Electric Vehicle Infrastructure Deployment. (2023). Available at: <https://wsdot.wa.gov/sites/default/files/2023-09/WSDOT-NEVI-Plan-Update-2023.pdf>



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

2023. In 2023, Whatcom County led with a growth rate of 1.8%, followed by Benton, Snohomish, and Grant counties, each with a 1.5% increase. Overall, 11 counties grew by 1.0%, including King County and three nonmetropolitan counties. According to the Washington State Office of Financial Management, as of April 1, 2023, the population of incorporated places reached 5,200,000, reflecting an increase of 66,250 individuals since the previous year. Meanwhile, the population in unincorporated areas rose by 20,500 from the prior year. The five most populous unincorporated counties—Pierce, Snohomish, King, Clark, and Kitsap—almost match the total population of the state's five largest cities, which are Seattle, Spokane, Tacoma, Vancouver, and Bellevue, with populations of 1.49 million and 1.59 million, respectively.

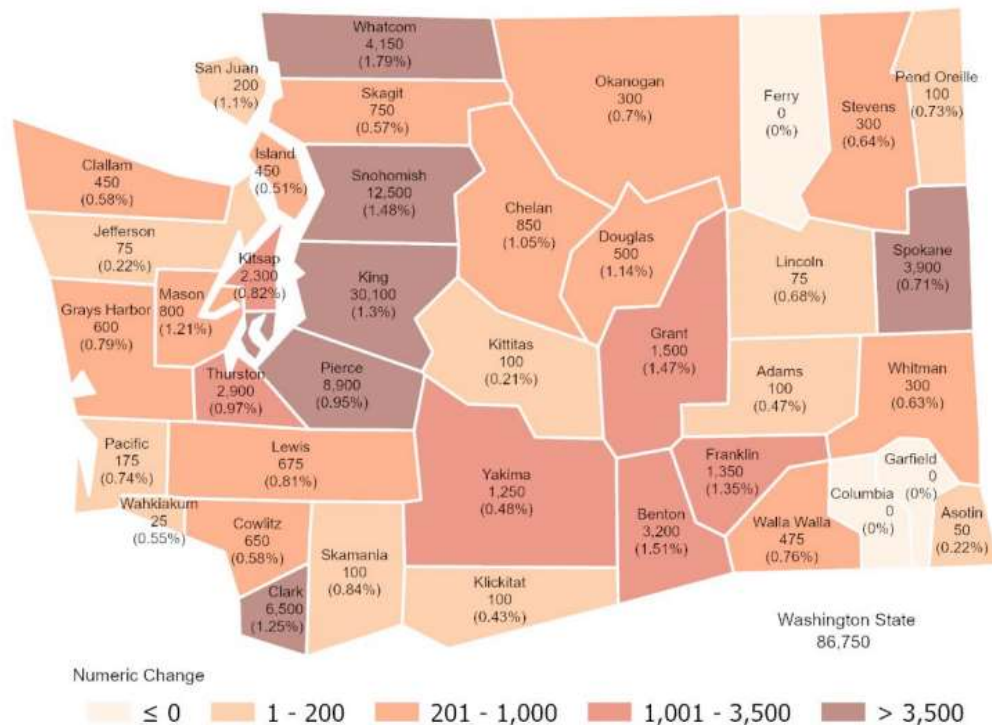


Figure 6: Washington State Population Increase 2022-2023

Fortunately, many of these drivers are driving electric vehicles since not only is it better for the environment, but Washington has some of the highest gas prices in the US, with an average of \$4.153 in September 2024¹⁹, and some of the least expensive electricity in the US with average costs of \$0.1121/kWh for residential rates and \$0.0986/kWh for commercial rates²⁰. The savings by switching to electric vehicles are so substantial that it only helps Washington persuade drivers to switch to electric. Chargers have also grown with the number of electric vehicles in the state. Since 2016, the

¹⁹ Eia.gov. (2024). *Washington Gasoline and Diesel Retail Prices*. [online] Available at: https://www.eia.gov/dnav/pet/pet_pri_gnd_dcus_swa_w.htm

²⁰ www.recurrentauto.com. (n.d.). *Washington Electric Vehicle Trends*. [online] Available at: <https://www.recurrentauto.com/research/washington-electric-vehicles>.



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

number of chargers has grown at least 133%, and more than 460 charging stations were built in 2021, with Washington hoping to continue to surpass that number per year. The majority of these chargers are installed in more densely populated areas where EV owners are more likely to live in multi-family homes and have less access to at-home charging. Furthermore, the State continues to prioritize funding for vehicle electrification and has allocated \$85 million²¹ for charging infrastructure and \$51.4 million for transit agency decarbonization for fiscal years 2024 - 2025²².

Outside of the state, the West Coast is still dominating the EV market, with California coming in first for EV sales in 2022, followed by a tie among Washington, Oregon, and Hawaii. Tesla is the most sold electric vehicle brand, and the cost difference between electric vehicles and internal combustion engine (ICE) vehicles is slowly dwindling, with about a \$7,952 difference on average. Hawaii has also emerged as a leader in EV sales, most likely due to the number of incentives the State offers. It offers incentives to buy EVs, provides refunds for the cost of charging, and occasionally provides free parking. Oregon also provides an additional \$7,500²³ off an EV purchase, and Washington offers up to an additional \$9,000 off of an EV purchase, both in conjunction with the federal EV purchase rebate (up to \$7,500)²⁴.

Supply Chain and Logistics Considerations

A reliable supply chain for EV charging equipment is essential, encompassing a range of charging stations, including Level 2 chargers for public areas and DC fast chargers for fleet use. However, global supply chain disruptions, exacerbated and exemplified by the pandemic, present challenges by impacting the availability and pricing of charging equipment, potentially leading to deployment delays.

Fluctuations in necessary raw materials prices, such as copper for wiring and cobalt/lithium for batteries, the cost of skilled labor, and broader supply chain constraints are inherently difficult to predict. Delays in procuring critical components like transformers and cabling can further complicate deployment. Maintaining the new electric fleet and charging infrastructure also depends on a reliable supply chain for maintenance parts. Components like spare batteries, wiring, and cooling systems must

²¹ Staff, K.N. (2024). *Washington state to add nearly 5,000 electric vehicle charging stations*. [online] KOMO. Available at: <https://komonews.com/news/local/electric-vehicle-ev-charging-station-washington-olympia-seattle-governor-jay-inslee-grant-85-million-4000-new-stations-department-commerce-investment-program-communities-negative-health-effects-fossil-fuel-pollution>.

²² www.recurrentauto.com. (n.d.). Washington Electric Vehicle Trends. [online] Available at: <https://www.recurrentauto.com/research/washington-electric-vehicles>.

²³ kgw.com. (2023). *West Coast states dominated the electric vehicle market in 2022*. [online] Available at: <https://www.kgw.com/article/money/business/oregon-and-washington-second-most-ev-sales/283-b97edc21-3b82-43e8-856a-7ace368e8c17>.

²⁴ Washington State Department of Commerce. (2024). *EV Instant Rebate Program - Washington State Department of Commerce*. [online] Available at: <https://www.commerce.wa.gov/growing-the-economy/energy/electric-vehicles/ev-instant-rebate-program/#:~:text=The%20Washington%20State%20Department%20of%20Commerce%E2%80%99s%20EV%20Instant>



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

be readily available, and long-term supplier agreements are crucial to prevent downtime for charging stations and vehicles.

Workforce training and availability are equally critical. Installing and maintaining EV infrastructure, as well as servicing electric vehicles, requires specialized labor. Electricians trained in EV charger installation and technicians certified in electric vehicle repair will be increasingly in demand, potentially creating a bottleneck as the industry grows.

To address supply chain delays, the City should order equipment as advanced as possible to account for long lead times. It is also important for Kenmore to consider these long lead times when creating project schedules, as some items, such as switchgear, can take over a year to arrive and can greatly impact construction. It is ideal for Kenmore to remain proactive when addressing supply chain issues.

Regarding workforce training, the City should consider collaborating with educational institutions such as the University of Washington Bothell and vocational programs to ensure the workforce has the necessary certifications and skills to handle emerging EV technologies. Effective fleet management software is another key element in transitioning to electric vehicles. This software will enable the City to track vehicle performance, monitor battery health, and check charging station availability, optimizing logistics and improving operational efficiency.

While monitoring market conditions and planning for potential shortages or price increases is important, the City should focus its resources on factors within its control, such as securing permits, coordinating with the local utility provider PSE, ensuring a skilled local labor force is made aware of upcoming capital projects with the City, and proactively selecting appropriate sites for charging. Preparing these sites—such as installing underground wiring and upgrading transformers—adds logistical complexity but is necessary for successful implementation.

City Residents EV Ownership & Charging Preferences

The City of Kenmore has conducted extensive community outreach using a variety of methods to assess interest in EVs and potential preferred charging locations to guide the development of an EVIP that will effectively serve the community's needs as EV adoption grows across Kenmore and the state.

City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN



Figure 7: Community EVIP Workshop October 22, 2024, at City Hall

Kenmore’s community engagement efforts for the EVIP have included:

- Developing the <https://speakupkenmore.com/evcharging> website, which includes:
 - The Public EV Charger Location Survey: A digital, interactive map upon which participants could pinpoint preferred charging locations.
 - The EV Charging Preferences Survey: A traditional survey that gathered information about participants’ preferences and thoughts around electric vehicles and charging.
- Hosting an in-person workshop (shown in the photo above) at City Hall where community members had the opportunity to meet with city staff and their fellow community members to:
 - Discuss and address questions about the EVIP
 - Pinpoint preferred charger locations on physical maps or through the EV Charger Location Survey digital map
 - Complete the EV Charging Preferences Survey online or using a physical copy



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

- Hosting two virtual workshops for community members to discuss and address questions about the EVIP and walk through the two surveys available through the EVIP website.

The results from both surveys circulated through all these opportunities are available in Appendix B: Community Engagement Feedback: Survey Results. The results contain responses from a small sample of Kenmore residents that will be used to form recommendations and a path forward for where chargers should be placed, what types of chargers are best for each scenario, and where collaboration may be possible. Location suggestions will be evaluated for feasibility during the modeling phase of the EVIP to make final recommendations on public EV charging spots once the City moves forward with implementation, and preferred location types will be used to make alternative location recommendations that can still help meet community preferences even if specific suggested locations are found to be infeasible. Survey responses will also help inform the City's strategies to engage with and support residents in the transition towards increased EV adoption as part of its work to comply with its Climate Action Plan goals and state requirements.

EV REGULATORY LANDSCAPE

Regulations Applicable to Kenmore

The State of Washington has been an early adopter of ambitious policies and goals to reduce transportation emissions and provide the infrastructure to support the state and the nation's large-scale transportation electrification efforts needed to get there. As far back as 2007, the Washington State Legislature adopted the provisions of [RCW 43.19.648](#), which required all local governments to convert their vehicle fleets to electricity or biofuel by June 1, 2015.²⁵ Since the adoption of the original legislation, amendments were enacted, pushing the deadlines back, modifying some of the provisions, and providing exemptions for specific vehicles and fleets. As a result, as of June 1, 2018, all local governments were expected to satisfy 100% of their fuel usage for operating publicly owned vessels, vehicles, and construction equipment from electricity or biofuel but were only required to do so "to the extent practicable by the rules adopted by the department of commerce." Specifically, [WAC 194-29-020](#) (7) allowed local governments to make fueling choices based on the cost and availability of fuels and vehicles, implementation costs, changes in fueling infrastructure, operations, and other factors. Furthermore, reporting under this regulation is required only by agencies using more than 200,000 gallons of gas or diesel annually. The impact of these ambitious regulations on EV adoption was limited, even in the public sector, due to the flexibility of the regulations and the limited availability of alternative vehicle options to replace ICE vehicles during the early stages of EV adoption. However, Kenmore now

²⁵ Mrsc.org. (2024). *MRSC - Alternative Fuel Requirement Deadline Fast Approaching*. [online] Available at: <https://mrsc.org/stay-informed/mrsc-insight/may-2018/alternative-fuel-requirement-deadline-fast-approac>



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

has ample opportunity and reason to start on its journey to meet these regulatory goals. Major pieces of EV legislation that the City needs to be aware of are discussed in the sections below.

Clean Vehicle Programs and ZEV Sales Mandates

In recent years, Washington has made significant strides toward realizing the ambitions of its earlier policy goals by adopting California’s vehicle emissions standards under Washington’s Motor Vehicle Emission Standards (RCW 70A.30.010). This required expanding the availability of zero-emissions vehicles (ZEV) replacement options for internal combustion engine vehicles.²⁶ The Motor Vehicle Emission Standards law includes new requirements to gradually increase the number of new zero-emission vehicles (ZEV) sold in Washington until all new vehicles meet the ZEV standard starting in 2035. Under the passing of the Clean Vehicles Program rule, the Advanced Clean Cars I and II (ACC I and ACC II) regulations require a progressively more stringent zero-emissions vehicle (ZEV) sales share, culminating in a 100% sales requirement for new light-duty (i.e., passenger) vehicles (LDVs) by 2035. For medium- and heavy-duty vehicles (MHDVs), the Advanced Clean Trucks (ACT) regulation requires increasing new sales shares for larger vehicles, with 40%–75% ZEV sales required by 2035, depending on weight class. Additionally, in 2022, the Legislature passed Move Ahead Washington (Chapter 182, Laws of 2022), a monumental 16-year transportation package known for its historic investments in transit, active transportation, ferries, alternative fuels, and rail. This is intended to support mode shift, electrification of these modes, and reductions in vehicle miles traveled (VMT) along with their associated emissions, and established a nonbinding statewide target of reaching 100% new electric passenger vehicle sales by 2030 (2030 EV target) — five years earlier than the 100% new ZEV sales requirement under ACC II.²⁷ Zero-emission vehicle regulations and goals have been recognized as the driving force behind the recent acceleration in EV adoption across the country and in Washington.²⁸ The adoption of these zero-emission vehicle policies does not necessarily add new regulatory requirements for local government entities. Still, they do 1) present a more “practicable” path forward for entities, like the City of Kenmore, to begin transitioning their fleets and 2) provide an avenue for entities to begin fulfilling their alternative fueling obligations as mandated under [RCW 43.19.648](#).

²⁶ Wa.gov. (2020). *RCW 70A.30.010: Department of ecology to adopt rules to implement California motor vehicle emission standards*. [online] Available at: <https://app.leg.wa.gov/rcw/default.aspx?cite=70A.30.010>

²⁷ Jinkins, L. (2025). CERTIFICATION OF ENROLLMENT ENGROSSED SUBSTITUTE SENATE BILL 5974. *Chapter*, [online] 206. Available at: <https://lawfilesextra.leg.wa.gov/biennium/2021-22/Pdf/Bills/Session%20Laws/Senate/5974-S.SL.pdf?q=20231103131612>

²⁸ Washington State Department of Commerce. (n.d.). *Transportation Electrification Strategy*. [online] Available at: <https://www.commerce.wa.gov/growing-the-economy/energy/clean-transportation/ev-coordinating-council/transportation-electrification-strategy/>.



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

Regulatory Format

The City of Kenmore's building and energy codes, particularly regarding EV charging infrastructure, are influenced by state and federal regulations while allowing local customization. Washington State mandates that cities integrate EV charging infrastructure into new constructions and major renovations under the Washington State Energy Code (WSEC). This requirement aligns with the state's overarching objectives to promote electrification and reduce greenhouse gas emissions. Specifically, the WSEC stipulates that a designated percentage of parking spaces in new commercial, multifamily, and residential developments must be "EV-ready," meaning they are equipped with the necessary wiring and capacity to accommodate future installation of EV charging stations.

Local jurisdictions, such as Kenmore, are obligated to adhere to these minimum standards but are permitted to exceed them by establishing a higher percentage of EV-ready or fully equipped charging spaces. For instance, Kenmore could implement a requirement that mandates all parking spaces in certain types of developments to be EV-ready, whereas the state would not require this for compliance. This flexibility enables the city to establish more stringent local objectives to promote EV adoption. However, it is important to note that Kenmore cannot diminish or bypass the state's minimum requirements, as these are designed to maintain consistency in energy and infrastructure development across Washington.

On a federal level, initiatives such as the Bipartisan Infrastructure Law and associated funding programs further described herein in this report are facilitating the advancement of EV infrastructure. Federal incentives and grants are often available to municipalities like Kenmore, particularly for projects that enhance public charging accessibility or foster increased EV adoption. While local governments can utilize these resources, they must ensure their initiatives comply with federal guidelines. Thus, while Kenmore possesses some degree of autonomy in implementing its EV infrastructure requirements, it operates within a framework that guarantees alignment with state and federal energy objectives, creating opportunities and constraints in developing its EV policies.

Rulemaking Authority for Washington Cities

It is also important to note that Kenmore has certain enumerated powers that could help advance its path toward vehicle electrification as a Washington city, such as its rights to amend certain aspects of state codes and create local ordinances.

For clarity, a few key terms for this section are listed below:

- **Law:** Federal or state written rule of general force and effect, in that they apply to all persons/entities in the covered jurisdiction.
- **Code:** Codes are statutes organized and codified by subject area.

Ordinance: *A local law.*

Building Codes



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

The Washington State Building Code is a set of minimum regulations and standards designed to ensure the safety and integrity of structures in the state.²⁹ The Washington State Building Code Council (WSBCC) sets and updates it every three years. These codes cover various aspects of construction, including building design, materials, and safety measures, to promote sound construction practices and protect public welfare. Under RCW [19.27.040](#), Washington cities and counties are authorized to amend the state building code so long as the amendments do not diminish the minimum performance standards of the codes and the objectives enumerated in RCW 19.27.020.³⁰

Energy Codes

The 2018 Washington State Energy Code is a state-developed code that is mandatory statewide and provides minimum energy efficiency requirements for residential and commercial buildings. It is based on the International Energy Conservation Code (IECC) and is updated every three years.³¹ The State of Washington requires all local jurisdictions to comply with the state-mandated residential building energy codes, but it permits local jurisdictions to have more stringent commercial codes.³²

Home Rule Authority

Additionally, the state of Washington grants its cities broad “home rule” authority, meaning that municipal code (code) cities may exercise the same powers as the state as long as they are not in conflict with general law, except for any powers specifically denied in law. This allows the City to pass Ordinances it finds necessary to ensure good governance over its local affairs.³³ [RCW 35A.11.020](#) specifically grants each code city the “power to organize and regulate its internal affairs within the provisions of this title and its charter,” allowing each city to “adopt and enforce ordinances of all kinds relating to and regulating its local or municipal affairs and appropriate to the good government of the city...” [RCW 35A.11.050](#) similarly states that:

The general grant of municipal power conferred by this chapter and this title . . . is intended to confer the greatest power of local self-government consistent with the Constitution of this state and shall be construed liberally in favor of such cities. Specific mention of a particular municipal power or authority contained in this title or the general law shall be construed as in addition and supplementary to, or explanatory of, the powers conferred in general terms by this chapter.

²⁹ Wa.gov. (2018). State Building Code | SBCC. [online] Available at: <https://sbcc.wa.gov/state-codes-regulations-guidelines/state-building-code#:~:text=The%20Washington%20State%20Building%20Code>

³⁰ Wa.gov. (2024). [RCW 19.27.040: Cities and counties authorized to amend state building code—Limitations](#). [online] Available at: <https://app.leg.wa.gov/RCW/default.aspx?cite=19.27.040>

³¹ Wa.gov. (2018). [Energy Code | SBCC](#). [online] Available at: <https://sbcc.wa.gov/state-codes-regulations-guidelines/state-building-code/energy-code>.

³² Aceee.org. (2018). [Energy Code Stringency | ACEEE](#). [online] Available at: <https://database.aceee.org/city/energy-code-stringency>

³³ You have it, use it Home rule in Washington. (n.d.). Available at: https://wacities.org/docs/default-source/resources/sochomerulereport2021.pdf?sfvrsn=f1b8244f_21



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

If either the state constitution or state statutes are silent about a city's power on a specific local issue, then under home rule, a code city is technically free to pass ordinances to address the issue and is not required to obtain state permission to act but should proceed with caution under the advisement of legal counsel.

Below is a table summarizing Kenmore's ability to create local laws to help advance the City's electrification efforts.

Table 1: Kenmore's Ability to Create Local Rules

Rule Name	Category	Authority	with	Description	Kenmore's Ability to Create Local Rules
Washington Building Code	State Code	WSBSS		A mandatory statewide code that provides the minimum standards for the construction of buildings and structures.	Kenmore may amend the state code so long as the minimum state code standards are not diminished.
Washington Energy Code	State Code	WSBSS		A mandatory statewide code that provides minimum energy efficiency requirements for both residential and commercial buildings.	Kenmore may only amend the state requirements for commercial buildings, and the amendments must exceed state code requirements. Residential requirements must align with state code.
Home Rule	Law	Washington Cities		It gives cities the power to create and enforce local regulations that don't conflict with state laws without requiring state legislation or permission.	Kenmore may create local ordinances as long as they do not conflict with state-mandated laws.

Building EV Readiness Code

Under RCW 19.27.540, the State of Washington has adopted its own State Building Requirements that require new buildings to be pre-wired for EV charging. Building requirements for EV charging helps prepare the state to accommodate the anticipated growth of EV adoption by requiring the development of charging infrastructure. These requirements may vary by state or local jurisdiction depending on their anticipated infrastructure needs with predicted increases in EV adoption.³⁴ Different codes may require buildings to pursue varying levels of EV readiness based on those needs and may require different levels of EV-capable parking spots, whereby spots are equipped with electrical panel capacity and wiring to

³⁴ [afdc.energy.gov](https://afdc.energy.gov/fuels/electricity-ev-readiness). (n.d.). *Alternative Fuels Data Center: Electric Vehicle Readiness*. [online] Available at: <https://afdc.energy.gov/fuels/electricity-ev-readiness>.

City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

support future EV charger installation; EV ready, whereby spots are equipped with all required infrastructure is installed to power an EV charger, including the wires and circuit breakers which may be terminated in a junction box or to a receptacle; or EV installed, whereby a charging station has been fully installed (as can all be seen in the figure below).³⁵

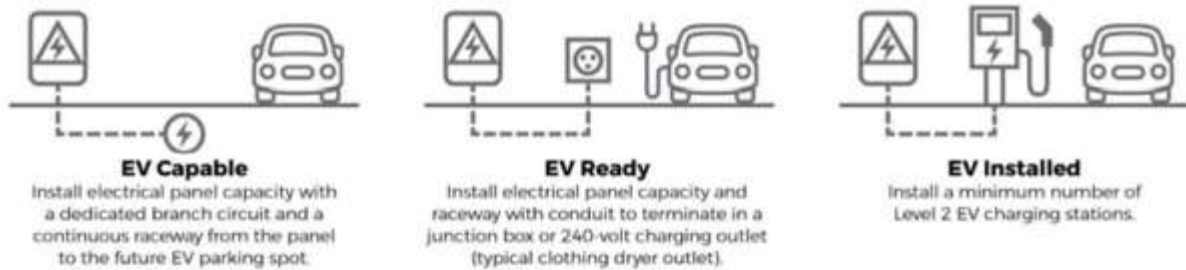


Figure 1: Levels of Readiness for EV Charging. EV Capable is the electrical capacity and wiring, EV Ready includes an outlet, EV Installed includes an installed charging station. *Source: City of Edmonds.*

Figure 8: Levels of Readiness for EV Charging

The state building code in Washington requires that new construction (construction of new buildings and accessory structures, including parking lots and parking garages) must include EV charging infrastructure that meets the following requirements (as applicable):

- Developers are mandated to build charging station-equipped or -outfitted parking spots. RCW 19.27.540 requires new construction of multi-family residential or commercial buildings to designate the greater of one space, or 10% of total spaces, with wiring able to accommodate electric vehicle charging. An additional 20% of spaces must be charger station-ready or EV-ready.
- All new multi-family residential or commercial developments must comply with state electrification rules unless otherwise exempted. Exempted “assembly, education, or mercantile” developments instead must wire 10% of employee parking and prepare an additional 20% of employee parking for electric vehicles. Utility and miscellaneous developments are fully exempted from electrification requirements.
- For accessible parking spaces, the greater of one parking space or ten percent of accessible parking spaces, rounded to the following number, must be provided with electric vehicle charging infrastructure that may also serve adjacent parking spaces not designated as accessible parking.

EV charging readiness policies, such as those mandated under the state building code, help support the growing adoption of EVs. They can help future-proof infrastructure for increasing demand for charging

³⁵ (Bellevue Development Committee, 2024) *Levels of Readiness for EV Charging: EV Capable has the capacity to support a 40-ampere, 208/240-volt branch circuit; EV Ready has the capacity and an outlet; EV Installed includes the capacity, outlet, and a charging unit.* Available at:



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

over time and limit the costs of retrofitting charging infrastructure as demand continues to grow. In cases where EV-ready and EV-capable spots are required, these codes can also help simplify future charger installation and effectively reduce those future installation costs by avoiding work like concrete or asphalt cut and patching that may be necessary for retrofit projects otherwise.³⁶ New construction projects in the City of Kenmore are subject to meeting the minimum requirements of the state’s building code.

The Right to Charge

In June 2022, RCW 64.90.51 went into effect, codifying the “Right to Charge” for units and homeowners within a common interest community (CIC) in Washington.³⁷ A common interest community (CIC) is a form of real estate in which each unit owner or homeowner has an exclusive interest in a unit or lot and a shared or undivided interest in common area property. In Washington, several statutes govern residential CICs, such as condominiums, cooperatives, leasehold CICs, miscellaneous communities, and plat communities, sometimes referred to as homeowners' associations (HOAs). Under RCW 64.90.51, the following rules apply:

- RCW 64.90.51 prohibits an association of unit owners in a common interest community from placing unreasonable restrictions on installing or using an electric vehicle charging station (EVCS) within the boundaries of an owner's unit or in a designated parking space.
- Requires associations to approve an application to install an EVCS if the unit owner meets specified requirements.
- Provides that a unit owner is responsible for all costs associated with the EVCS.
- Provides a cause of action against an association for willful violations and establishes penalties.

In essence, the right-to-charge prevents HOAs from placing unreasonable EVCS installation restrictions on multi-family dwellings and single-family homes, but only in cases where someone owns their dwelling/unit within a qualified CIC. In some states, right-to-charge protections are also being extended to apartment renters, but this is not currently the case in Washington.³⁸ In any case, it is important that the City of Kenmore be aware of this protection and push to educate resident unit-owners in CICs about their protected right-to-charge in case they face opposition from an HOA. The following page summarizes EV regulations that impact and/or require action from the City of Kenmore.

³⁶ (American Cities Climate Challenge Electrification Coalition, 2021) *Electrifying Transportation in Municipalities: A Policy Toolkit for Electric Vehicle Deployment and Adoption at the Local Level*. Available at: <https://electrificationcoalition.org/wp-content/uploads/2021/08/Electrifying-Transportation-in-Municipalities-FINAL-9.9.21.pdf>

³⁷ Inslee, J. (2022). *CERTIFICATION OF ENROLLMENT ENGROSSED SUBSTITUTE HOUSE BILL 1793 Governor of the State of Washington Secretary of State State of Washington*. [online] Available at: <https://lawfilesexternal.wa.gov/biennium/2021-22/Pdf/Bills/Session%20Laws/House/1793-S.SL.pdf#page=1>

³⁸ www.enelxway.com. (n.d.). *Right-to-Charge states and their policies | Enel X Way*. [online] Available at: <https://www.enelxway.com/us/en/resources/blog/right-to-charge-state-policies>.



**City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN**

Table 2: City of Kenmore EV Regulations Landscape

CITY OF KENMORE EV REGULATIONS LANDSCAPE			
Regulation	Agency	Description	Impacts on Kenmore
RCW 70A.45.020 State Emissions Reductions Requirements	State Legislature	The State of Washington must limit greenhouse gas (GHG) emissions to achieve the following reductions: • By 2020, reduce overall GHG emissions in the state to 1990 levels • By 2030, reduce overall GHG emissions in the state to 45% below 1990 levels; and • By 2040, reduce overall emissions to 70% below 1990 levels; and, • By 2050, emissions will be reduced to 95% below 1990 levels. • Every other year, the Washington Departments of Ecology and Commerce must report to the governor and legislature on the total GHG emissions in the state for the previous two years.	Directs public agencies to take action and reduce their GHG emissions in line with reduction goals.
Publicly owned vehicles, vessels, and construction equipment—Fuel usage (RCW 43.19.648, Chapter 194-29 WAC)	State Legislature	This law requires state agencies and local governments to fuel publicly owned vehicles, vessels, and construction equipment with electricity or biofuels to the extent practicable. The definition of practicable can be found in Chapter 194-28 WAC for state agencies and Chapter 194-29 WAC for local governments. The guides for local governments took effect June 1, 2018. The Washington Department of Commerce regularly collects reports from local governments using more than 200,000 gallons of fuel annually. These reports provide a record of fuel use and fleet developments by government entities around the state. This helps decision-makers at all levels develop action plans and react to opportunities to further their transition to clean fuels.	It mandates that local governments (such as the City of Kenmore) fuel publicly owned vehicles using clean, alternative fuel sources.
Motor Vehicle Emission Standards – Zero-Emission Vehicles law (RCW 70A.30.010)	State Legislature	Directs the state to adopt California’s vehicle emission standards. This includes new requirements to gradually increase the number of new zero-emission vehicles (ZEV) sold in Washington until all new vehicles meet the ZEV standard starting in 2035.	It requires building infrastructure to support the increasing adoption of electric vehicles across the state (and the West Coast).



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EV REGULATIONS LANDSCAPE

Regulation	Agency	Description	Impacts on Kenmore
Chapter 173-423 WAC, Clean Vehicles Program	Washington Dept. Ecology	Since the State was directed by the Motor Vehicle Emission Standards law (RCW 70A.30.010) to adopt California vehicle emission standards, including the zero-emission vehicle (ZEV) program, The Washington Department of Ecology Adopts California's rules for: • New light-duty (i.e., passenger) vehicles (LDVs): the Advanced Clean Cars I and II (ACC I and ACC II) regulations, which require a progressively stringent zero-emissions vehicle (ZEV) sales share, culminating in a 100% sales requirement by 2035. • Medium—and heavy-duty vehicles (MHDVs): The Advanced Clean Trucks (ACT) regulation requires increasing new sales shares for larger vehicles, with 40%–75% ZEV sales required by 2035, depending on weight class. These regulations are the driving force behind the recent acceleration in EV adoption across the country and in Washington. • Heavy-Duty Engine and Vehicle Omnibus rules and associated amendments: Starting in model year 2026, these rules require that new internal combustion engines for heavy-duty vehicles emit much lower quantities of nitrogen oxides (NOx), particulate matter (PM), and greenhouse gases. • Advanced Clean Cars II: This rule will increase the percentage of passenger cars, light-duty trucks, and medium-duty vehicles sold in Washington that are zero-emission vehicles (ZEVs). The sales mandate would take effect in model year 2026 and begin by requiring 35% of new passenger vehicle sales to be zero-emission vehicles. That percent will increase 6-9% per year until zero-emission vehicles make up 100% of new sales starting in model year 2035. It will also require light and medium-duty vehicles to meet more robust emission standards. Also included are the following provisions to support Ecology's implementation of California's emission standards: • Early action zero-emission vehicle credits: This rule provides automakers with optional zero-emission sales credits for model years 2023 and 2024. This would: *Incentivize increased zero-emission vehicle sales. *Make sure Washingtonians have access to a wide variety of zero-emission vehicle models before the regulatory requirements take effect in model year 2025. *Allow participating automakers to bank credits to meet future compliance requirements under ACC I and II. • One-time fleet reporting requirement: This requires owners and operators (such as businesses, government agencies, municipalities, brokers, freight dispatchers, transit agencies, etc.) to report information about medium- and heavy-duty vehicles (defined as vehicles over 8,500 pounds) in their fleets by September 30, 2023. This requirement mirrors a similar requirement in California's Advanced Clean Trucks rule.	It requires building infrastructure to support the increasing adoption of electric vehicles across the state (and the West Coast). One-time fleet reporting requirement, if applicable, but would have been completed in 2023.



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EV REGULATIONS LANDSCAPE

Regulation	Agency	Description	Impacts on Kenmore
Move Ahead Washington (SB 9974/RCW 43.92.020)	State Legislature	The Legislature passed Move Ahead Washington (Chapter 182, Laws of 2022) in March 2022. This monumental 16-year transportation package is known for its historic investments in transit, active transportation, ferries, alternative fuels, and rail, all intended to support mode shift, electrification of these modes, and reductions in vehicle miles traveled (VMT) along with their associated emissions. It also established the Interagency Electric Vehicle Coordinating Council (EV Council) and a nonbinding statewide target of reaching 100% new electric passenger vehicle sales by 2030 (2030 EV target) — five years earlier than the 100% new ZEV sales requirement under ACC II.	It requires building infrastructure to support the increasing adoption of electric vehicles across the state (and the West Coast).
Washington State Building Code/ RCW 19.27.540	State Legislature	Washington state has adopted building codes that require new construction (construction of new buildings and accessory structures, including parking lots and parking garages) to include EV charging infrastructure with the following requirements: • Developers are mandated to build charging station-equipped or -outfitted parking spots. RCW 19.27.540 requires new construction of multi-family residential or commercial buildings to designate the greater of one space, or 10% of total spaces, with wiring able to accommodate electric vehicle charging. An additional 20% of spaces must be charger station-ready. • All new multi-family residential or commercial developments must comply with state electrification rules unless otherwise exempted. Exempted “assembly, education, or mercantile” developments instead must wire 10% of employee parking and prepare an additional 20% of employee parking for electric vehicles. Utility and miscellaneous developments are fully exempted from electrification requirements. • For accessible parking spaces, the greater of one parking space or ten percent of accessible parking spaces, rounded to the following whole number, must be provided with electric vehicle charging infrastructure that may also serve adjacent parking spaces not designated as accessible parking.	New construction in Kenmore must meet or exceed State Building Code requirements for EV equipment and EV readiness.



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EV REGULATIONS LANDSCAPE

Regulation	Agency	Description	Impacts on Kenmore
RCW 17.93/RCW 64.00.51, Right to Charge	State Legislature	- Prohibits an association of unit owners in a common interest community from placing unreasonable restrictions on installing or using an electric vehicle charging station (EVCS) within the boundaries of an owner's unit or in a designated parking space. - Requires associations to approve an application to install an EVCS if the unit owner meets specified requirements. - Provides that a unit owner is responsible for all costs associated with the EVCS. - Provides a cause of action against an association for willful violations and establishes penalties. A common interest community (CIC) is a form of real estate in which each unit owner or homeowner has an exclusive interest in a Unit or lot and a shared or undivided interest in common area property. In Washington, several statutes govern residential CICs, such as condominiums, cooperatives, leasehold CICs, miscellaneous communities, and plat communities, sometimes referred to as homeowners' associations.	The City of Kenmore should note that these protections are in place and educate residents about their "Right to Charge."
RCW 46.08.185, Signage, Fees, and Time Limits for Public Charging	State Legislature	To comply with RCW 46.08.185, local agencies must post signage at charging stations consistent with the Federal Highway Administration's Manual on Uniform Traffic Control Devices. These posted signs must describe charges, fees, and costs (RCW 19.94.560). Drivers who park in designated spaces without charging their vehicles are subject to fines. Municipalities may want to consider "dwell time" or how long residents can park their vehicles when installing charging stations. Some municipalities increase fees if drivers park their cars there for extended periods. Local governments that have installed charging stations in parking garages may charge only for entry but do not add additional charging fees. Other local governments require drivers parked at charging stations to comply with parking regulations already in place; for instance, a driver may receive a ticket if they charge their vehicle for more than two hours in a two-hour parking zone.	Kenmore must meet or exceed these requirements for public charging stations.



Goals and Regulations in Surrounding Areas

In addition to the regulations discussed above that directly oblige the City of Kenmore to take action to support increased EV adoption, there are trends in state and local regulations and goals that have been adopted that do not directly affect Kenmore at this time but that are important to be aware of as they shape the state's transportation electrification future.

Washington State Department of Commerce Transportation Electrification Strategy (TES)

Under the Move Ahead Washington rule, the state's Department of Commerce was mandated to establish an EV Council to align existing transportation electrification efforts across state agencies. As a result, the EV Council was developed as an interagency effort co-led by the Department of Commerce and the Washington State Department of Transportation (WSDOT), with representation from the State Efficiency and Environmental Performance (SEEP) Office, the Office of Financial Management, the Office of Superintendent of Public Instruction (OSPI), the Utilities and Transportation Commission (UTC) and the Departments of Agriculture, Ecology, Enterprise Services and Health. As one of its first orders of business, the EV Council was directed to develop an equitable and inclusive Transportation Electrification Strategy (TES). The TES is the state's implementation roadmap for meeting the state's 2030 GHG emissions limits by maximizing transportation electrification in a way that supports other clean transportation strategies, setting Washington up for the most equitable and cost-effective zero-emissions future possible.³⁹

The TES cites local governments as key entities whose partnerships are essential for implementing and realizing the benefits of its transportation electrification. Specifically, strategies it lists that are relevant to Kenmore include:

- Increasing requirements and incentives for zero-emissions MHDVs by:
 - Pursuing Advanced Clean Fleet adoption rates (discussed in more detail in the section [below](#))
 - Funding and implementing an MHDV incentive and infrastructure program
- Growing broad consumer demand for passenger BEVs by:
 - Increase consumer awareness of incentives
 - Extend and expand the state sales and use tax exemptions for BEVs
 - Accelerate and fund school bus electrification to meet needed adoption rates
- Continuing to fund the WSDOT zero-emission vehicle and infrastructure program by:
 - Continuing to fund WSDOT's ZEVIP grant program to provide support for charging along state routes
 - Continuing to fund the Zero-Emissions Access program

³⁹ Washington Department of Commerce. (2024). Final_RMI-US-WA-Transportation-Electrification-Strategy_full-report_020224.pdf | Powered by Box. [online] Available at: <https://deptofcommerce.app.box.com/s/uphekt6rwpmtvbhojyi6eifjxdwttdvh> .



- Continuing to fund the WSDOT Green Transportation Capital grant program
- Supporting and expanding the e-bike rebate and lending library programs
- Expanding and accelerating funding Commerce community charging and EV incentive programs for low-to-moderate income (LMI) consumers by:
 - Expanding community charging programs through formula funding
 - Expediting funding for Commerce’s EV incentive program
 - Creating a state-supported low-cost leasing program with an EV equity objective
 - Providing block grants to increase CBO staff capacity
- Supporting planning and building necessary utility-side charging infrastructure
- Making charging access more equitable and speeding up project timelines
- Monitoring equity indicators and measuring outcomes

These key recommended strategies, among others in the TES, represent the state’s likely transportation electrification future, as the EV council is mandated to implement the TES using the priority strategies it identifies. Kenmore can use the TES and its upcoming annual reports as guiding documents to plan an EVIP that accounts for and can leverage planned future legislation, programs, and funds to help implement Kenmore’s EV vision. Additionally, the City of Kenmore has expressed that advancing diversity, equity, and inclusion are top priorities for the development and execution of the EVIP. As such, the TES should be consulted as a guiding framework for developing equity measures, policies, programs, and metrics that can help advance EV equity and meet state goals. Furthermore, developing plans that align with the initiatives prescribed by the TES may open up future opportunities for Kenmore to leverage state funding that focuses on projects advancing EV and environmental justice and equity.

California’s Advanced Clean Fleets (ACF) Regulation

California’s Advanced Clean Fleets Regulation (ACF) was not adopted under Washington’s Clean Vehicles Program rule. Still, it has been cited as the most powerful tool for accelerating medium- and heavy-duty (MHD) truck electrification and a significant boost to reducing on-road emissions to help meet Washington’s GHG emissions reduction goals.⁴⁰ ACF requires fleets well suited for electrification to reduce emissions through phase-in requirements for targeted fleets and that manufacturers only manufacture ZEV trucks starting in the 2036 model year. In California, the regulation applies to trucks performing drayage operations at seaports and railyards, fleets owned by state, local, and federal government agencies, and high-priority fleets.⁴¹ High-priority fleets are

⁴⁰ Washington Department of Commerce. (2024). Final_RMI-US-WA-Transportation-Electrification-Strategy_full-report_020224.pdf | Powered by Box. [online] Available at: <https://deptofcommerce.app.box.com/s/uphekt6rwpmtvbhojyi6eifjxdwttdvh>

⁴¹ Ca.gov. (2024). Advanced Clean Fleets Regulation Overview | California Air Resources Board. [online] Available at: <https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-overview#:~:text=Which%20fleets%20does%20the%20ACF>



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

those entities that own, operate, or direct at least one vehicle in California and have either \$50 million or more in gross annual revenue or that own, operate, or have common ownership or control of a total of 50 or more vehicles. The regulation affects medium- and heavy-duty on-road vehicles with a gross vehicle weight rating greater than 8,500 pounds, off-road yard tractors, and light-duty mail and package delivery vehicles. The TES recommends adopting this regulation, so there's a high likelihood that the state and Kenmore, as a local government agency, will be subject to this regulation in the future.

Example Local Building Codes for EV Readiness

While new construction in Kenmore is required to meet the state's building code for EV Readiness at minimum, many local agencies in Washington have also developed their own more expansive ordinances or codes in accordance with this state law.⁴² As previously stated, under RCW [19.27.040](#), Washington cities and counties are authorized to amend state building codes so long as the amendments do not diminish the codes' minimum performance standards and the objectives enumerated in RCW 19.27.020.⁴³ For example, some municipalities have included “substantially improved” buildings and parking lot expansions to encourage EV readiness at existing buildings in addition to new construction. Municipalities have also increased EV readiness spot requirements compared to what is required by state code or implemented varying requirements on the number of EV-ready parking spaces based on land use.

Examples include:

- [Covington Municipal Code Sec. 18.50.170](#) – Requiring a different number of EV-ready parking spot minimums depending on zoning
- [Mountlake Terrace Municipal Code Sec. 19.126.040](#) – Includes a table identifying the percentage of parking spaces for EV charging based on land use type
- [SeaTac Municipal Code Sec. 15.430.100](#) – Addresses converting existing off-site parking spaces to EV charging spaces for certain zones
- **Tacoma:**
 - [Ordinance No. 28640](#) – Outlining merger of City Land Use and Building Codes related to electric vehicle charging infrastructure
 - [Building and Development Code Sec. 2.02.136](#) – Regulating percentages of parking spaces depending on occupancy and use

Progressive EV readiness building codes are crucial in accelerating the deployment of EV charging infrastructure. By integrating these requirements into building regulations, cities, and municipalities

⁴² Mrsc.org. (2024). MRSC - Electric Vehicles. [online] Available at: <https://mrsc.org/explore-topics/environment/sustainability/electric-vehicles>

⁴³ Wa.gov. (2024). RCW 19.27.040: Cities and counties authorized to amend state building code—Limitations. [online] Available at: <https://app.leg.wa.gov/RCW/default.aspx?cite=19.27.040>.



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

ensure that the infrastructure for EV charging is readily available as soon as the demand arises, avoiding costly and time-consuming retrofits.

King County Vehicle Electrification Goals

The City of Kenmore is located in King County, which has adopted the following vehicle electrification goals under King County Code Title 18 Environmental Sustainability Program:⁴⁴

- A one-hundred percent zero-emission revenue bus fleet by 2035;
- A sixty-seven percent zero-emission ADA paratransit fleet by 2030;
- A one-hundred percent zero-emission rideshare fleet by 2030;
- Installation of one hundred twenty-five chargers at King County-owned park and rides by 2030;
- Fifty percent of light-duty vehicles are transitioned to electric by 2025 and one hundred percent by 2030;
- Fifty percent of medium-duty vehicles will be transitioned to electric by 2028 and one hundred percent by 2033;
- Fifty percent of heavy-duty vehicles will be transitioned to electric vehicles by 2038 and one hundred percent by 2043, and
- Installation of one hundred fifty chargers by 2030 in county facilities.

Year	Category	Goal Description
2025	Light-Duty Vehicles	50% transitioned to electric
2028	Medium-Duty Vehicles	50% transitioned to electric
2030	Zero-Emission ADA Fleet	67% zero-emission ADA paratransit fleet
2030	Zero-Emission Rideshare Fleet	100% zero-emission rideshare fleet
2030	Light-Duty Vehicles	100% transitioned to electric
2030	Chargers (Park & Ride)	125 chargers installed
2030	Chargers (County Facilities)	150 chargers installed
2033	Medium-Duty Vehicles	100% transitioned to electric
2035	Zero-Emission Bus Fleet	100% zero-emission bus fleet
2038	Heavy-Duty Vehicles	50% transitioned to electric
2043	Heavy-Duty Vehicles	100% transitioned to electric

These goals apply only to County-owned department facilities and vehicles, so the City of Kenmore is not mandated to take any action to meet these requirements. However, the City may want to collaborate with King County to help prioritize Electric Vehicle Supply Equipment (EVSE)

⁴⁴ Kingcounty.gov. (2024). *Title 18 Environmental Sustainability Program - King County, Washington*. [online] Available at: https://kingcounty.gov/en/legacy/council/legislation/kc_code/21_Title_18.aspx



placement at County-owned facilities in Kenmore that align with both the County and the City's EVIP goals.

Executive Order (EO) 21-04: Zero Emission Vehicle (ZEV)

Washington State's Executive Order (EO) 21-04 establishes the following targets, processes, and systems for electrifying state fleet vehicles. Currently, only state agencies are subject to this rule. Still, local government agencies may be required to meet similar targets in the future as more ZEV mandates are rolled out over time to help Washington achieve its emissions reduction targets.

- Fleet electrification targets
 - 100% of light-duty fleets electrified by 2035
 - 40% of light-duty fleets electrified by 2025
 - 75% of light-duty by 2030
 - 100% of medium and heavy-duty fleets electrified by 2040
- Acceptable pathways for fleet electrification
 - Light duty fleets must be zero-emissions vehicles (ZEV)
 - Medium and heavy-duty fleets may utilize biofuels to reduce greenhouse gas (GHG) emissions until suitable alternatives exist and are available on state contract

As previously mentioned, the goals and policies above do not require Kenmore to take any action; they help Kenmore understand the ever-evolving EV regulatory landscape and how it can prepare itself for that future.

BARRIERS AND OPPORTUNITIES TO INCREASING EV INFRASTRUCTURE AVAILABILITY AND ACCESS IN THE CITY OF KENMORE

As the City of Kenmore prepares to begin its exciting journey of vehicle electrification, it is essential to keep in mind that there are some potential challenges the City may face along the way. For a successful transition to EVs, the city must overcome the barriers that make it more difficult for residents and the city to transition their vehicles. This includes overcoming financial burdens and gathering community interest. It also includes creating a plan to account for poor weather, safety and vandalism issues, multifamily housing constraints, utility and location constraints, ownership constraints, and identifying who is responsible for the maintenance of the chargers.



Barrier 1: Financial Burden

Converting vehicles to electric is vital to reducing carbon emissions. However, this conversion comes at a price. On average, electric vehicles are 10% more expensive than their ICE counterparts, or about \$7,952 more.⁴⁵ This gap is slowly decreasing, but it still prevents many drivers from having access to electric vehicles. Fortunately, electricity tends to be cheaper than gas, and maintenance costs for EVs tend to be much less than those of their ICE counterparts, as there are fewer overall parts and thus fewer that would need to be repaired. Consumer Report's survey finds that BEV and PHEV owners pay about half the maintenance costs of ICE drivers.⁴⁶ Even though electric vehicles have much lower overall lifetime costs, drivers can find it challenging to afford the upfront costs associated with them, even with various rebates and incentives.

Additionally, electric vehicles and plug-in hybrid electric vehicles (PHEV) have higher registration fees than ICE vehicles to help make up for the taxes that ICE vehicle owners pay for gas. Currently, EV owners pay an additional \$150 for their registration, and PHEV owners pay an additional \$75 in the state of Washington, which can be another hurdle a driver must overcome to convert their vehicle to electric.⁴⁷

Furthermore, electric vehicle charging infrastructure can be very costly. Installing a charger can range from \$4,000 for Level 2 to \$80,000 or more for DC Fast Charging (DCFC). At-home chargers can be cheaper, but an EV driver would likely need to upgrade their electrical panel. Most of the costs incurred are due to necessary electrical upgrades, as most buildings do not have the required transformers and panels for installing chargers. Additionally, power sources are often a long distance from where chargers would be installed; thus, longer trenching, conduits, and wiring would incur even more costs for the project. Kenmore must consider the financial impacts the City and residents may incur when transitioning to electric vehicles.

Opportunity 1: Overcoming Financial Burden

To help mitigate the financial burden of transportation electrification efforts on the City and its taxpayers, Kenmore should consider pursuing opportunities to secure external funding through the many federal, state, and local incentives available. These types of funding opportunities are discussed in more detail in the [Funding Opportunities](#) section. Evaluating these opportunities early on can help ensure Kenmore creates an EVIP consistent with as many funding guidelines as

⁴⁵ MOTOR. (2024). *MOTOR*. [online] Available at: <https://www.motor.com/2024/01/electric-vehicles-costs-trends-and-statistics-2024/>.

⁴⁶ Heisel, R. (2020). *Consumer Reports Study Finds Electric Vehicle Maintenance Costs Are 50% Less Than Gas-Powered Cars*. [online] Great Plains Institute. Available at: <https://betterenergy.org/blog/consumer-reports-study-finds-electric-vehicle-maintenance-costs-are-50-less-than-gas-powered-cars/>.

⁴⁷ www.recurrentauto.com. (n.d.). Washington Electric Vehicle Trends. [online] Available at: <https://www.recurrentauto.com/research/washington-electric-vehicles>.



possible to leverage these incentives during the implementation phase. Furthermore, taking advantage of external funding sources as early as possible is vital, as incentive availability decreases as technology adoption increases and becomes the norm over time.

Kenmore should also keep in mind that the City does not have to be the sole bearer of responsibility for installing EV charging for its residents. As with many cities of Kenmore's size, strategic deployment of EV charger funds can help the city achieve its strategic goals for EV charging (equity, near multi-family housing, etc.) and jumpstart private investment into public EV chargers. Leveraging its land, Kenmore can demonstrate a community need for EV charging and pave the way for private investment to flesh out the remainder of necessary EV charging for the community.

Barrier 2: Community Participation in EV Adoption

Another potential hurdle to overcome with electric vehicle transition planning is drumming up community interest in increasing EV adoption and deciding where to locate the public charging needed to support it. With the support and interest of the community, it can be easier to find effective locations to install charging stations, fund the stations with taxes, and convince drivers to convert to electric vehicles. Additionally, if residents and travelers are displeased with vehicle electrification efforts, it can harm the City. Voters and the City Council could decide to veto certain measures that would help with the expansion of EVs and can make the process of installing chargers much more difficult if they do not participate in helping to develop an EVIP that benefits the whole community. The City of Kenmore will need to engage local community members to ensure they understand the impacts of growing EV adoption, from the more commonly known benefits such as improved air quality, reduced fueling and repair costs for EVs, subsidies available to increase individual EV ownership, to how state electrification plans and mandates may play a role in Washingtonians' futures as vehicle owners.

Kenmore residents should be aware of how transportation electrification relates to and supports the interests and values of community members and how the state is pursuing electrification. For example, City staff spoke to Kenmore Farmer's Market goers in late July and unearthed a commonly held misconception among the general populace that those who are not currently EV owners do not feel it necessary nor productive for them to provide input on desirable public charging locations. While understandable, this is a critical belief to address and dispel as many Washingtonians will be future EV owners impacted by charging infrastructure in the years and decades. With the enactment of the Clean Vehicles Zero Emissions Vehicle (ZEV) sales mandates, community members who plan to buy passenger vehicles from 2035 onwards will one day be EV owners, possibly sooner, as manufacturers gradually ramp up EV sales as required to meet the state's mandates.



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

Additionally, implementing a ZEV mandate can have ripple effects that can help make EVs more affordable and appealing as the EV market begins to expand. According to the International Parking & Mobility Institute, in the U.S., most EV owners have a higher income than the general population.⁴⁸ About 60% of EV owners have an annual income of more than \$100,000, while only 20% have an annual income of less than \$50,000. Furthermore, in leading the development of the State's Transportation Electrification Strategy (TES), the Washington Department of Commerce found that households with incomes below \$100,000 are just as interested and ready to choose electric vehicles as those in higher-income households but are often limited by higher costs.⁴⁹ Commerce has recently released its EV Instant Rebate program, which focuses on supporting low-income residents by offering \$2,500 to \$9,000 off EVs at the time of purchase or lease, sometimes dropping leasing prices to just \$200 a month. Ensuring that low-income residents in Kenmore are aware of and able to take advantage of this rebate program will be vital in bridging the gap for those who are interested in vehicle ownership. Increased awareness will mean ownership is nearer to qualifying low-income residents than they may have thought, providing a reason for them to engage in the EVIP development process.

Additionally, while many low-income residents may be interested in EV ownership, it will be essential to establish a dialogue with the community to voice and help resolve concerns around EVs. Washington State's TES stresses, "At the surface, transportation electrification will reduce adverse health effects caused by vehicle exhaust in these communities. However, without state action, it is possible that overburdened communities and vulnerable populations could be further marginalized by the siting of infrastructure and requirements for technologies that do not directly benefit them. Additionally, Black, Indigenous, and People of Color (BIPOC) communities have traditionally experienced higher energy burdens. Transportation electrification could risk worsening these inequities through loss of financial equity from devalued gasoline-fueled vehicles and the higher cost of charging EVs at public chargers versus at home."⁵⁰ Residents should be aware of EV siting efforts as early as possible to ensure the EVIP provides public charging solutions based on community feedback. This will help avoid any unintended consequences for community members

⁴⁸ Rysak, M. (2022). *Electric Vehicle Inequities*. [online] IPMI. Available at: <https://www.parking-mobility.org/2022/12/19/electric-vehicle-inequities/>.

⁴⁹ Lamb, A. (2024). *New state rebate program reduces cost to buy or lease electric vehicles for low-income drivers - Washington State Department of Commerce*. [online] Washington State Department of Commerce. Available at: <https://www.commerce.wa.gov/news/commerce-opens-ev-rebate-program-2024/>

⁵⁰ Washington State Department of Commerce (2024). *Final_RMI-US-WA-Transportation-Electrification-Strategy_full-report_020224.pdf* | Powered by Box. [online] Available at: <https://deptofcommerce.app.box.com/s/uphekt6rwpmtvbhojyi6eifjxdwttdvh>.



(such as the risk of displacement) and ensure that public chargers are located in areas where they will be the most useful.

As such, while residents may not feel that they are impacted by transportation electrification efforts at this time, they will be shortly and should be empowered to provide input on charging locations they believe will best serve their community's charging needs. Educating the public on the current EV landscape and how it can directly impact Kenmore residents is crucial and may help secure participation across Kenmore's diverse community.

Opportunity 2: Community Engagement

Kenmore has already taken great strides to engage local community members to gather and incorporate their feedback during EVIP development using in-person and online engagement and should continue to do so as the plan progresses and moves closer to formal adoption. To continue to promote community participation and interest in EVIP development, Kenmore should focus on educating its citizens about the impacts that transportation electrification could have on the community to help residents understand their stakes in the development of the EVIP. Specifically, Kenmore should provide targeted engagement focused on how Clean Vehicle Program rules will impact future vehicle purchase options for residents to help grow the local community's understanding of their stake in the EVIP. Kenmore should also provide educational materials on incentives and rebates that are available to help residents lease or own EVs and should focus on advertising the state's new EV Instant Rebate program to ensure that the entire Kenmore community is able to understand and access the benefits of increased EV adoption.

Washington State's TES Engagement Plan⁵¹ Recommends using the following activities to engage with communities to help build trust, facilitate equity-based decision-making processes, and achieve community buy-in so that desired community outcomes are achieved from EV planning:

- Create Education & Awareness materials to explain how electrification relates to and supports the interests and values of community members and explain why Washington is prioritizing electrification
- Partner with community-based organizations (CBOs) and trusted local community leaders and liaisons to reach priority communities and follow community liaisons' lead when planning activities to foster a sense of belonging for participants and provide support and resources to overcome barriers to participation

⁵¹ Washington Transportation Electrification Strategy Developed by the Interagency Electric Vehicle Coordinating Council. (n.d.). Available at: https://app.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=WA-Transportation-Electrification-Strategy-Summary_0ac1fdab-1b85-4e37-9152-cc233756c5dd.pdf



- Raise awareness, educate, and equip Washington residents to utilize EV incentives through the statewide electrification website and associated online resources, regular newsletters, ad campaigns in traditional media and social media, billboards, and open houses, and provide translated versions
- Share information on the EV rebate program with low-income service providers through existing coalitions
- Host information booths about EV rebates and charging incentives at community centers such as libraries, farmers markets, festivals, and fairs.
- Host ride-and-drive events and share written information about incentives and rebates (fact sheets, flyers, FAQs)

Furthermore, as Kenmore continues with its community engagement activities throughout the development of the EVIP (as well as its eventual implementation), educational materials and initiatives will need to be adjusted as needed to ensure community members participate and provide feedback and questions.

Kenmore should also consider engaging directly with contacts running Commerce’s EV Instant Rebate program to evaluate partnership opportunities. The rebate program’s website advertises that program services will include providing EV and charging education through various customer outreach and engagement activities, including ride-and-drive events that have been proven to increase awareness.

Barrier 3: Gaps in Access to At-Home Charging and EV Ownership

The section above discusses how vital community engagement is in deciding where to place public EV charging. However, another significant barrier to widespread, equitable EV adoption is the availability of home-based EV charging solutions for residents who live in multi-unit or multi-family housing, such as apartments. Homeowners in apartments and condominiums are sometimes restricted by homeowners’ associations (HOAs) from installing EV chargers, and renters can have an even harder time accessing charging stations since many leases and rental agreements prohibit material changes to property, such as installing a charging station.⁵² Some dwellings even lack designated parking for residents. This can create a massive gap in accessibility to EVs between more affluent single-family homeowners and multi-family housing residents, as public charging is typically up to at least twice as expensive as at-home charging.⁵³ This represents a significant

⁵² Plug In America. (2024). Right-To-Charge Policies - Plug In America. [online] Available at: <https://pluginamerica.org/policy/right-to-charge-policies/>

⁵³ Enel X. (2023). *How much does it cost to charge an electric car?* [online] Available at: <https://www.enelxway.com/us/en/resources/blog/how-much-does-it-cost-to-charge-an-electric-vehicle#:~:text=Public%20charging%20systems%20that%20charge%20based%20on>



barrier to increasing equitable, widespread EV adoption in the City as it limits the financial feasibility of charging EVs for mid- and low-income residents living in multi-family housing in Kenmore.

Opportunity 3: Expanding EV Readiness Codes and the Right to Charge to Ensure Equitable Distribution of EV Chargers

Kenmore has significant opportunities to ensure that at-home EV charging infrastructure is widely available to residents of multi-family housing units.

Expanding on the State's Building Code for EV Readiness

As mentioned, many localities have adopted building EV readiness codes that exceed state requirements. Adopting extensive EV readiness codes can encourage EV adoption and provide equity benefits. Specifically, EV-ready building codes can be applied to multi-family housing, which often houses low—and moderate-income populations, to significantly improve affordability.⁵⁴ State code already requires new construction of multi-family residential buildings to designate the more significant of one space, or 10% of total spaces, with wiring able to accommodate electric vehicle charging (an additional 20% of spaces must be charger station-ready). However, Kenmore could consider developing an ordinance requiring higher levels of EV readiness or EVCS installation for new construction projects or expanding the code to include construction or repairs for existing buildings/facilities. For example, King County has adopted Ordinance 19316, which applies to unincorporated King County and requires new multifamily construction, “substantially improved buildings,” and parking lots to be expanded by at least 50% to dedicate 10% of parking spots to EV charging stations and set aside 25% for future charging station installation. Kenmore could consider adopting King County’s more progressive policy outright.

EV readiness codes contribute to a more equitable charging infrastructure distribution across different buildings and neighborhoods. By requiring new and existing developments to be EV-ready, Kenmore can ensure that charging access is not limited to certain areas, promoting broader EV adoption and supporting climate goals across its diverse community.

Expanding on the State's Right-to-Charge Protections

The state of Washington currently has a right-to-charge law prohibiting common interest developments (including community apartments, condominiums, cooperative developments, and other types of multi-family housing communities) from undue burdens on residents that prevent the installation or use of EV chargers. This law helps ensure that residents in CICs have fewer

⁵⁴ Enel X. (2023). *How much does it cost to charge an electric car?* [online] Available at: <https://www.enelxway.com/us/en/resources/blog/how-much-does-it-cost-to-charge-an-electric-vehicle#:~:text=Public%20charging%20systems%20that%20charge%20based%20on>



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

barriers to installing charging infrastructure in parking garages and/or parking lots. However, these protections only extend to unit owners in these communities and do not include renters.

To help provide more equitable access to at-home charging, the City of Kenmore could pursue a more progressive ordinance to expand the right-to-charge protection to renters and owners. In order to ensure equitable access to charging, Plug In America suggests adopting the following types of policy language in right-to-charge policies:

- Protections for property renters in addition to owners
- Provisions that ensure that designated space charging is connected to a unit's electricity meter to ensure the greatest reliability and preserve consumer choice when choosing charging power levels (Level 1 or Level 2)
- Making relevant common space available for charging if unit-designated parking is unavailable. For example:
 - In California, the right-to-charge policy is extended to ensure that even if a renter/owner does not have a designated parking spot to add EV charging, renters and owners should have access to common element (shared) parking spaces as available with which to install EV charging stations.
 - In Connecticut, if a parking space does not exist, an association of unit owners has the ability to create one to install an EV charging station. Notably, this can encourage cost-sharing for charging installation, recognizing that in some use cases, one charger might be sufficient for more than one renter/owner.

By implementing a more progressive right-to-charge policy, Kenmore could help encourage the development of more inclusive EV infrastructure. The City can help level the playing field between those who live in stand-alone single-family homes, where installing a charger is relatively straightforward, and those in multi-family housing communities, where shared property rights and rules complicate the process. This ensures that EV adoption is not limited to homeowners with private garages but is also accessible to renters and condo owners, many of whom may belong to lower-income or marginalized communities. This would contribute to the broader adoption of EVs across all socioeconomic groups, supporting environmental goals and social equity by making clean transportation options available to more people.

Siting Chargers Near Affordable and Multi-Family Housing

Through the development of the EVIP, the City will also have an opportunity to intentionally place charging (when feasible) nearby or in neighborhoods or complexes that predominantly provide multi-family and/or affordable housing to provide access to community charging. The City could place chargers on city-owned property adjacent to these housing units. It could also investigate



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

including pole charging on city-owned poles used for purposes such as curbside street lighting. The City could also coordinate with PSE to install pole charging on utility poles, as PSE has an Up & Go for Public – Pole Charging program that encourages municipalities to explore the use of pole charging in their communities and provides incentives of up to \$250,000 per charging location (see additional details in the Local Incentives section).

Washington's TES Strategies for Providing Equitable Access to Charging

Additionally, the TES recommends the following additional strategies to ensure the build-out of EV charging infrastructure is equitable and beneficial to historically burdened, low-income communities:

- Directly addressing the effects of higher public charging costs on lower-income households without access to EV charging at home. Options could include providing subsidies for lower-income EV owners, extending rate protections to consumers at privately owned chargers, and creating a system of public or community-owned chargers.
- Codifying and enforcing consumer protections related to prices and price transparency, information and signage, language access, and alternative ways to pay (other than credit cards) to ensure that EV charging is available to everyone.
- Ensuring an equitable share of EV charging infrastructure and its benefits is cited in overburdened communities. Options could include creating a system of public or community-owned chargers or subsidies for companies to locate charging infrastructure in these neighborhoods. Communities must participate in this development to ensure solutions meet local needs.
- Requiring that chargers are regularly maintained and repaired promptly, irrespective of location, and that the siting of high-speed chargers considers the cascading effects of lack of transportation on lower-income families and workers whose livelihoods depend on getting to work on time.
- The TES also includes recommendations for establishing (1) a transportation equity baseline, (2) an equitable distribution process, and (3) a clear model for adaptive management to help reach these goals.

These measures aim to bridge the accessibility gap and promote wider, fairer EV adoption in Kenmore. When considering where to invest its funding to provide public charging, Kenmore can use the above to evaluate potential sites.

Barrier 4: Severe Weather

Weather can be an added barrier when it comes to electric vehicles. Since Kenmore is located in western Washington, it is susceptible to low temperatures and natural disasters like wildfires. On average, temperatures range from 37°F to 77°F, but the temperatures can occasionally go as low or



lower than 28°F and as high or higher than 86°F⁵⁵. The colder temperatures can be concerning for electric vehicles since the cold can temporarily reduce the battery range from 10% – 40%. Furthermore, this battery depletion can extend charging times up to 300%⁵⁶.

Unfortunately, natural disasters, specifically wildfires, are far too common in Washington. As of August 2024, five active large fires had spread across the state, burning over 265,000 acres.⁵⁷ Wildfires can damage or shut down the electric grid, affecting one's access to electricity and a working EV charger. In an emergency, it can be detrimental not to be able to charge vehicles and allow service vehicles and residents to travel safely.

Opportunity 4: EV Infrastructure Education and Resiliency

While current battery technology is impacted by cold weather, public education can help mitigate these negative effects. For example, EV owners can be informed to stay plugged in overnight while preconditioning their cabin and battery.

Since severe weather can cause charging stations to lose power, providing resiliency is the best way to ensure the charging stations continue running. One of the most reliable and cheapest ways to ensure power stays running during an outage is through backup generators. Generators can be powered by diesel, natural gas, and propane and can be stationary or mobile. They can provide ample power to back up EV chargers, and as long as they have access to fuel, they can keep running (provided they adhere to air quality restrictions). A cleaner but more expensive backup power solution is to install solar PV and pair it with a battery electric storage system (BESS). Solar energy can generate power during the day, and the BESS can store it until it needs to be discharged, like during an outage. There are also a variety of other stationary and mobile resiliency solutions that Kenmore could incorporate into its EV infrastructure projects, such as hydrogen fuel cells, linear generators, and solutions that combine a multitude of technologies and chargers.

Barrier 5: Safety

With the installation of EV chargers, owners must be aware of certain safety hazards that EV users could experience while charging their vehicles. These safety hazards can be caused by weather, normal wear and tear, accidental destruction, or vandalism. After EVCS is installed, the largest safety risks are the chance of fire and electric shock. If cables fray or are damaged, they can cause harm to people handling the chargers and can spark a fire. While electric vehicles catch fire

⁵⁵ Weatherspark.com. (2024). *Kenmore Climate, Weather By Month, Average Temperature (Washington, United States) - Weather Spark*. [online] Available at: <https://weatherspark.com/y/857/Average-Weather-in-Kenmore-Washington-United-States-Year-Round>

⁵⁶ Recurrentauto.com. (2022). *How Temperature Affects EV Range*. [online] Available at: <https://www.recurrentauto.com/research/how-temperature-affects-ev-range>.

⁵⁷ Msn.com. (2024). *MSN*. [online] Available at: <https://www.msn.com/en-us/news/us/gov-inslee-proclaimed-statewide-emergency-amid-wa-s-wildfire-surge-here-s-what-to-know/ar-AA1olb9a>



0.0251% less than their ICE counterparts, lithium-ion battery fires can be difficult to fully extinguish without proper equipment.⁵⁸ Furthermore, frayed or faulty wiring can shock drivers or those performing maintenance on the charger, which can lead to serious or even deadly incidents. Another potential hazard is if people are not careful when wrapping the cables after use; others can potentially fall and injure themselves if they trip on the cable.

Safety risks are not just physical when addressing EVCS. There is also the potential for cyber-attacks on public chargers. EV owners who pay for charging are at risk of having their sensitive data, such as credit card information, stolen. If this happens, it can affect drivers and their personal lives.

Opportunity 5: Safety Mitigation

To mitigate these risks, Kenmore can update permitting and design standards to reflect high-quality electrical connections, especially considering its propensity to weather events. Other measures, such as water-tight enclosures, can be evaluated and potentially adopted to protect EV chargers from damage. Many drivers fear converting to EVs will increase their risk of vehicle fire due to the highly flammable lithium-ion battery.

However, EVs have a higher level of overall safety when compared to vehicles powered by gasoline. According to AutoinsuranceEZ⁵⁹, a study conducted in 2022 showed 25.1 electrical vehicle fires per 100,000 electric vehicles sold versus 1,529.9 gas-powered vehicle fires per 100,000 gas-powered vehicles sold. Additionally, newer EVs are often equipped with advanced safety features such as collision warning, collision intervention, driver control assistance, and other systems, such as automatic high beams, backup cameras, and automatic crash notifications.

The City can examine and adopt proper training and provide material to City staff, maintenance personnel, and First Responders. They will be well equipped with the knowledge of spotting potential safety risk factors at the chargers, such as a fraying charger cable, and how to help alleviate the situation if there is an issue. The City can also train its staff to roll up charger cables or look to purchase retractable cables to avoid tripping hazards.

Furthermore, as the City evaluates potential EV Chargers to install, they can follow their cybersecurity guidelines to protect users' confidential information.

⁵⁸ [www.autoinsuranceteez.com](https://www.autoinsuranceteez.com/gas-vs-electric-car-fires/). (2021). *Gas vs. Electric Car Fires [2021 Findings]*. [online] Available at: <https://www.autoinsuranceteez.com/gas-vs-electric-car-fires/>.

⁵⁹ [www.autoinsuranceteez.com](https://www.autoinsuranceteez.com/gas-vs-electric-car-fires/). (2021). *Gas vs. Electric Car Fires [2021 Findings]*. [online] Available at: <https://www.autoinsuranceteez.com/gas-vs-electric-car-fires/>.



Barrier 6: Vandalism

Vandalism is a common occurrence at EV charging stations. The most common form of vandalism is that the cables can be frequently cut and stolen. This generally happens because vandals are able to collect copper from the cables and sell it. The price of copper has been on the rise partly due to the energy transition to electric technology. This makes copper much more valuable and, thus, more susceptible to theft. Other parts of the chargers also can be stolen but are less likely than the cable. Additionally, different types of vandalism or accidental charger destruction can occur. Vehicles can hit and subsequently damage the chargers, they can run the charging cables over if cables are not properly placed back on the charger by the previous user, and users can improperly use the chargers, causing potential harm to both the driver and the charger.

Opportunity 6: Vandalism

To avoid vandalism, theft, and damage to EVCS, Kenmore could take multiple precautionary actions. The City can install chargers in locations shielded by gates, fences, bushes, or the backside of buildings. It can also install security cameras or hire security in lots with chargers. It is also highly recommended and most often required to install bollards, wheel stops, or other barriers to protect the electric vehicle supply equipment (EVSE) from being damaged by a vehicle.

Furthermore, the City can adapt its EV charging purchasing practices to help recover from damaged EVSE. They can purchase chargers where the parts and cables are more easily replaced, thus making repairs potentially cheaper. They can also purchase retractable cables to help deter theft and damage to the cables. Finally, the City should sign an operations and maintenance (O&M) agreement so that there is a vendor responsible for fixing any nonworking chargers.

Barrier 7: Utility/Location Constraints

When installing EV chargers, unfortunately, one must consider more than one's ideal location. There are many reasons why sites may or may not be good candidates for EVCS. Some of these constraints are due to a lack of excess power at the building or location and a lack of circuit availability through the utility company. Many buildings or sites may not have enough capacity for EV chargers to pull power from their existing meters. This is not always an issue, as the utility company can potentially allow the owner to request more capacity. However, if the utility does not have the capacity to give the owner the chargers, the owner will either need to spend significantly more money to install chargers at their ideal location or may not be able to install chargers there at all.

Other issues with charger locations may arise when reviewing different sites. The owner may need to avoid underground utilities during installation or issues with ADA compliance due to the site's makeup.



Opportunity 7: Engagement with Puget Sound Energy (PSE)

With all EV infrastructure projects, engaging with the local utility and reviewing local EVSE requirements from the beginning, even in the conceptual stage, is important. Some amount of coordination with the local utility is necessary for almost all charging station installation projects, as the stations will likely be reliant on electricity from the local utility, and the utility will have invaluable insight into grid constraints and capacity, equipment, and appropriate locations for charging stations. This can help avoid costly, time-consuming changes later in the process.⁶⁰ They can also help determine the best ownership model, electricity rates, and pricing structures for locations and provide technical and programmatic support for EVSE installations.⁶¹

Barrier 8: Building Ownership

The EV charger installation process can be complicated depending on where Kenmore wants to install chargers. Many privately owned sites are rented to tenants/business owners who may have a different opinion about EVCS installation versus the building owner. This can cause confusion and potential disputes among building owners, tenants, and the City.

Opportunity 8: Stakeholder Engagement

Engaging stakeholders is crucial when planning any modifications to City land. Community stakeholders should be involved in the EVSE project as early as possible. Kenmore should also contact any landowners under consideration for charger installations and their neighbors before advancing too far in the planning stage. The more Kenmore informs those potentially affected by the EV charger installations, the smoother the overall process will be. Additionally, Kenmore should engage the community to identify business owners who may already be interested in hosting EV chargers at their sites.

As part of this initiative, the Project team interviewed several City staff and stakeholders.

- **Jennifer Gordon** - Public Works
- **Samantha Loyuk** - Development Services
- **Amanda Larson** - GIS (Geographic Information Systems)
- **Garrett Oppenheim** - Diversity, Equity, and Inclusion (DEI)
- **Tambi Cork** - Housing and Human Services

⁶⁰ Transportation.gov. (2020). Electric Utilities as EV Planning Partners | US Department of Transportation. [online] Available at: <https://www.transportation.gov/urban-e-mobility-toolkit/e-mobility-partnership-opportunities/electric-utilities>.

⁶¹ CHARGING FORWARD A TOOLKIT FOR PLANNING AND FUNDING URBAN ELECTRIC MOBILITY INFRASTRUCTURE. (n.d.). Available at: <https://www.transportation.gov/sites/dot.gov/files/2023-06/Charging%20Forward-Urban%20Toolkit-June%202023-508%20compliant.pdf>.



- **Todd Hall** - Planning
- **Tobin Bennett-Gold** - Traffic Engineering

These participants played essential roles in supporting various aspects of the project, including data gathering, map creation, community engagement, future city planning, committee review processes, and responding to requests for information (RFIs). Their expertise and dedication ensured a comprehensive and collaborative approach to the project's goals.

Through their efforts in diverse areas such as public works, development services, GIS mapping, DEI initiatives, housing and human services, planning, traffic engineering, and city infrastructure, these individuals helped influence and shape this current conditions report. Their collective work fostered a collaborative environment, genuine community ties, planning for the city's future, and streamlined decision-making processes.

Barrier 9: EV Charger Maintenance

EV charger maintenance is vital for charging stations as it ensures that the chargers work properly and safely. Unfortunately, one of the largest issues with installing EV charging stations is that once the chargers are installed, no one is held accountable for continuing to make sure that the stations are working properly. Chargers are often left broken and unusable for EV drivers for months or even longer. The time, energy, and money put into these charger installations are only beneficial if owners are able to fix their stations. This is often due to charger manufacturers being hard to reach or insufficient trained maintenance staff to go to sites to fix stations.

Opportunity 9: Operations and Maintenance Contracts

Kenmore is highly recommended to engage in an O&M contract with either the EV charger company or another O&M vendor for a minimum of 5 years after charger installation. This then places the responsibility of fixing chargers on the vendor, not the City. The vendor will be contractually obligated to help keep the chargers working correctly; it can be penalized if it fails. This also allows the City to have the chargers receive routine maintenance and inspections to ensure that the chargers are working correctly before a more substantial issue arises.

FUNDING OPPORTUNITIES

With the development of an EV Infrastructure Plan, Kenmore will be able to start to take steps toward implementing more sustainable transportation in and around the community. However, recognizing the financial implications of such actions, Kenmore should explore external funding sources to mitigate additional costs to taxpayers to finance city-sponsored public charging. By forging strategic partnerships, seeking grants, and leveraging state and federal programs, the City



can unlock financial resources to propel its sustainability initiatives forward. Kenmore's success in securing external funding will ensure the longevity of the Electric Vehicle Infrastructure Plan and set an example for other municipalities striving to embark on a similar path. While potential funding options are constantly in flux, the following sections demonstrate options that Kenmore can consider offsetting the upfront costs of public charging and fleet electrification.

The Bigger Funding Picture

Public funding for EVs across the US has been a significant driver in accelerating the adoption of cleaner transportation technologies. At the federal level, the U.S. government provides various incentives, including tax credits, grants, funding for charging infrastructure, and incentives to further the transition towards replacing ICE vehicles, such as school buses and heavy-duty, diesel-burning trucks, with clean, electric alternatives as part of broader efforts to reduce greenhouse gas emissions and combat climate change. The Bipartisan Infrastructure Law passed in 2021 allocated substantial resources towards EV infrastructure, aiming to establish a nationwide network of 500,000 chargers by 2030, and has resulted in significant investments from the federal government in programs such as the National Electric Vehicle Infrastructure (NEVI) Formula Program and Charging and Fueling Infrastructure (CFI) Discretionary Grant Program that set aside funds for grants to states and local governments to deploy EV chargers strategically.

In Washington State, there is a strong emphasis on expanding access to EVs and widespread, reliable charging for those using EVs. The state has introduced incentives such as sales tax exemptions, funding for purchasing EV alternatives, and funding for local governments and businesses to install and repair charging stations. Washington's commitment is further reflected in its Clean Vehicles Program rule, which mandates that all new passenger cars, light-duty trucks, and medium-duty vehicles sold in the state must be electric by 2035, positioning the state as a leader in EV adoption and infrastructure development. Under the state's Charge Where You Are grant, \$2 million was available to install Level 2 charging stations across Washington for fleet and workplace charging, publicly available charging, and multi-unit/multi-family residential properties in 2024. The State's Zero-emission Vehicle Infrastructure Partnerships grant (ZEVIP) is another vital incentive program for funding the installation of new electric vehicle charging equipment and hydrogen fueling infrastructure along priority corridors. The State will also be releasing a new grant opportunity under the Electric Vehicle Charging Reliability and Accessibility Accelerator (EVC-RAA) program later this year, providing roughly \$10 million in funding to repair or replace broken publicly accessible electric vehicle chargers, as authorized by the federal government's NEVI program.

At the same time, the state's attention has shifted towards recognizing and reckoning with the need to ensure that the benefits of EVs are equitably distributed by making EVs and charging more readily available to overburdened and vulnerable communities, mainly addressed through targeted equity incentives. One of these programs is the state's recently announced EV Instant Rebate program,



which focuses on supporting low-income residents by offering \$2,500 to \$9,000 off EVs at the time of purchase or lease. The Zero-emissions Access Program (ZAP), administered by the Washington State Department of Transportation (WSDOT), is another equity-focused program that offers grants to nonprofit organizations and local governments to design and create a ZEV carshare program in underserved and low-to-moderate-income communities. Grant awards may range from \$50,000 to \$200,000. Furthermore, the state released its first round of funding under its Washington State EV Charging program in fiscal year 2023, resulting in an offering of \$64 million worth of incentives to public agencies, utilities, tribal entities, and non-profits to build charging infrastructure to support the growing adoption of EVs with a requirement to direct 40% of funding into overburdened and vulnerable communities.

Local Incentives

In addition to pursuing federal and state funding, it is also typically highly beneficial for local government agencies to partner with their electric utilities to evaluate other opportunities to lower costs associated with EV charging planning and installation. [RCW 80.28.360](#) allows investor-owned utilities an incentive rate of return on charging stations developed for the benefit of ratepayers.⁶² As a result, utilities often offer pilot programs and incentives to promote residential and commercial EV installation, fleet electrification, and infrastructure planning assistance. Furthermore, local utility rebate programs often offer a less competitive path toward securing funding than grant programs provided at the state and federal levels, which can attract large numbers of applicants with varying resources dedicated to submitting applications.

PSE, Kenmore's local electric utility provider, offers the following incentives through its Up & Go Electric program to help.

Table 3: PSE Incentive Programs

PSE INCENTIVE PROGRAM	DESCRIPTION
Up & Go Electric for Fleet	Up & Go Electric for Fleet offers different ownership models for installing electric vehicle supply equipment (EVSE). With PSE-owned turnkey service, PSE will take care of planning, design, installation, and maintenance of EVSE, covering most utility infrastructure and facility upgrades necessary to complete the installation. This service includes incentives of up to \$12,000 per Level 2 (L2) charging port and up to \$125,000 per DC fast charging (DCFC) port, up to \$250,000 total per charging location. Or choose the customer-owned option. You'll install, own, and maintain all EVSE while taking advantage of PSE incentives of up to \$4,000 per L2 charging port and

⁶² Mrsc.org. (2024). *MRSC - Electric Vehicles*. [online] Available at: <https://mrsc.org/explore-topics/environment/sustainability/electric-vehicles#partnerships>



PSE INCENTIVE PROGRAM	DESCRIPTION
	\$60,000 per DCFC port, up to \$250,000 total per charging location, to offset the infrastructure upgrades and equipment costs. Customers who directly serve and/or benefit highly impacted communities and vulnerable populations may be eligible to receive additional technical advisory services and special Empower Mobility incentives on both EVSE and electric vehicles. Empower Mobility Incentives: Qualified customers – including community-based organizations, Tribal entities, government agencies, and BIPOC-owned small businesses – who directly serve and/or benefit highly impacted communities and vulnerable populations may be eligible to receive additional technical advisory services and enhanced Empower Mobility incentives on both electric vehicle service equipment and electric vehicles. Kenmore will need to confirm whether the City is eligible for Empower Mobility Incentives with their PSE representative, as the criteria for “vulnerable populations” is rather vague.
Up & Go for Public	Up & Go Electric for Public allows businesses and communities to easily and affordably provide EV charging by covering up to 100% of the costs to install, maintain, and operate a public charging station. Choose the ownership option that’s right for you. Up & Go Electric for Public incentives cover up to the full cost of equipment and installation for Level 2 and DC fast charging ports and transmission upgrades. Save time on installation and enjoy greater reliability by taking advantage of PSE’s electric vehicle expertise. Customer-owned option For customers who want more control over the charging station, you’ll fully manage installation, ownership, and maintenance. • Direct control over charger purchase, installation, and maintenance options • Ability to receive revenue and Washington State Clean Fuel Standard credits from the station Customers whose sites directly serve or benefit historically underrepresented communities may be eligible for enhanced incentives and services. See the Empower Mobility section below for more information. PSE-owned option PSE will manage charging station installation and operation from end to end, including infrastructure upgrades, making this the easiest and most worry-free way to host a public charging station. • Step-by-step, comprehensive planning by PSE’s experts: we’ll coordinate equipment purchasing, site design, construction, and final inspection for the project to save you time and money • Reliable, high-quality service from charging providers and installers vetted by PSE • Worry-free operations: PSE will manage charger operations. Empower Mobility incentives



PSE INCENTIVE PROGRAM	DESCRIPTION
	Customer-owned projects whose sites directly serve and/or benefit historically underrepresented communities may be eligible for enhanced incentives and service. PSE will provide upfront incentives covering 100 percent of charger and installation costs up to \$4,000 per Level 2 port and \$100,000 per DC fast charging port.
Up & Go Electric for Multifamily	Save up to \$40,000 on EV chargers for tenants. Prepare for the future of transportation by installing electric vehicle charging for the use of tenants at low or no cost. PSE's Up & Go Electric for Multifamily program covers up to 100 percent of the cost for qualifying multifamily properties to install and maintain Level 2 charging for their tenants. Applicants can choose the ownership model that best fits their organization's unique needs. PSE-owned turnkey service • PSE handles 100 percent of installation and maintenance costs up to \$10,000 per Level 2 charging port • Step-by-step, comprehensive planning by PSE's electric vehicle experts: we'll coordinate equipment purchasing, site design, construction, and inspection to save your businesses valuable time and money • Reliable, high-quality service from PSE-vetted charging providers and installers • PSE covers all operational and maintenance needs for ten years Customer-owned option • PSE funding offsets 50 percent of equipment and installation costs up to \$2,000 per Level 2 charging port • Site hosts design and manage purchasing, installation, and maintenance of all charging equipment Empower Mobility incentive details. For these multifamily housing providers, PSE will cover: • 100 percent of charger installation costs up to \$10,000 per port under our PSE-owned turnkey service • Or, 100 percent of installation costs up to \$4,000 per port under the customer-owned option • Line extension costs for customers who need a new transformer to accommodate charger installation Empower Mobility EV rebates for shared mobility. In support of a car, scooter, or bike share program, PSE will also provide up to \$7,500 for one light-duty electric vehicle or up to \$1,000 per non-road EV—including electric bicycles, scooters, and wheelchairs—up to \$7,500.



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

PSE INCENTIVE PROGRAM	DESCRIPTION
Up & Go Electric for Workplace	Save up to \$120,000 on EV chargers for employees. PSE's Up & Go Electric for Workplace program covers up to 100 percent of the cost for qualifying customers to install and maintain Level 2 charging for their employees. Applicants can choose the ownership model that best fits their organization's unique needs. PSE-owned turnkey service • PSE handles 100 percent of installation and maintenance costs up to \$12,000 per Level 2 charging port for up to 10 ports per property • Step-by-step, comprehensive planning by PSE's electric vehicle experts: we'll coordinate equipment purchasing, site design, construction, and inspection to save your businesses valuable time and money • Reliable, high-quality service from PSE-vetted charging providers and installers Customer-owned option • PSE funding offsets 50 percent of equipment and installation costs up to \$2,000 per Level 2 charging port for up to 10 ports per property • Retain autonomy over PSE-qualified chargers, installation partners, and maintenance plans for your organization • Qualified workplaces that serve or employ highly impacted communities and vulnerable populations may be eligible for enhanced incentives through Empower Mobility Empower Mobility customer-owned incentive. PSE funds 100 percent of installation and upgrades costs up to \$4,000 per Level 2 charging port for up to 10 ports as part of our enhanced Empower Mobility incentives for qualifying workplaces. Kenmore will need to confirm whether the City is eligible for Empower Mobility Incentives with their PSE representative, as the criteria for "vulnerable populations" is rather vague.

The City of Kenmore should consult with their PSE account representative to better understand availability and eligibility for these incentives, to learn whether there are any other upcoming opportunities to be aware of, and to assess whether projects in Kenmore could qualify for any of the Empower Mobility Incentive add-ons. Additionally, the City should notify the PSE account representative of its EVIP efforts and work with them to evaluate any other partnership opportunities between PSE and Kenmore on potential pilot projects. As a PSE customer, Kenmore is likely to have relationships with the utility it can leverage to help bring both entities' mutual ambitions for vehicle electrification to fruition.

The table below summarizes federal, state, and local funding opportunities that Kenmore should consider tracking and pursuing:



City of Kenmore CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

Table 4: City of Kenmore EVIP Funding Opportunities Matrix

CITY OF KENMORE EVIP FUNDING OPPORTUNITIES MATRIX										
Government Level	Program	Agency	Incentive Type	Eligible Recipients	Technology or Technology Portfolio	Incentive Amount	Incentive Description	Application Opening Date	Application Closing Date	Annually Recurring
Federal	Clean School Bus Program Rebates	EPA	Rebate	State, Local, and Tribal governments, Public Charter schools, Eligible contractors, and Nonprofit transportation associations.	EV Charging	\$9.4 billion	It authorizes the EPA to offer rebates to replace existing school buses with clean, zero-emission (ZE) models to reduce harmful emissions from older, dirtier buses.	January 1, 2021	August 22, 2023	Until FY2026
Federal	Charging and Fueling Infrastructure (CFI) Discretionary Grant Program	USDOT	Grant	States or political subdivisions of States, Metropolitan planning organizations, Units of local government, Special purpose districts or public authorities with a transportation function, Indian Tribes, U.S. Territories, Authorities, agencies, or instrumentalities or entities owned by one or more entities listed here, and State or local authorities with ownership of publicly accessible transportation facilities (applies to Community Program only)	EV Charging	\$1,321,200,000 total for the last round of funding. Federal cost-sharing is up to 80 percent; the applicant must provide the remaining 20 percent for individual awards.	The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) provides funding to strategically deploy publicly accessible electric vehicle charging, alternative fueling infrastructure, and other alternative fueling infrastructure. This grant program has two tracks: 1) Community Charging and Alternative Fueling Grants (Community Program): To install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. 2) Charging and Alternative Fuel Corridor Grants (Corridor Program): To deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors. Community Program grants will prioritize rural areas, as well as low—and moderate-income neighborhoods with low private parking or high multiunit dwelling ratios.	May 30, 2024	August 28, 2024	Yes
Federal	Alternative Fuel Vehicle Refueling Property Credit	US Dept. Treasury - IRS	Consumer and Business Tax Credit	The credit is available to businesses and individuals who place qualified refueling property into service during the tax year. As of January 1, 2023, qualifying property is limited to property placed in service in eligible census tracts.	EV Charging	6% with a maximum credit of \$100,000 for each single item of property. 30% for individuals, limited to \$1,000.	It provides a tax credit for alternative fuel vehicle refueling and property charging in low-income and rural areas. Alternative fuels include electricity, ethanol, natural gas, hydrogen, biodiesel, and others.	FY 2023	FY 2032	Yes
Federal	Commercial Electric Vehicle Tax Credit	US Dept. Treasury - IRS	Tax Credit	Businesses and tax-exempt organizations that buy a qualified commercial clean vehicle may qualify for the credit.	Electric vehicles, Zero Emission vehicles	Max credit is \$7,500 for qualified vehicles with GVWRs under 14,000 pounds and \$40,000 for all other vehicles.	Businesses and tax-exempt organizations that buy a qualified commercial clean vehicle may qualify for a clean vehicle tax credit of up to \$40,000 under Internal Revenue Code (IRC) 45W. The credit equals the lesser of: 15% of your basis in the vehicle (30% if the vehicle is not powered by gas or diesel) - The incremental cost of the vehicle			Yes



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EVIP FUNDING OPPORTUNITIES MATRIX

Government Level	Program	Agency	Incentive Type	Eligible Recipients	Technology or Technology Portfolio	Incentive Amount	Incentive Description	Application Opening Date	Application Closing Date	Annually Recurring
Federal	Credits for new clean vehicles purchased in 2023 or after	US Dept. Treasury - IRS	Tax Credit	The credit is available to individuals and their businesses. To qualify, you must buy it for your use, not resale, and use it primarily in the U.S.	Electric vehicles, Zero Emission vehicles	The base credit amount is \$2,500. The maximum credit is \$7,500	You may qualify for a credit of up to \$7,500 under Internal Revenue Code Section 30D if you buy a new, qualified plug-in EV or fuel cell electric vehicle (FCV). The Inflation Reduction Act of 2022 changed the rules for this credit for vehicles purchased from 2023 to 2032. At the time of sale, a seller must give you information about your vehicle's qualifications. Sellers must also register online and report the same information to the IRS. Your vehicle won't be eligible for the credit if they don't. The amount of the credit depends on when you placed the vehicle in service (took delivery), regardless of the purchase date.			
Federal	Communities Taking Charge Accelerator	DOE - Joint Office of Energy and Transportation	<u>Grant</u>	1. Institutions of higher education; 2. For-profit entities; 3. Non-profit entities; and 4. State and local governmental entities and Indian Tribes.	EV Charging, Electric vehicles, Zero Emission vehicles	\$54 Million total. Individual awards may vary between \$250,000 and \$4,000,000.	The Communities Taking Charge Accelerator FOA will seek to advance the mission and vision of the Joint Office by addressing discrete challenges to make it possible for everyone to ride and drive electric. In particular, this FOA will make strategic investments at the local level that address critical barriers to expanding access to electrified mobility options for individuals without home charging, accelerating the transition to electrified micro, light, and medium-duty fleets, and maturing the implementation of managed charging systems to mitigate impacts and optimize grid usage. There are three topic areas: 1) Solving for No-Home Charging: Expanding Charging Access for Privately Owned E-Mobility 2) Expanding E-Mobility Solutions through Electrified Micro, Light and Medium-duty Fleets 3) Managed Charging for Clean Reliable Energy	April 16, 2024	July 16, 2024	Unknown
Federal	Climate Pollution Reduction Grants	EPA	<u>Grants</u>	States, Tribes, cities	Emissions reduction	\$5 billion total. For phase 1, up to: • \$3 million to all 50 states, DC, and Puerto Rico, for a total of \$156 million • \$1 million to each of the 67 most populous metropolitan areas. Up to \$500,000,000 individual award for phase 2.	The U.S. Environmental Protection Agency (EPA) announced the two-stage, \$5 billion Climate Pollution Reduction Grant (CPRG) program, which includes \$250 million in noncompetitive planning grants and \$4.6 billion in competitive implementation grants. This program encourages states, air agencies, municipalities, and tribes to create and implement comprehensive climate pollution plans that ensure reductions and maximize benefits, especially for low-income and disadvantaged communities.	September 20, 2023	March 1, 2024, for phase 1 and April 1, 2024, for phase 2	Unknown



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EVIP FUNDING OPPORTUNITIES MATRIX

Government Level	Program	Agency	Incentive Type	Eligible Recipients	Technology or Technology Portfolio	Incentive Amount	Incentive Description	Application Opening Date	Application Closing Date	Annually Recurring
Federal	Energy Efficiency and Conservation Block Grant (EECBG) Program	DOE Office of State and Community Energy Programs	Grant	States, Tribes, Localities	Energy efficiency, EV Charging	\$550,000,000 total	They are designed to assist states, local governments, and Tribes in implementing strategies to reduce energy use, reduce fossil fuel emissions, and improve energy efficiency. Through the Bipartisan Infrastructure Law (BIL), EECBG Program funding recipients can now use their allocations for zero-emission transportation and/or associated infrastructure. Both competitive and formula awards are available. 2,708 state, local, and Tribal governments are eligible for a formula award from the Energy Efficiency and Conservation Block Grant (EECBG) Program. The U.S. Department of Energy will announce these awards on a rolling basis. However, Kenmore does not appear eligible for formula funding, so the City would need to apply for competitive funding if it were to open back up.	FY 2023	October 2023 for competitive funding. October 31, 2024, for formula grants (awards available until expended)	Unknown
Federal	National Electric Vehicle Infrastructure (NEVI) Formula Program	USDOT Federal Highway Administration	Grant	Local governments, states, metropolitan planning organizations, port authorities, and Indian tribes.	EV Charging	FY22-FY26 formula grant range (to States, D.C., and P.R.1): \$13,600,000 – \$407,800,000.	The U.S. Department of Transportation's (DOT) Federal Highway Administration (FHWA) NEVI Formula Program provides funding to states to strategically deploy electric vehicle (EV) charging stations and to establish an interconnected network to facilitate data collection, access, and reliability. Funding is available for up to 80% of eligible project costs. FHWA must distribute the NEVI Program Formula Program funds made available each fiscal year (FY) through FY 2026 so that each state receives an amount equal to the state FHWA funding formula determined by 23 U.S. Code 104. To receive funding, states must submit plans to the FHWA and the Joint Office of Energy and Transportation for review and public posting annually, describing how the state intends to distribute NEVI funds. Additionally, 10% of NEVI Formula funding is set aside each FY for DOT to fund grants for states and localities requiring additional assistance to strategically deploy EV charging stations under this Program.			Yes



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EVIP FUNDING OPPORTUNITIES MATRIX

Government Level	Program	Agency	Incentive Type	Eligible Recipients	Technology or Technology Portfolio	Incentive Amount	Incentive Description	Application Opening Date	Application Closing Date	Annually Recurring
State	Washington State EV Charging program	WA Dept. Commerce	Incentive	- Electric utilities - Public agencies - Federally recognized Tribal governments, their members, and enterprises owned by Tribes and located off Tribal lands - Non-profit 501(c)(3) organizations	EV Charging	\$64 million total for this round. - Level 2: \$7,500 per plug - DCFC: \$85,000 per plug	The Washington State EV Charging program offers the first round of funding—\$64 million in incentives to install Level 2 and DC fast chargers throughout the state. The goal is to direct 40% of the funding into overburdened and vulnerable communities. Eligible EV charging project types are installing Level 2 stations for: - Multi-family residential charging - Publicly available charging in underserved communities - Fleet depot and workplace charging Installing DC Fast Charging stations for: - Publicly available charging in underserved communities The first of two funding cycles will be offered in 2023-2025. An additional \$64 million is expected in 2024-2025. \$64 million is available in this round:	FY 2023	December 1, 2023	Exhausted as of now, but more funds may be available in the future, according to the website.
State	Zero Emission School Bus Grants	WA Dept. Ecology	Grant	School bus owners that transport students to K-12 schools overseen by the Washington Office of Superintendent of Public Instruction for the 2023- 2024 school year.	EV Charging	\$20 million	Funds may be used to scrap and replace diesel school buses with zero-emission school buses and to purchase and install charging/fueling infrastructure. Eligible Applicants: School bus owners that transport students to K-12 schools overseen by the Washington Office of Superintendent of Public Instruction (OSPI) for the 2023-2024 school year.	May 15, 2024	August 15, 2024	Yes until 2025
State	Volkswagen enforcement action grants: Charge Where You Are	WA Dept. Ecology	Grant	Public organizations, Tribal governments, nonprofit 501(c)(3) organizations, businesses	EV Charging	\$2 million total. Up to \$10,000 per plug or 80% of project costs	This grant program has \$2 million available to install Level 2 charging stations across Washington, including fleet and workplace charging. Grants will be up to \$10,000 per plug or up to 80% of eligible project costs. Projects that qualify for a reduced match may receive up to 100% of eligible project costs. Eligible project categories: Installing 4 to 10 Level 2 plugs for fleet and workplace charging, publicly available charging, and multi-unit/multi-family residential properties	July 9, 2024	August 29, 2024	Yes until 2025



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EVIP FUNDING OPPORTUNITIES MATRIX

Government Level	Program	Agency	Incentive Type	Eligible Recipients	Technology or Technology Portfolio	Incentive Amount	Incentive Description	Application Opening Date	Application Closing Date	Annually Recurring
State	Clean Energy Grant Programs	WA Dept. Commerce	Grant	1) Tribal Clean Energy Grants: federally-recognized tribal government or a tribe's contracted service provider 2) Community decarbonization grants: Educational institution, Federally recognized tribe, For-profit entity, Local government, Non-profit organization, Research institution, Retail electric utility, State agency, or a Tribes' contracted service provider 3) General solicitation for clean energy projects: Associate development organization, Federally recognized tribal government, For-profit entity, Investor-owned, co-operative, or public retail electric utility, K-12 school district, Local Government, Non-profit organization, Private educational institution or public higher education institution, Other academic or research institution, State agency, and a Tribes' contracted service providers	Emissions reduction; clean energy	\$117 million total	In response to valuable feedback from a Request for Information (RFI) issued in the fall of 2023 and previous stakeholder input, the Energy Programs in Communities unit is implementing a new approach designed to reduce barriers for applicants, maximize the construction timeline for clean energy projects, and enhance equitable outcomes. Through a combination of fund sources, approximately \$117 million will be available for grants through three tailored application opportunities. The three solicitations will be the primary opportunity to apply for these funds. Funding amounts are estimated and are subject to legislative authority and fund balances: 1) Tribal Clean Energy Grants 2) Community decarbonization grants 3) General solicitation for clean energy projects Projects whereby EV charging infrastructure that accelerates beneficial load integration and demand management are eligible for funds under all three grant application opportunities.	FY 2023	All are closed except for the Tribal Clean Energy grant, which closes on September 27, 2024	Unknown
State	Zero-Emission Vehicle Infrastructure Partnership Grant Program	WA Dept. Transportation	Grant	Nonprofit organizations, tribes, and state and local government agencies; grant recipients must partner with private-sector organizations to develop and implement their projects	EV Charging	2023-2025 cycle awarded \$30,221,717 total	It supports projects that invest in fast-charging equipment, upgrade charging stations, and install new hydrogen fueling infrastructure. The program prioritizes fueling stations on interstate, U.S., and state routes within one mile of the priority corridor.	FY 2023	FY 2023	Every two years
State	Washington State Clean Diesel Program	WA Dept. Ecology	Grants	Businesses (2024 grant program only), Cities, Counties, Local clean air agencies, Non-profit organizations, Ports, Public utility districts/co-ops, School districts, State government, Transit authorities, Tribes	Electric Vehicle	Dependent on Grant, but up to \$1,170,000 for transit buses	Clean Diesel grants help to buy and install clean diesel technology on publicly and privately owned heavy-duty diesel vehicles and equipment. The Local Toxics Control Account funds the grants. This program's primary purpose is to electrify school buses. It also supports reducing idling and replacing other diesel equipment engines.	May 24, 2024, for Air Quality Clean School Bus Grant Program 2023-2025; all others closed previously	August 15, 2024, Air Quality Clean School Bus Grant Program 2023-2025; all others closed	Yes



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EVIP FUNDING OPPORTUNITIES MATRIX

Government Level	Program	Agency	Incentive Type	Eligible Recipients	Technology or Technology Portfolio	Incentive Amount	Incentive Description	Application Opening Date	Application Closing Date	Annually Recurring
State	Clean alternative fuel and plug-in hybrid vehicles - sales/use tax exemptions	WA Dept. Revenue	Tax Exemption	New or used clean alternative fuel and certain plug-in hybrid vehicles	Electric Vehicle	Up to \$16,000 of the sales or lease price	The exemption is applied to the sales price or fair market value when you purchase or lease a passenger car, light-duty truck, or medium-duty passenger vehicle that is powered exclusively by a clean alternative fuel or capable of traveling at least 30 miles using only battery power.		Exemption for sales of new and used qualifying vehicles expires July 31, 2025. Leases that qualify for this exemption on or before July 31, 2025, can continue to claim the exemption on lease payments due through July 31, 2028.	
State	Clean Alternative Fuel Commercial Vehicle and Vehicle Infrastructure B&O or PUT Tax Credit	WA Dept. Revenue	Tax Credit	Businesses that use commercial vehicles to transport commodities, merchandise, produce, refuse, freight, animals, or passengers must use vehicles that use clean alternative fuel and display a WA license plate.	Electric Vehicle	Up to 75% of incremental cost or \$100,000, whichever is less	Businesses are eligible to receive tax credits for purchasing new or used medium- and heavy-duty AFVs and medium- and heavy-duty vehicles converted to alternative fuels, and installing alternative fueling infrastructure. Eligible alternative fuels are natural gas, propane, hydrogen, dimethyl ether, and electricity. Tax credits for qualified alternative fueling infrastructure are for up to 50% of the cost to purchase and install the infrastructure.			
State	Electric Vehicle Charging Reliability and Accessibility Accelerator grant	WA Dept. Transportation	Grants	Public and private partners and eligible applicants may include site hosts, property owners, network operators, or station owners.	Electric Vehicle Charging	\$10 million dollars total. The maximum award will be set at 80 percent of the total project cost. Awardees must provide at least 20 percent of the total project cost.	Provides federal funding to repair or replace broken electric vehicle chargers. Projects must support repairing or replacing existing broken or non-operational publicly accessible chargers. *Note that the grant program is not currently accepting applications as the grant is still being developed.	TBD	TBD	TBD



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EVIP FUNDING OPPORTUNITIES MATRIX

Government Level	Program	Agency	Incentive Type	Eligible Recipients	Technology or Technology Portfolio	Incentive Amount	Incentive Description	Application Opening Date	Application Closing Date	Annually Recurring
State	Zero-emissions Access Program Grant	WA Dept. Transportation	Grants	nonprofit organizations or local governments in Washington	Electric Vehicle and Charging	\$50,000-\$200,000 per project.	The Zero-emissions Access Program (ZAP), administered by the Washington State Department of Transportation (WSDOT), offers nonprofit organizations and local governments grants to design and create a ZEV carshare program in underserved and low-to-moderate-income communities. Grant awards may range from \$50,000 to \$200,000. Eligible projects include: • Contract, lease, or purchase of ZEVs; • Construction or installation of correlated chargers or fueling infrastructure; and, • Operational costs to develop, implement, and manage a car share program. Applicants must provide matching funds as direct contributions or gifts-in-kind for at least 10% of the project's total cost.	April 1, 2025	May 1, 2025	Uncertain
State	Electric vehicle infrastructure (charging stations), batteries, and fuel cells – sales/use tax exemption	WA Dept. Revenue	Tax Exemption	Anyone who purchases an electric vehicle battery or fuel cell or installs an electric vehicle battery, fuel cell charging station, or hydrogen fueling station.	Electric Vehicle and Charging		A sales tax exemption is available for purchases on or after July 28, 2019, and the use tax exemption is available on purchases on or after Aug. 1, 2019.			



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EVIP FUNDING OPPORTUNITIES MATRIX

Government Level	Program	Agency	Incentive Type	Eligible Recipients	Technology or Technology Portfolio	Incentive Amount	Incentive Description	Application Opening Date	Application Closing Date	Annually Recurring
State	Green Transportation Capital	WA Dept. Transportation	Grant	City transit system, County public transportation authority, Metropolitan municipal corporation transit system, Public transportation benefit area, Unincorporated transportation benefit area, Regional transit authority, Special purpose district formed to operate a public transportation system	Electric vehicles and charging	Up to \$9,000,000 has been awarded to previous projects	This grant program funds transit agencies' fleet electrification and hydrogen fueling projects, facility modification or replacement, and infrastructure construction as long as the agencies can pay 20% of project costs. Vehicles, equipment, and zero-emission transition plan applications must be two-year projects only. Construction projects may last two or four years. Capital projects and related expenditures may include: • Electrification of transit vehicle fleets, including battery and fuel-cell-operated electric vehicles. • Updating or modifying facilities for fleet electrification and/or hydrogen refueling infrastructure. • New facilities that directly and primarily support fleet electrification. • Construction of charging and fueling stations to support transit fleet electrification. • Necessary upgrades to electrical transmission and distribution systems. • In-house staff directly managing a capital construction project. • Acquisition of property rights for capital projects. Zero-emission fleet transition planning activities may also be an eligible project (contingent upon legislative appropriation of funding).	June 25, 2024	Sept. 12, 2024	Every two years



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EVIP FUNDING OPPORTUNITIES MATRIX

Government Level	Program	Agency	Incentive Type	Eligible Recipients	Technology or Technology Portfolio	Incentive Amount	Incentive Description	Application Opening Date	Application Closing Date	Annually Recurring
State	Washington EV Instant Rebate Program	WA Dept. Commerce	Rebate	Washington residents making 300% or below of the federal poverty level in household income, equivalent to \$93,600 a year for a family of four	Electric Vehicles	New EVs: Purchase or 24-35 Month lease: \$5,000 36 Month + lease: \$9,000 Used EVs: Purchase or lease: \$2,500	Washington is the first state to prioritize low-cost leases as part of an EV incentive program. While most EV models are not currently eligible for federal credits when purchased, all EV models are eligible if leased. To make new EVs affordable for all, Washington residents can use the federal credit to make leasing an EV as low as under \$200 a month on some models. • The program will reimburse automakers and dealers that offer point-of-sale (POS) rebates to eligible residents who lease or purchase an EV. • POS rebates provide an easy-to-access discount at the same time as a purchase or lease agreement and require no advance or post-purchase application. • The program will provide EV and charging education through various customer outreach and engagement activities, including ride-and-drive events that have been proven to increase awareness.	August 1, 2024	June 2025 (or until all funds are used)	
Local/OU	Up & Go Electric for Fleet	PSE	Rebate	Current non-residential PSE account holder and electric customer. Transmission-only (Schedules 448/449) customers are not eligible for this program.	Electric Vehicle Charging	Up to \$250,000 total per charging	Up & Go Electric for Fleet offers different ownership models for installing electric vehicle supply equipment (EVSE). With PSE-owned turnkey service, PSE will manage, design, install, and maintain EVSE, covering most utility infrastructure and facility upgrades necessary to complete the installation. This service includes incentives of up to \$12,000 per Level 2 (L2) charging port and up to \$125,000 per DC fast charging (DCFC) port, up to \$250,000 total per charging location. Or choose the customer-owned option. You'll install, own, and maintain all EVSE while taking advantage of PSE incentives of up to \$4,000 per L2 charging port and \$60,000 per DCFC port, up to \$250,000 total per charging location, to offset the infrastructure upgrades and equipment costs.			Unknown



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EVIP FUNDING OPPORTUNITIES MATRIX

Government Level	Program	Agency	Incentive Type	Eligible Recipients	Technology or Technology Portfolio	Incentive Amount	Incentive Description	Application Opening Date	Application Closing Date	Annually Recurring
Local/DOU	Up & Go for Public	PSE	Rebate	Customers are located in PSE's electric service area and not on transmission-only customer property.	Electric Vehicle Charging	Up to 100% of charger costs depending on ownership option	Up & Go Electric for Public allows businesses and communities to easily and affordably provide EV charging by covering up to 100% of the costs to install, maintain, and operate a public charging station. Customer-owned option For customers who want more control of the charging station. You'll fully manage installation, ownership and maintenance. • Direct control over charger purchase, installation, and maintenance options • Ability to receive revenue and Washington State Clean Fuel Standard credits from the station PSE-owned option PSE will manage charging station installation and operation from end to end, including infrastructure upgrades, making this the easiest and most worry-free way to host a public charging station. • Step-by-step, comprehensive planning by PSE's experts: we'll coordinate equipment purchasing, site design, construction, and final inspection for the project to save you time and money • Reliable, high-quality service from charging providers and installers vetted by PSE • Worry-free operations: PSE will manage charger operations, so any issues or errors can be directed to us			Unknown



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EVIP FUNDING OPPORTUNITIES MATRIX

Government Level	Program	Agency	Incentive Type	Eligible Recipients	Technology or Technology Portfolio	Incentive Amount	Incentive Description	Application Opening Date	Application Closing Date	Annually Recurring
Local	Up & Go Electric for Workplace	PSE	Rebate	Commercial PSE electric account holders with dedicated parking stall(s) for electric vehicles.	Electric Vehicle Charging	Up to 100% of the cost for qualifying customers up to \$120,000	Applicants can choose the ownership model that best fits their organization's unique needs. PSE-owned turnkey service • PSE handles 100 percent of installation and maintenance costs up to \$12,000 per Level 2 charging port for up to 10 ports per property • Step-by-step, comprehensive planning by PSE's electric vehicle experts: we'll coordinate equipment purchasing, site design, construction, and inspection to save your businesses valuable time and money • Reliable, high-quality service from PSE-vetted charging providers and installers Customer-owned option • PSE funding offsets 50 percent of equipment and installation costs up to \$2,000 per Level 2 charging port for up to 10 ports per property • Retain autonomy over PSE-qualified chargers, installation partners, and maintenance plans for your organization • Qualified workplaces that serve or employ highly impacted communities and vulnerable populations may be eligible for enhanced incentives through Empower Mobility • Empower Mobility customer-owned incentive PSE funds 100 percent of installation and upgrades costs up to \$4,000 per Level 2 charging port for up to 10 ports as part of our enhanced Empower Mobility incentives for qualifying workplaces.			Unknown



City of Kenmore
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

CITY OF KENMORE EVIP FUNDING OPPORTUNITIES MATRIX

Government Level	Program	Agency	Incentive Type	Eligible Recipients	Technology or Technology Portfolio	Incentive Amount	Incentive Description	Application Opening Date	Application Closing Date	Annually Recurring
Local GOV	Up & Go Electric for Multifamily	PSE	Rebate	Multifamily residential PSE electric holders account	Electric Vehicle Charging	Up to 100% of the cost for qualifying multifamily properties up to \$40,000	PSE's Up & Go Electric for Multifamily program covers up to 100 percent of the cost for qualifying multifamily properties to install and maintain Level 2 charging for their tenants. Applicants can choose the ownership model that best fits their organization's unique needs. PSE-owned turnkey service • PSE handles 100 percent of installation and maintenance costs up to \$10,000 per Level 2 charging port • Step-by-step, comprehensive planning by PSE's electric vehicle experts: we'll coordinate equipment purchasing, site design, construction, and inspection to save your businesses valuable time and money • Reliable, high-quality service from PSE-vetted charging providers and installers • PSE covers all operational and maintenance needs for ten years Customer-owned option • PSE funding offsets 50 percent of equipment and installation costs up to \$2,000 per Level 2 charging port • Site hosts design and manage purchasing, installation, and maintenance of all charging equipment			Unknown



CONCLUSION AND NEXT STEPS

This Current Conditions Assessment identifies existing policies, codes, and utility incentives regarding electric vehicles that could aid the City of Kenmore in developing and eventually implementing an EVIP. It evaluates potential barriers and opportunities for widespread, equitable EV infrastructure deployment and adoption. Kenmore can now explore the possibilities in this document to develop an EVIP that will serve the City's EV charging needs.

Federal and state momentum to increase EV adoption in Washington has brought us closer than ever to electrifying transportation in cities like Kenmore and making critical strides in cutting greenhouse gas emissions. At the state level, mandates for increased ZEV sales under the Clean Vehicle program are beginning to create a more predictable and stable market for EVs, making it easier for cities to plan and execute long-term transportation strategies. At the federal level, cities can leverage substantial funding and tax incentives to expand their EV infrastructure. For instance, federal grants and loans can be used to develop a robust charging station network, making EV ownership more practical and convenient for residents. State programs also provide incentives for EV purchases and funding for infrastructure projects, empowering cities to prioritize EV adoption. This top-down support ensures that cities have the necessary resources to implement EV-friendly policies effectively. Furthermore, the efforts of neighboring cities in Washington who are further along in their electrification journeys can help guide and inspire the City of Kenmore to be innovative and ambitious in developing its EVIP to help spur EV adoption to the greatest possible extent.

The City's next steps in the EVIP development process will include:

- Exploring and mapping the City's current EV infrastructure
- Assessing opportunities to transition fleet vehicles to electric alternatives
- Conducting community engagement and outreach to assess charging needs
- Assessing and mapping opportunity areas for public and fleet charging using EV modeling and feedback from internal and external stakeholders
- Building partnerships with businesses, developments, and community groups to develop a plan and policies that promote equitable EV adoption and charging

This Current Conditions Assessment will be a baseline for measuring the EVIP's future progress. The opportunities it identifies can also guide the decision-making process for creating the City's final EVIP. Although the City of Kenmore is in the early stages of its EV adoption journey, it currently has significant opportunities to deploy infrastructure that will benefit the community both now and in the future, contributing to a sustainable future for all.



Appendix A: Glossary

ABBREVIATION	TERMINOLOGY
ACC I and ACC II	Advanced Clean Cars I And II
ACF	Advanced Clean Fleets
ACT	Advanced Clean Trucks
ADA	American Disabilities Act
AFC	Alternative Fuel Corridors
BESS	Battery Electric Storage System
BEV	Battery Electric Vehicles
BIPOC	Black, Indigenous, People of Color
CBO	Community-Based Organization
CEC	California Energy Commission
CFI	Charging And Fueling Infrastructure
CIC	Common Interest Community
DCFC	Direct Current Fast Charging (Or Charger)
DOE	Department Of Energy
EO	Executive Order
EV	Electric Vehicle
EVC-RAA	Electric Vehicle Charging Reliability and Accessibility Accelerator
EVCS	Electric Vehicle Charging Station
EVIP	Electric Vehicle Infrastructure Plan
EVSE	Electric Vehicle Supply Equipment
GHG	Greenhouse Gas
HDV	Heavy-Duty Vehicle
HOA	Homeowners Association
ICE	Internal Combustion Engine
kW	Kilowatts



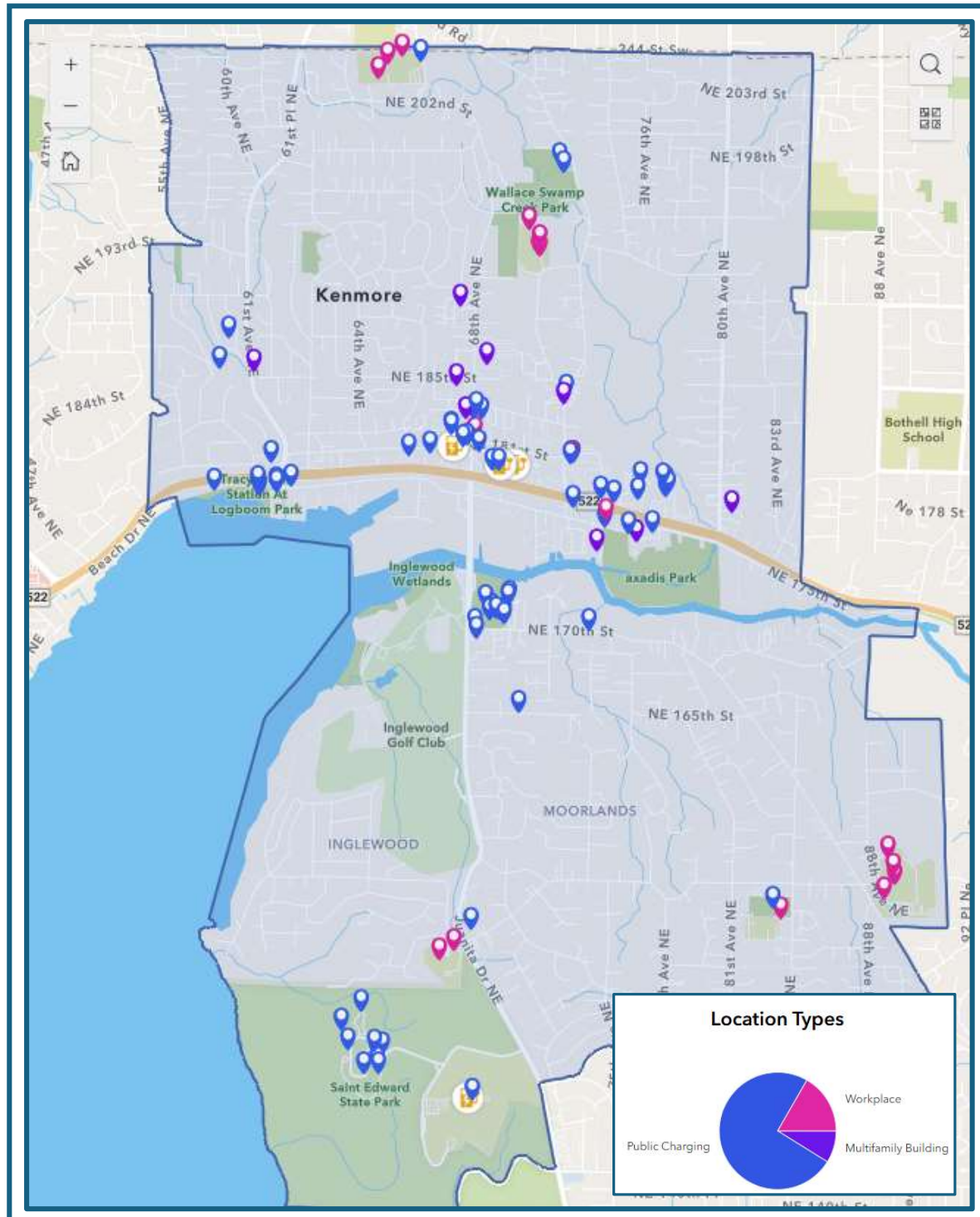
City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

ABBREVIATION	TERMINOLOGY
L2	Level 2
LDV	Light-Duty (I.E., Passenger) Vehicle
LMI	Low-To-Moderate Income
MDV	Medium-Duty Vehicle
MHD	Medium- And Heavy-Duty
MHDV	Medium- And Heavy-Duty Vehicle
NEVI	National Electric Vehicle Infrastructure
ODOT	Oregon Department of Transportation
O&M	Operations And Maintenance
OSPI	Office Of Superintendent of Public Instruction
PHEV	Plug-In Hybrid Electric Vehicles
PSE	Puget Sound Energy
SEEP	State Efficiency and Environmental Performance
TES	Transportation Electrification Strategy
UTC	Utilities And Transportation Commission
VMT	Vehicle Miles Traveled
WSDOC or DOC	Washington State Department of Commerce
WSDOT	Washington State Department of Transportation
YTD	Year To Date
ZAP	Zero-Emissions Access Program
ZEV	Zero Emissions Vehicle
ZEVIP	Zero-Emission Vehicle Infrastructure Partnerships Grant
ZEV-MFT	Zero-Emission Vehicle Mapping and Forecasting Tool

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

Public EV Charger Location Survey Results (Including locations pinpointed on page 67)





City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

Locations pinpointed on the physical map at Kenmore's in-person EVIP Workshop (October 22, 2024 6:30-8:30pm)

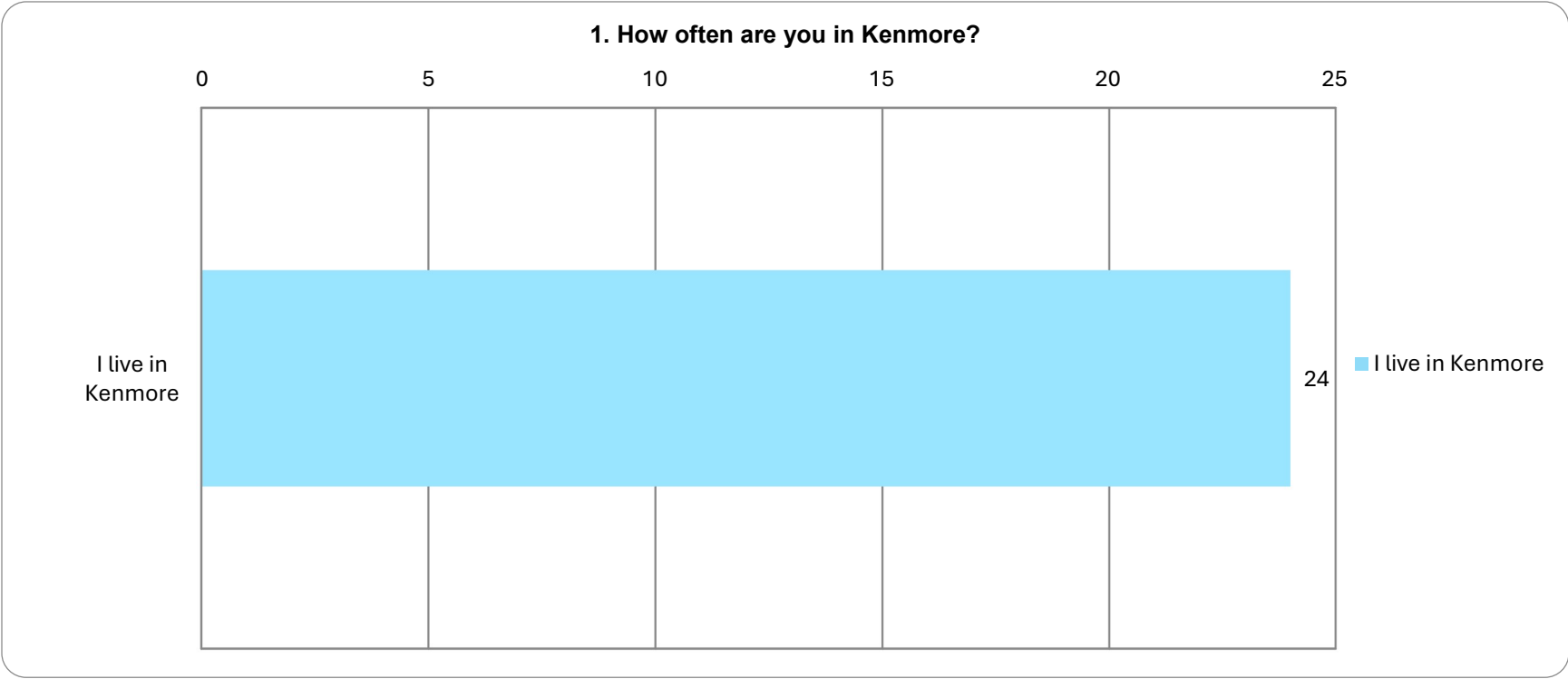




City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

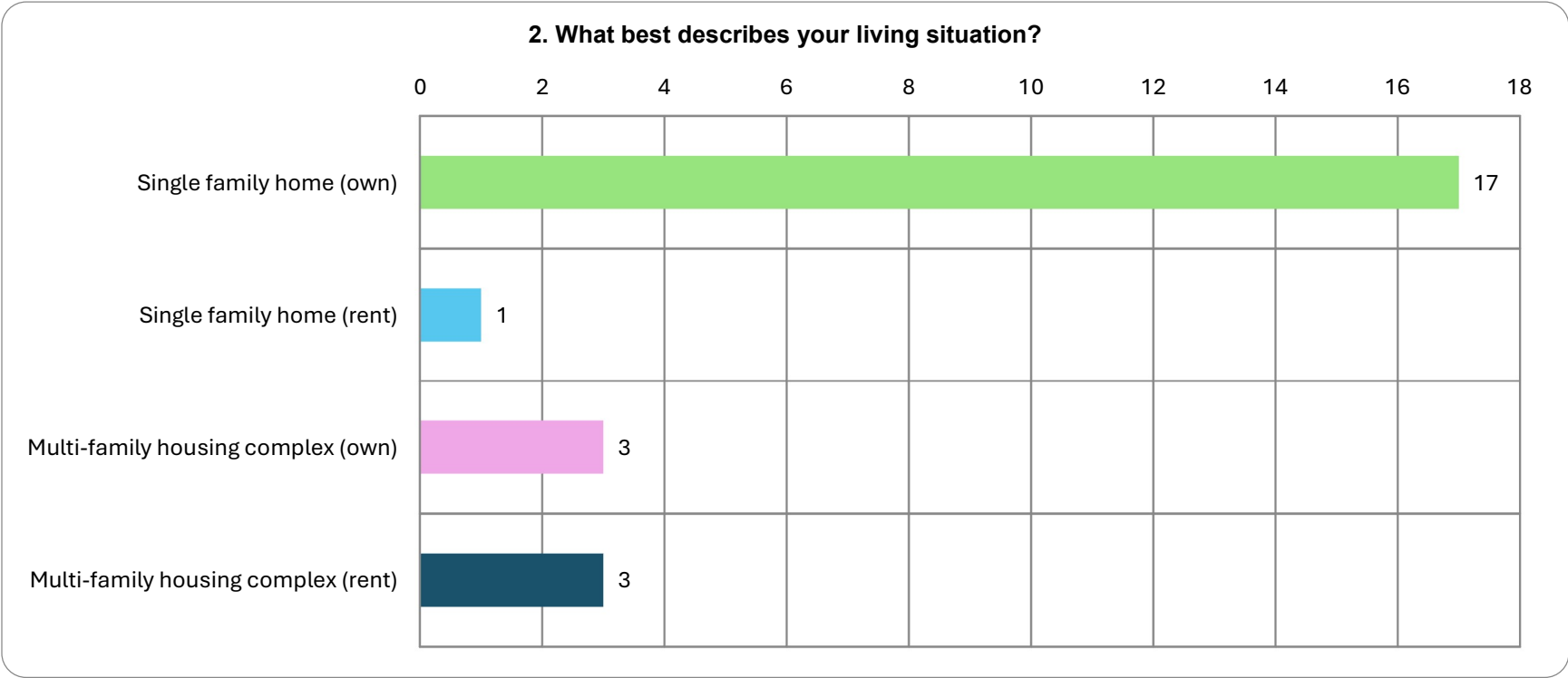
EV Charging Preferences Survey Results (Responses from the total 24 respondents)





City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

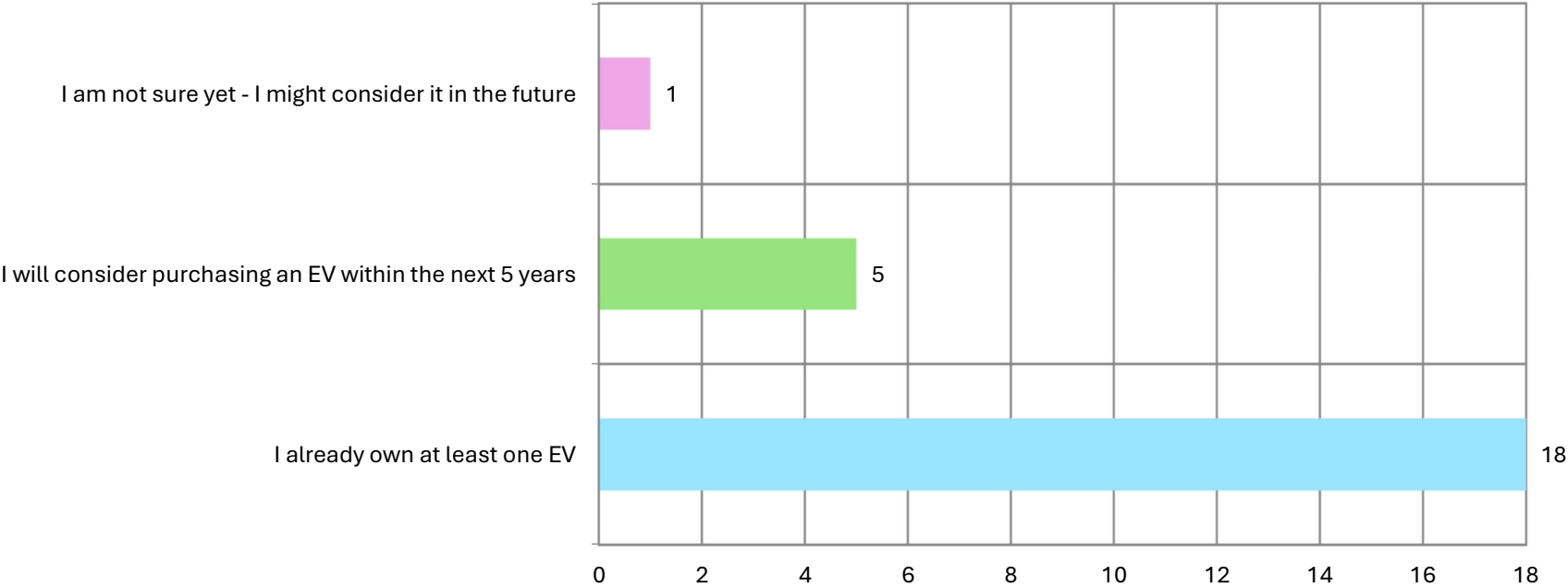




City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

3. How likely are you to own an electric vehicle?





City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

4. What is holding you back from purchasing an electric vehicle? (select all that apply)

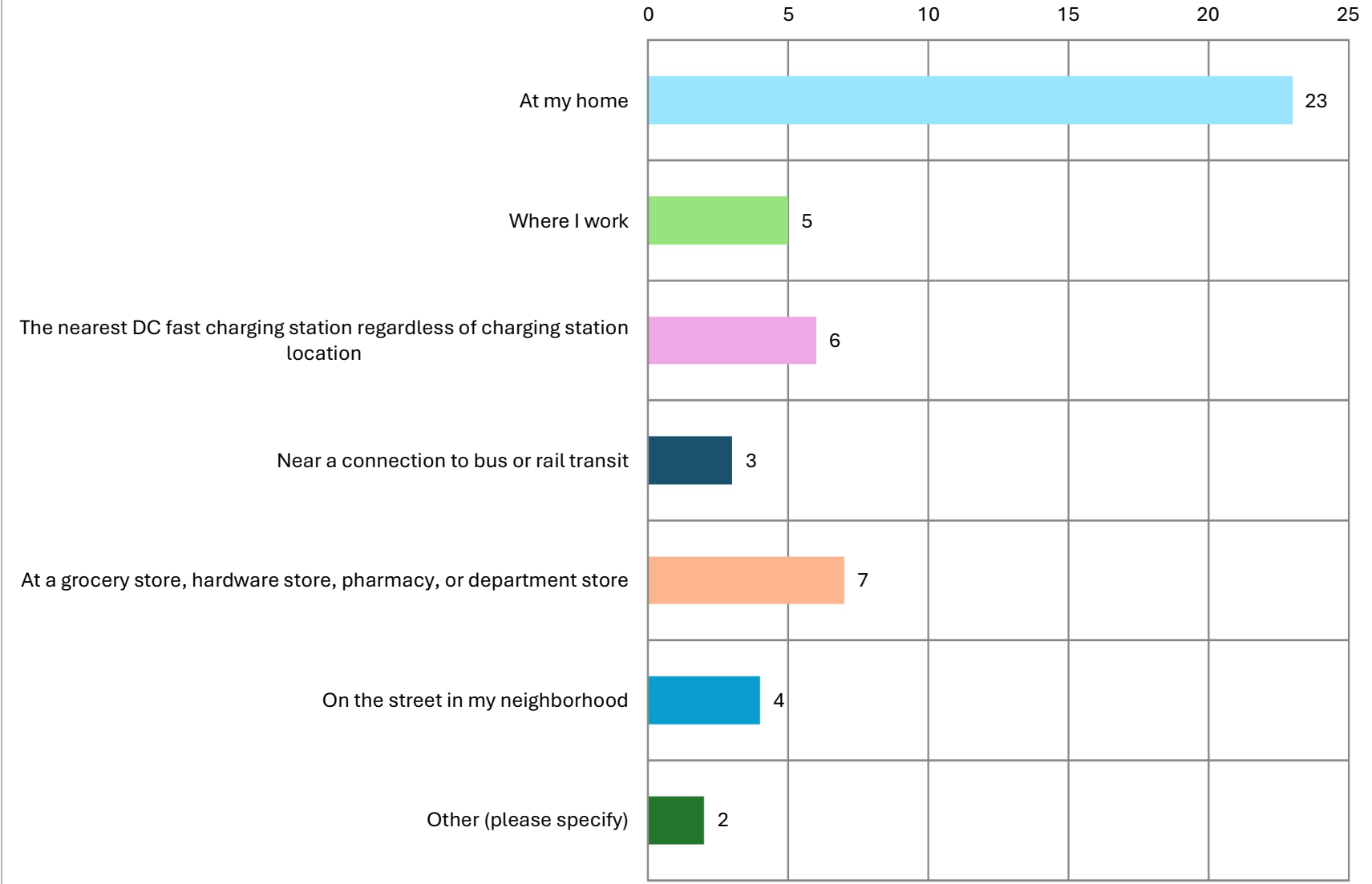
	0	1	2
Lack of charging stations in places I regularly go			2
Other: I am concerned an electric car's battery will fail after a relatively short period of time (ten years?) even if it has not been driven many miles. Needing to replace a dead battery/dead car with only ~50,000 miles on it seems wasteful, adversely imp		1	



City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

5. If you have an electric vehicle, where do you currently most often charge your vehicle? Or if you were to have an electric vehicle, where do you think you would most often charge your vehicle? (select up to 3)

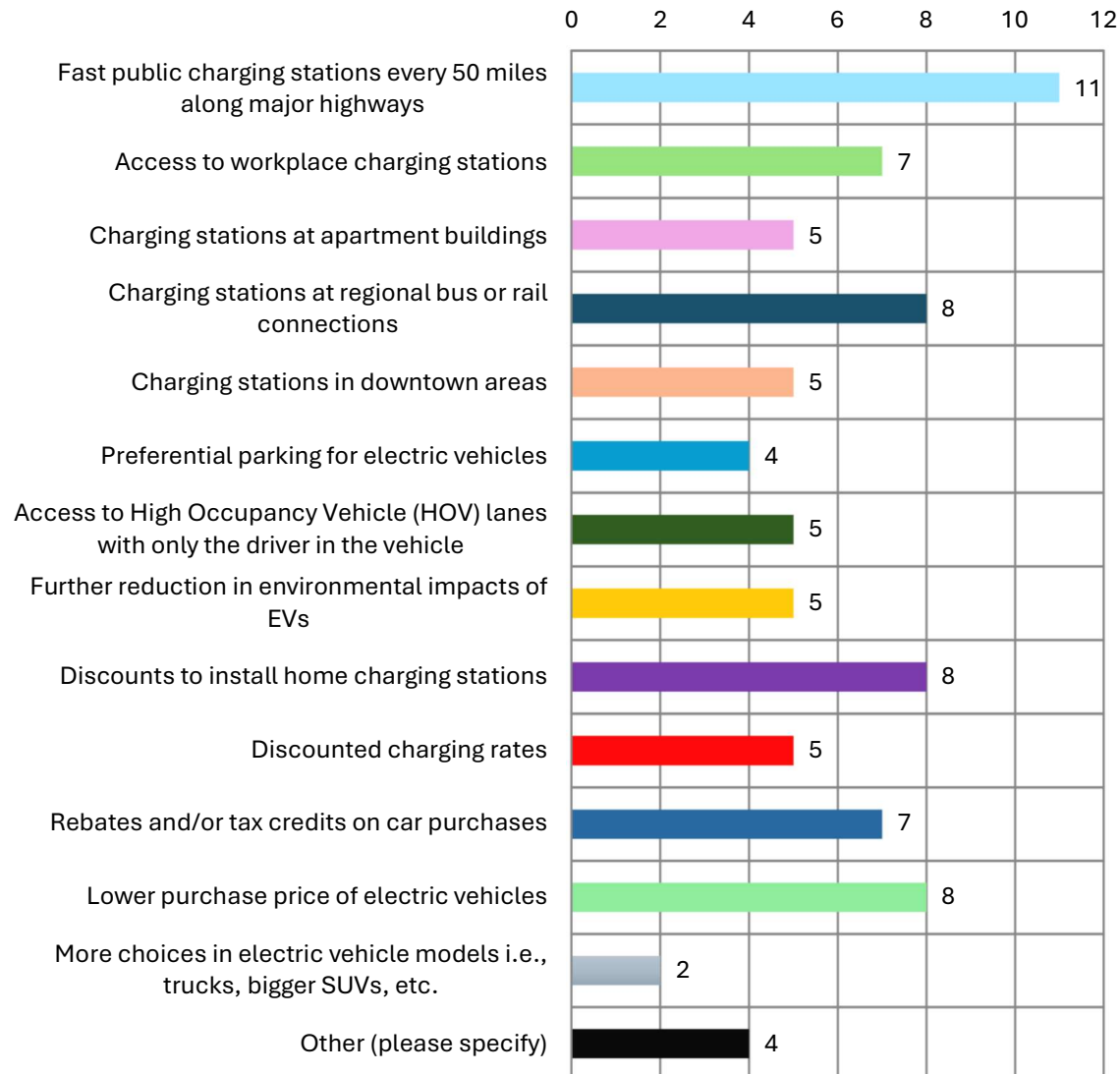




City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

6. What would most likely increase your interest in purchasing or leasing an electric vehicle? (select all that apply)

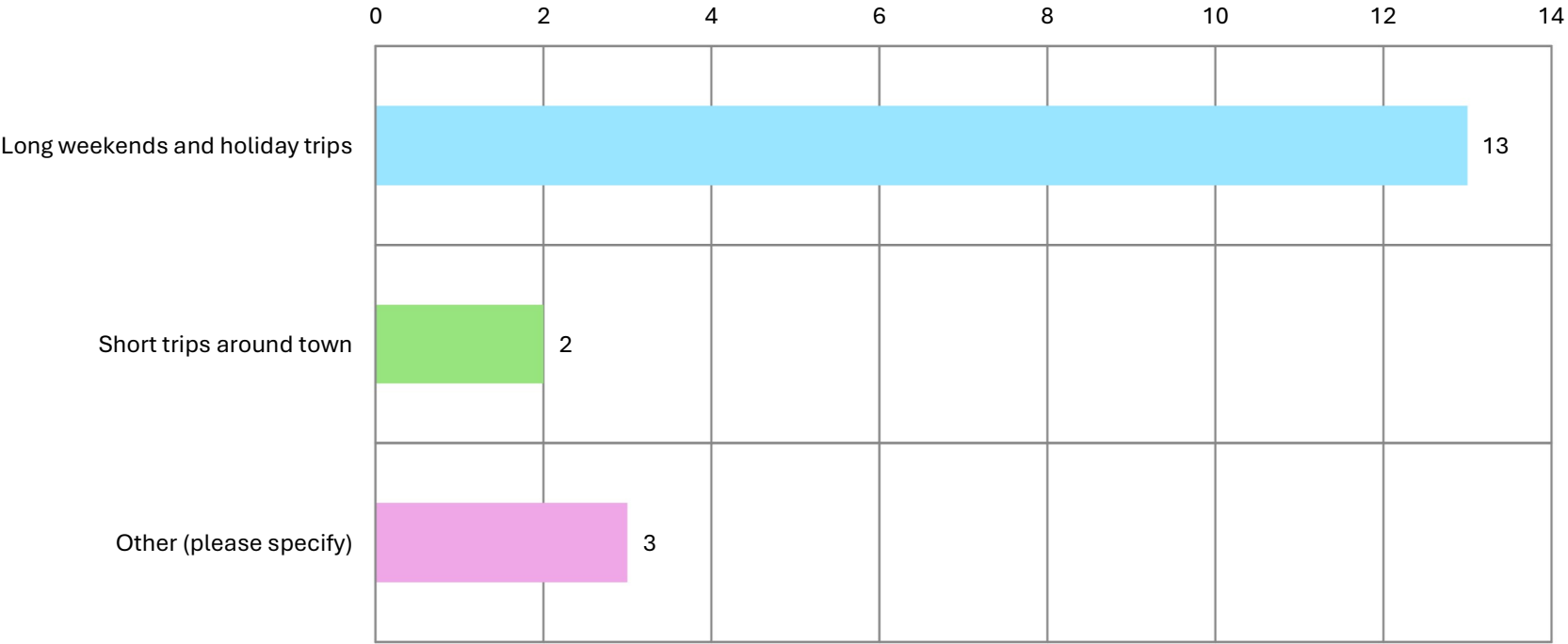




City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

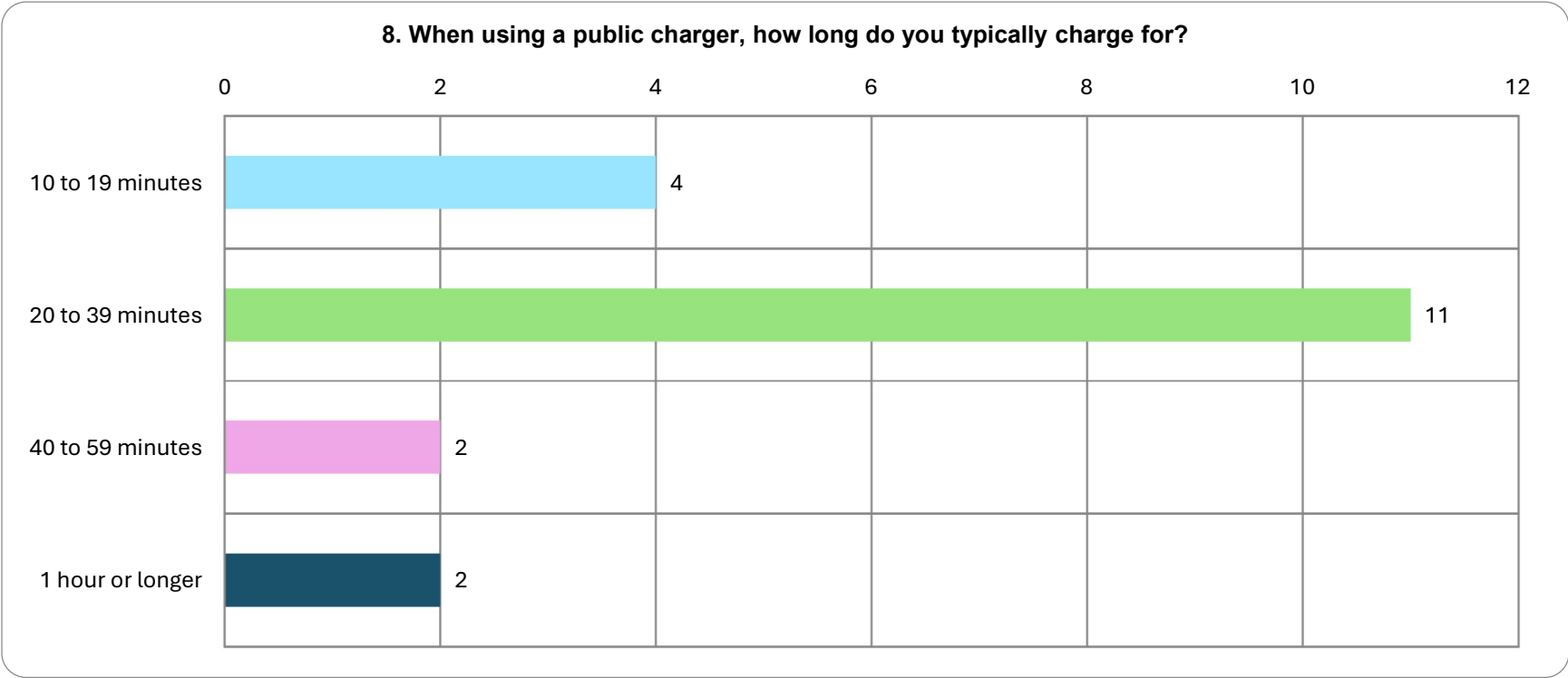
7. If you own an EV, in what scenario do you most often use a publicly accessible charger?





City of Kenmore

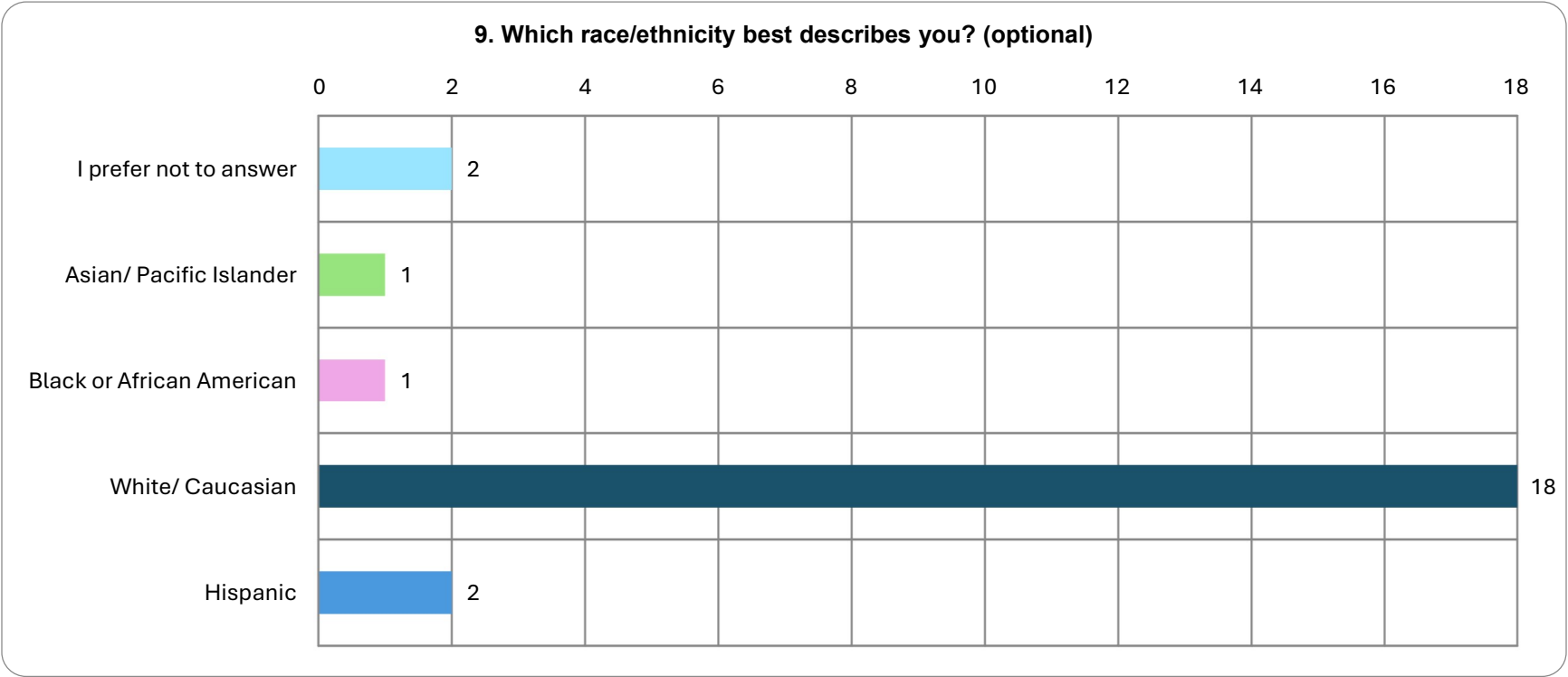
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN





City of Kenmore

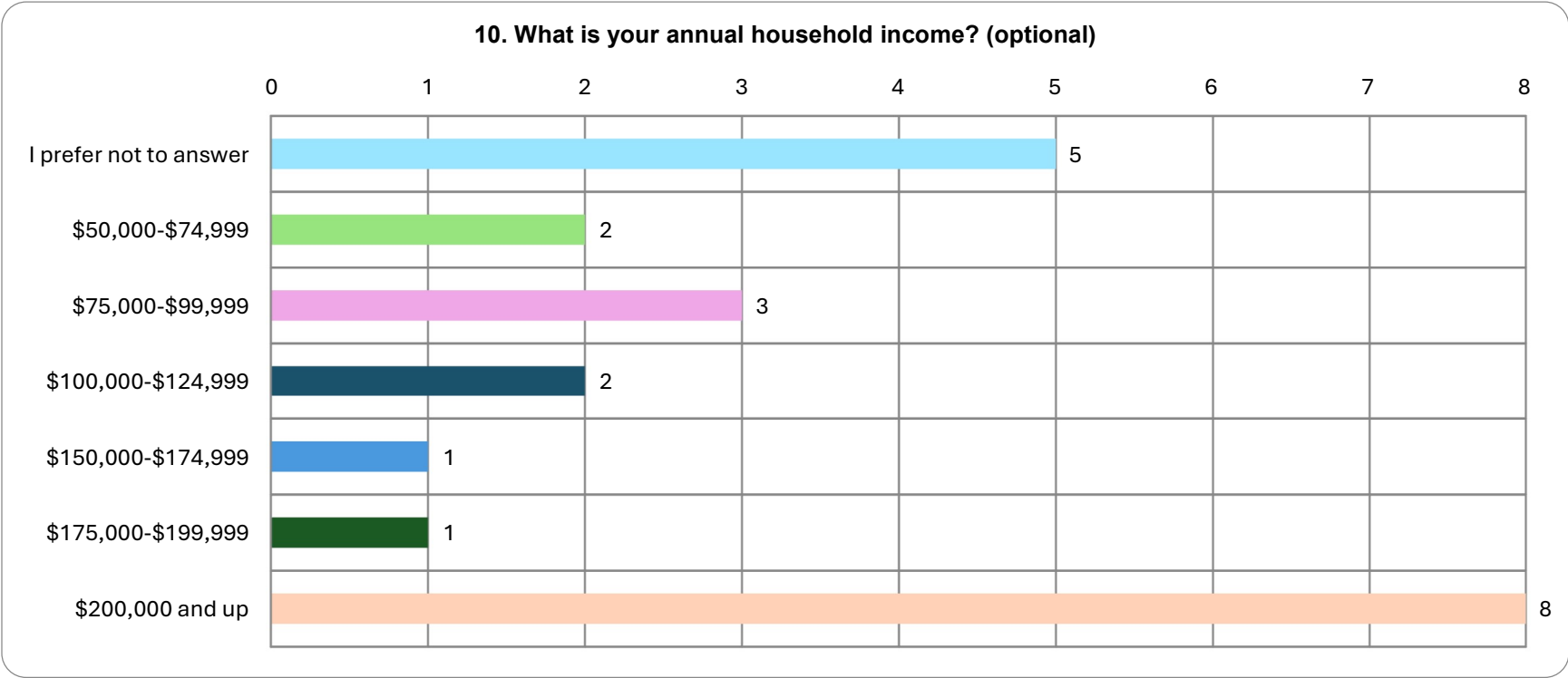
CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN





City of Kenmore

CURRENT CONDITIONS ASSESSMENT – EV INFRASTRUCTURE PLAN

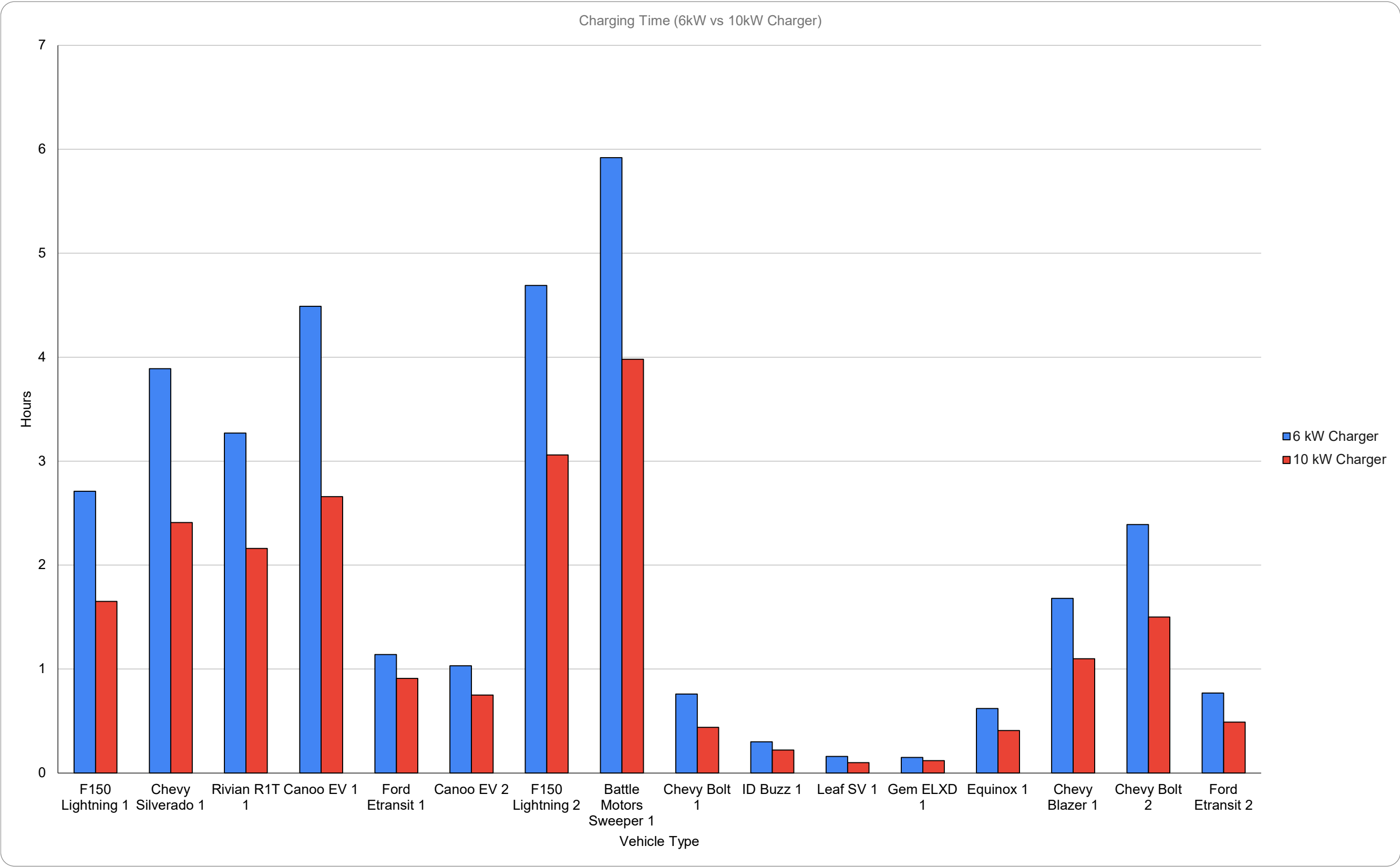


Replacement Year	Replacement Make	Replacement Model	Replacement MSRP	Replacement Energy Consumption per mile (kWh/mile)	Replacement Incentives	Replacement Annual Energy Consumption (kWh)	Annual Energy Cost	Annual Mileage
2025	Ford	F150 Lightning	\$47,000	1.21	\$10,000	2325.62	\$302.33	1,922
2025	Rivian	R1T	\$70,000	1.28	\$10,000	3365.12	\$437.47	2,629
2027	Chevy	Silverado EV	\$55,000	1.27	\$10,000	1285.24	\$167.08	1,012
2027	Canoo	Pickup	\$35,000	1.21	\$10,000	4172.08	\$542.37	3,448
2029	GEM	elxd	\$20,000	0.17	\$10,000	307.7	\$40.00	1,810
2029	Ford	F150 Lightning	\$47,000	1.21	\$10,000	4106.74	\$533.88	3,394
2033	Chevy	Silverado EV	\$55,000	1.27	\$0.00	4257.04	\$553.42	1,064
2033	Ford	F150 Lightning	\$47,000	1.21	\$0.00	3322.66	\$431.95	3,352
2033	Chevy	Silverado EV	\$55,000	1.27	\$0.00	4599.94	\$597.99	2,746
2035	Ford	E-Transit	\$51,000	1.01	\$0.00	1572.57	\$204.43	1,557
2035	Chevrolet	Bolt	\$27,000	0.63	\$0.00	604.17	\$78.54	959
2037	Ford	E-Transit	\$51,000	1.01	\$0.00	683.77	\$88.89	1,354
2037	GEM	elxd	\$20,000	0.17	\$0.00	85	\$11.05	1,000
2039	Canoo	Pickup	\$35,000	1.21	\$0.00	1210	\$157.30	1,000
2039	Chevy	Silverado EV	\$55,000	1.27	\$0.00	1270	\$165.10	1,000

Vehicle ID	Vehicle Make	Vehicle Model	Model Year	Fuel Economy (mpg)	Route ID	Interval	Description	Annual Mileage	Fuel Cost	Projected Replacement Year	Vehicle Location	Usage	Department	MSRP	Total Estimated Mileage
1	Ford	Escape	2009	22		1 daily	Hybrid SUV	2,634	\$563.92	2025	Kenmore City Hall	Permit Inspections	Devel Svcs	\$26,000	42,144
2	Ford	Escape	2008	22		1 daily	SUV	1,050	\$224.80	2025	Kenmore City Hall	Construction Inspection	Engineering	\$26,000	17,850
3	International	Maxxforce	2012	6		5 weekly	Street Sweeper	1,993	\$1,564.51	2025	PWOC	Street Sweeper	Surface Water	\$30,000	25,909
4	Ford	F-550	2010	8		3 weekly	Flat Bed	1,012	\$595.82	2027	PWOC	PW Ops Crew	Public Works	\$40,000	15,180
5	Chevy	Colorado	2010	18		3 daily	Mid Size Truck	3,448	\$902.23	2027	PWOC	PW Ops Crew	Public Works	\$30,000	51,720
6	Ford	F-150	2011	17		2 daily_summer	Ford F-150	5,706	\$1,580.90	2027	PWOC	Intern daily summer	Surface Water	\$29,000	79,884
7	Ford	C-Max	2015	42		1 daily	Hybrid Sedan	3,765	\$422.22	2029	PWOC	ROW Inspections	Engineering	\$27,000	37,650
8	Ford	C-Max	2015	42		4 weekly	Hybrid Sedan	1,810	\$202.98	2029	PWOC	General	General Use	\$27,000	18,100
9	Ford	F-150	2015	17		3 daily	Large Truck	3,394	\$940.34	2029	PWOC	PW Ops Crew	Parks/Facilitie	\$28,000	33,940
10	Nissan	Leaf S	2019	0		1 daily	Electric Sedan	2,378	\$0.00	2033	PWOC	Permit Inspections	Devel Svcs	\$30,000	14,268
11	Dodge	Grand Carava	2019	17		4 weekly	Minivan	550	\$152.38	2033	PWOC	Weekly	General Use	\$34,000	3,300
12	Nissan	Leaf SV	2019	0		4 weekly	Electric Sedan	211	\$0.00	2033	PWOC	Weekly	General Use	\$33,000	1,266
13	Ford	F-750	2019	10		3 weekly	Dump Truck	1,064	\$501.14	2033	PWOC	PW Ops Crew	Public Works	\$70,000	6,384
14	Chevy	Silverado	2019	20		3 daily	Large Truck	3,352	\$789.40	2033	PWOC	PW Ops Crew	Public Works	\$28,000	20,112
15	Ford	F-350	2019	12		3 daily	Large Truck	2,746	\$1,077.81	2033	PWOC	PW Ops Crew	Public Works	\$50,000	16,476
16	Ford	F-350	2019	12		3 daily	Large Truck	3,622	\$1,421.64	2033	PWOC	PW Ops Crew	Public Works	\$50,000	21,732
17	Chevy	Silverado	2019	20		3 daily	Large Truck	4,804	\$1,131.34	2033	PWOC	PW Ops Crew	Public Works	\$34,000	28,824
18	Ford	EcoSport	2020	27		1 daily	Small SUV	837	\$146.01	2035	PWOC	Code Enforcement	Devel Svcs	\$25,000	4,185
19	Ford	Transit Conne	2020	24		1 daily	Utility Van	1,557	\$305.56	2035	PWOC	Inspections	Surface Water	\$32,000	7,785
20	Ford	Transit Conne	2020	24		1 daily	Utility Van	959	\$188.20	2035	PWOC	Inspections	Surface Water	\$32,000	4,795
21	Ford	Transit EV	2023	0		1 daily	Cargo Van	677	\$0.00	2037	PWOC	Inspections	Env. Services	\$51,000	1,354
22	POLS ELXD	Gem	2023	0		4 daily_summer	Small Utility Ve	500	\$0.00	2037	PWOC	Interns	General Use	\$18,000	1,000
23	Ford	F-150	2024	22		3 daily	Large Truck	1,000	\$214.09	2039	PWOC	PW Ops Crew	Public Works	\$37,000	1,000
24	Ford	F-150	2024	22		3 daily	Large Truck	1,000	\$214.09	2039	PWOC	PW Ops Crew	Public Works	\$37,000	1,000
25	Ford	F-150	2004	15		3 daily	Large Truck	1,922	\$603.51	2025	PWOC	PW Ops Crew	Public Works	\$37,000	40,362
26	GMC	Sonoma	2002	22		3 daily_summer	Small Truck	2,629	\$562.85	2025	PWOC	Intern daily summer	Public Works	\$25,000	60,467
27	GMC	Sonoma	2002	22		2 daily_summer	Small Truck	871	\$186.47	2025	PWOC	Intern daily summer	Surface Water	\$25,000	20,033

Projected Value on Replacement (RV)	Type	Fuel Tyoe	Replacement Selection	Replacement Make	Replacement Model	Replacement MSRP	Replacement Energy Consumption per mile (kWh/mile)	Replacement Incentives	Replacement Annual Energy Consumption (kWh)	Annual Energy Cost
\$7,800	Hybrid	Hybrid	inspection_equinox	Chevrolet	Equinox	\$41,900	0.88	\$10,000	2317.92	\$301.33
\$7,800	ICE	Gas	inspection_equinox	Chevrolet Global Environmental Products	Equinox	\$41,900	0.88	\$10,000	924	\$120.12
\$9,000	ICE	Diesel	sweeper_m4ev	global	M4EV	\$600,000	1.84	\$300,000	3667.12	\$476.73
\$12,000	ICE	Diesel	publicworks_silverado	Chevy	Silverado EV	\$55,000	1.27	\$10,000	1285.24	\$167.08
\$9,000	ICE	Gas	publicworks_canoo	Canoo	Pickup	\$35,000	1.21	\$10,000	4172.08	\$542.37
\$8,700	ICE	Gas	surfacewater_lightning	Ford	F150 Lightning	\$47,000	0.57	\$10,000	3252.42	\$422.81
\$8,100	Hybrid	Hybrid	inspection_etransit	Ford	E-Transit	\$51,000	1.01	\$16,000	3802.65	\$494.34
\$8,100	Hybrid	Hybrid	general_gem	GEM	elxd	\$20,000	0.17	\$10,000	307.7	\$40.00
\$8,400	ICE	Gas	publicworks_lightning	Ford	F150 Lightning	\$47,000	1.21	\$10,000	4106.74	\$533.88
\$9,000	EV	Electric	inspection_blazer	Chevrolet	Blazer	\$44,995	0.58	\$0.00	1379.24	\$179.30
\$10,200	ICE	Gas	general_gem	GEM	elxd	\$20,000	0.17	\$0.00	93.5	\$12.16
\$9,900	EV	Electric	general_gem	GEM	elxd	\$20,000	0.17	\$0.00	35.87	\$4.66
\$21,000	ICE	Diesel	publicworks_lightning	Ford	F150 Lightning	\$47,000	1.21	\$0.00	1287.44	\$167.37
\$8,400	ICE	Gas	publicworks_silverado	Chevy	Silverado EV	\$55,000	1.27	\$0.00	4257.04	\$553.42
\$15,000	ICE	Diesel	publicworks_lightning	Ford	F150 Lightning	\$47,000	1.21	\$0.00	3322.66	\$431.95
\$15,000	ICE	Diesel	publicworks_silverado	Chevy	Silverado EV	\$55,000	1.27	\$0.00	4599.94	\$597.99
\$10,200	ICE	Gas	publicworks_lightning	Ford	F150 Lightning	\$47,000	1.21	\$0.00	5812.84	\$755.67
\$7,500	ICE	Gas	inspection_bolt	Chevrolet	Bolt	\$27,000	0.63	\$0.00	527.31	\$68.55
\$9,600	ICE	Gas	inspection_etransit	Ford	E-Transit	\$51,000	1.01	\$0.00	1572.57	\$204.43
\$9,600	ICE	Gas	inspection_bolt	Chevrolet	Bolt	\$27,000	0.63	\$0.00	604.17	\$78.54
\$15,300	EV	Electric	inspection_etransit	Ford	E-Transit	\$51,000	1.01	\$0.00	683.77	\$88.89
\$5,400	EV	Electric	general_gem	GEM	elxd	\$20,000	0.17	\$0.00	85	\$11.05
\$11,100	ICE	Gas	publicworks_canoo	Canoo	Pickup	\$35,000	1.21	\$0.00	1210	\$157.30
\$11,100	ICE	Gas	publicworks_silverado	Chevy	Silverado EV	\$55,000	1.27	\$0.00	1270	\$165.10
\$11,100	ICE	Gas	publicworks_lightning	Ford	F150 Lightning	\$47,000	1.21	\$10,000	2325.62	\$302.33
\$7,500	ICE	Gas	publicworks_rivian	Rivian	R1T	\$70,000	1.28	\$10,000	3365.12	\$437.47
\$7,500	ICE	Gas	surfacewater_lightning	Ford	F150 Lightning	\$47,000	0.57	\$10,000	496.47	\$64.54

Vehicle ID	6kw				10kw			
	Start Level	End Level	Energy Added	Duration	Start Level	End Level	Energy Added	Duration
F150 Lightning 1	61.77	80	17.86	2.71	62.49	80	17.16	1.65
Chevy Silverado 1	67.47	80	25.68	3.89	67.76	80	25.09	2.41
Rivian R1T 1	64	80	21.59	3.27	63.33	80	22.5	2.16
Canoo EV 1	42.94	80	29.65	4.49	45.41	80	27.67	2.66
Ford Etransit 1	73.74	85	7.55	1.14	70.88	85	9.46	0.91
Canoo EV 2	71.46	80	6.83	1.03	70.27	80	7.78	0.75
F150 Lightning 2	48.43	80	30.94	4.69	47.53	80	31.82	3.06
Battle Motors Sweeper 1	70.13	80	39.1	5.92	69.53	80	41.44	3.98
Chevy Bolt 1	72.27	80	5.02	0.76	72.91	80	4.61	0.44
ID Buzz 1	77.69	80	1.97	0.3	77.33	80	2.27	0.22
Leaf SV 1	77.38	80	1.05	0.16	77.39	80	1.04	0.1
Gem ELXD 1	67.38	80	1.01	0.15	63.89	80	1.29	0.12
Equinox 1	74.16	80	4.09	0.62	73.83	80	4.32	0.41
Chevy Blazer 1	68.9	80	11.1	1.68	68.57	80	11.43	1.1
Chevy Bolt 2	55.75	80	15.77	2.39	55.96	80	15.63	1.5
Ford Etransit 2	77.41	85	5.09	0.77	77.47	85	5.05	0.49



Financial Transition Plan	Year																	Total
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
Fleet Vehicles																		
Vehicle Acquisitions	0	8	0	5	0	5	0	0	0	11	0	5	0	4	0	4	0	
Vehicle Resale	0	5	0	3	0	1	0	0	0	6	0	3	0	0	0	2	0	
Vehicle Disposal	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	
Vehicle Composition	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
Fleet Composition	20	15	15	12	12	11	11	11	11	5	5	2	2	2	2	0	0	
Vehicle Quantity	4	12	12	17	17	22	22	22	22	31	31	36	36	38	38	42	42	
Vehicle Quantity	3	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	
Vehicle Quantity	27	29	29	31	31	33	33	33	33	36	36	38	38	40	40	42	42	
Acquisition Costs	\$0	\$964,800	\$0	\$227,000	\$0	\$185,000	\$0	\$0	\$0	\$492,995	\$0	\$183,000	\$0	\$142,000	\$0	\$180,000	\$0	\$2,374,795
Vehicle Costs																		
Vehicle Costs	\$38,294	\$28,721	\$28,721	\$22,976	\$22,976	\$21,062	\$21,062	\$21,062	\$21,062	\$9,574	\$9,574	\$3,829	\$3,829	\$3,829	\$3,829	\$0	\$0	
Vehicle Costs	\$1,619	\$4,858	\$4,858	\$6,882	\$6,882	\$8,907	\$8,907	\$8,907	\$8,907	\$12,550	\$12,550	\$14,574	\$14,574	\$15,384	\$15,384	\$17,003	\$17,003	
Vehicle Costs	\$3,694	\$2,463	\$2,463	\$2,463	\$2,463	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Vehicle Service Costs	\$43,608	\$36,041	\$36,041	\$32,322	\$32,322	\$29,968	\$29,968	\$29,968	\$29,968	\$22,124	\$22,124	\$18,404	\$18,404	\$19,214	\$19,214	\$17,003	\$17,003	\$453,696
Vehicle Costs	\$14,492	\$10,786	\$10,786	\$7,707	\$7,707	\$6,142	\$6,142	\$6,142	\$6,142	\$1,068	\$1,068	\$428	\$428	\$428	\$428	\$0	\$0	
Vehicle Consumption (kWh)	1,603.77	20,390.76	20,390.76	34,557.82	34,557.82	47,189.35	47,189.35	47,189.35	47,189.35	79,440.52	79,440.52	84,321.31	84,321.31	84,972.08	84,972.08	89,072.01	89,072.01	
Vehicle Costs	\$208	\$2,704	\$2,704	\$4,767	\$4,767	\$6,773	\$6,773	\$6,773	\$6,773	\$7,188	\$12,342	\$12,589	\$13,630	\$13,902	\$14,295	\$15,584	\$15,896	
Vehicle Fuel and Energy Cost	\$14,701	\$13,490	\$13,544	\$12,475	\$12,570	\$12,915	\$13,050	\$13,188	\$13,329	\$13,410	\$13,657	\$14,058	\$14,330	\$14,718	\$15,004	\$15,584	\$15,896	\$235,919
Vehicle Fuel and Energy Cost	\$14,701	\$14,995	\$15,295	\$15,600	\$15,912	\$16,231	\$16,555	\$16,886	\$17,224	\$17,569	\$17,920	\$18,278	\$18,644	\$19,017	\$19,397	\$19,785	\$20,181	\$294,191
Vehicle Costs	\$45,198	\$48,546	\$48,546	\$51,894	\$51,894	\$55,242	\$55,242	\$55,242	\$55,242	\$60,264	\$60,264	\$63,612	\$63,612	\$66,960	\$66,960	\$70,308	\$70,308	\$989,334
Vehicle Costs	\$103,506	\$1,062,877	\$98,131	\$323,690	\$96,786	\$283,125	\$98,261	\$98,399	\$98,540	\$588,793	\$96,045	\$279,074	\$96,346	\$242,891	\$101,177	\$282,896	\$103,207	\$4,053,744
Revenue																		
Vehicle Revenues	\$0	\$50,700	\$0	\$29,700	\$0	\$24,600	\$0	\$0	\$0	\$98,700	\$0	\$26,700	\$0	\$20,700	\$0	\$22,200	\$0	
Vehicle Revenues	\$0	\$370,000	\$0	\$50,000	\$0	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Vehicle Revenue	\$0	\$420,700	\$0	\$79,700	\$0	\$80,600	\$0	\$0	\$0	\$98,700	\$0	\$26,700	\$0	\$20,700	\$0	\$22,200	\$0	\$749,300
Vehicle Profit/Loss	-\$103,506	-\$642,177	-\$98,131	-\$243,990	-\$96,786	-\$202,525	-\$98,261	-\$98,399	-\$98,540	-\$490,093	-\$96,045	-\$252,374	-\$96,346	-\$222,191	-\$101,177	-\$260,696	-\$103,207	-\$3,304,444
Vehicle Valuation (MSRP not Cur	\$911,000	\$1,706,800	\$1,706,800	\$1,834,800	\$1,834,800	\$1,937,800	\$1,937,800	\$1,937,800	\$1,937,800	\$2,101,795	\$2,101,795	\$2,195,795	\$2,195,795	\$2,268,795	\$2,268,795	\$2,374,795	\$2,374,795	
Infrastructure																		
Charger Acquisitions																		
6.6kW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10kW	0	0	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	
16.6kW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20kW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Charger Quantity																		
6.6kW	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
10kW	0	0	4	8	12	16	20	24	24	24	24	24	24	24	24	24	24	
16.6kW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20kW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Charger Quantity	2	2	6	10	14	18	22	26	26	26	26	26	26	26	26	26	26	
Charging CapEx																		
Infrastructure Cost	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00	\$8,000.00	\$8,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Installation Cost	\$0.00	\$0.00	\$0.00	\$12,000.00	\$12,000.00	\$12,000.00	\$12,000.00	\$12,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	
Charging OpEx	\$528.00	\$528.00	\$2,128.00	\$3,728.00	\$5,328.00	\$6,928.00	\$8,528.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	
Total Infrastructure Costs	\$528.00	\$528.00	\$2,128.00	\$3,728.00	\$5,328.00	\$6,928.00	\$8,528.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	\$10,128.00	
Total Costs (Infrastructure + V	\$104,034.18	\$1,063,405.35	\$100,259.43	\$347,418.20	\$122,113.55	\$310,053.11	\$126,788.57	\$128,526.74	\$108,667.67	\$598,920.71	\$106,172.55	\$289,201.59	\$106,474.19	\$253,019.36	\$111,305.15	\$293,023.79	\$113,335.47	\$4,282,719.61
Total Cash Flow	-\$104,034	-\$642,705	-\$100,259	-\$267,718	-\$122,114	-\$229,453	-\$126,789	-\$128,527	-\$108,668	-\$500,221	-\$106,173	-\$262,502	-\$106,474	-\$232,319	-\$111,305	-\$270,824	-\$113,335	-\$3,533,420
Emissions																		
ICE	38372.41	30907.97	30907.97	21943.59	21943.59	18950.76	18950.76	18950.76	18950.76	4720.28	4720.28	1763.60	1763.60	1763.60	1763.60	0.00	0.00	
EV	877.48	3958.44	2638.96	4008.32	3206.65	4262.78	3789.14	3315.50	3141.00	4197.34	3497.78	3174.65	2830.44	2805.09	2103.82	1443.88	721.94	
Hybrid	3221.21	2187.63	2187.63	2187.63	2187.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Total Emissions (lbs of CO2)	42471.10	37054.04	35734.56	28139.54	27337.88	23213.55	22739.90	22268.26	22091.76	8917.61	8218.06	4938.25	4694.04	4568.69	3867.42	1443.88	721.94	298418.47
Emissions if business as usua	42471.10	42471.10	42471.10	42471.10	42471.10	42471.10	42471.10	42471.10	42471.10	42471.10	42471.10	42471.10	42471.10	42471.10	42471.10	42471.10	42471.10	722008.67
Inflation Adjusted Values																		
Total Vehicle Costs	\$103,506	\$1,084,135	\$102,096	\$343,503	\$104,764	\$312,593	\$110,657	\$113,029	\$115,455	\$703,662	\$117,078	\$346,993	\$122,190	\$314,206	\$133,501	\$380,740	\$141,682	\$4,649,790
Total Vehicle Revenue	\$0	\$429,114	\$0	\$84,578	\$0	\$88,989	\$0	\$0	\$0	\$117,956	\$0	\$33,198	\$0	\$26,778	\$0	\$29,878	\$0	\$810,491
Vehicle Net Profit/Loss	-\$103,506	-\$655,021	-\$102,096	-\$258,924	-\$104,764	-\$223,604	-\$110,657	-\$113,029	-\$115,455	-\$585,706	-\$117,078	-\$313,795	-\$122,190	-\$287,428	-\$133,501	-\$350,862	-\$141,682	-\$3,839,299
Fleet Valuation	\$911,000	\$1,740,936	\$1,775,755	\$1,947,104	\$1,986,047	\$2,139,488	\$2,182,278	\$2,225,923	\$2,270,442	\$2,511,840	\$2,562,076	\$2,730,195	\$2,784,799	\$2,934,928	\$2,993,627	\$3,196,161	\$3,260,085	
Total Infrastructure Costs	\$528.00	\$538.56	\$2,213.97	\$25,180.34	\$27,415.84	\$29,730.69	\$32,127.16	\$34,607.60	\$11,866.57	\$12,103.90	\$12,345.98	\$12,592.89	\$12,844.75	\$13,101.65	\$13,363.68	\$13,630.95	\$13,903.57	\$268,096.11
Total Costs (Infrastructure + Veh	\$104,034	\$1,084,673	\$104,310	\$368,683	\$132,180	\$342,324	\$142,785	\$147,637	\$127,322	\$715,766	\$129,424	\$359,586	\$135,035	\$327,308	\$146,865	\$394,371	\$155,585	\$4,917,886
Total Cash Flow	-\$104,034	-\$655,559	-\$104,310	-\$284,105	-\$132,180	-\$253,335	-\$142,785	-\$147,637	-\$127,322	-\$597,810	-\$129,424	-\$326,388	-\$135,035	-\$300,530	-\$146,865	-\$364,493	-\$155,585	-\$4,107,395



1. AutoinsuranceEZ (2022). EV Fire Risks: Comparing Electric vs Gas Vehicle Fires. Available at: <https://www.autoinsurancenez.com/are-electric-cars-safe/> [Accessed 23 Apr. 2025].
2. Axios Seattle. (2024). Washington had a record year for electric vehicles in 2023. [online] Available at: <https://www.axios.com/local/seattle/2024/04/18/washington-record-year-electric-vehicles> [Accessed Apr. 2025].
3. Biden-Harris Administration's EV Charging Goals. U.S. Department of Transportation (2024). Investing in America: Biden-Harris Administration announces \$635 million awards to continue building EV charging infrastructure. Available at: <https://www.transportation.gov/briefing-room/investing-america-biden-harris-administration-announces-635-million-awards-continue> [Accessed 23 Apr. 2025].
4. Building Decarbonization Coalition. (2025). The Switch Is On Washington. Available at: <https://wa.switchison.org/> [Accessed 23 Apr. 2025].
5. California Department of Motor Vehicles (n.d.). California Right-to-Charge Policy. Available at: <https://www.dmv.ca.gov> [Accessed 23 Apr. 2025].
6. California Legislative Information (2022). Civil Code § 4745: Right to Install Electric Vehicle Charging Stations. Available at: https://leginfo.ca.gov/faces/codes_displaySection.xhtml?sectionNum=4745.&awCode=CIV [Accessed 23 Apr. 2025].
7. Cascade PBS (2024). Washington Is Building Hundreds of EV Chargers, but Is It Enough? Available at: <https://www.cascadepbs.org/environment/2024/10/washington-building-hundreds-ev-chargers-it-enough> [Accessed 23 Apr. 2025].
8. City of Bellevue. (2024). Bellevue Development Code – Electric Vehicle Charging Requirements. Available at: https://bellevuewa.gov/sites/default/files/media/pdf_document/2024/dsd-11142024-bdc-november-2024-presentation.pdf [Accessed 23 Apr. 2025].
9. City of Kenmore. (2022). Climate Action Plan. [pdf] Kenmore, WA: City of Kenmore. Available at: <https://www.kenmorewa.gov/home/showpublisheddocument/2209/637898707618200000> [Accessed Apr. 2025].
10. City of Kenmore. (2024). Building Codes. Available at: <https://www.kenmorewa.gov/government/departments/development-services/codes-resources/building-codes> [Accessed 23 Apr. 2025].



11. City of Kenmore (2024). Electric Vehicle Infrastructure Plan (EVIP) Community Engagement. Available at: <https://www.kenmorewa.gov/government/departments/community-development> [Accessed 23 Apr. 2025].
12. City of Portland (2022). EV Charging Ordinance for Multi-Family Housing. [pdf] Available at: <https://www.portland.gov/sites/default/files/2022/ev-charging-multi-family.pdf> [Accessed 23 Apr. 2025].
13. City of Redmond. (2024). 2025 Code Package – Requirements and Incentives. Available at: https://www.redmond.gov/DocumentCenter/View/35790/2024_12-18---2025-Code-Package-Part-2---Att-B---PC-Discussion-Matrix-PDF [Accessed 23 Apr. 2025].
14. City of Seattle. (2019). Electric Vehicle Readiness Ordinance. Available at: <https://www.smartcitiesdive.com/news/seattle-passes-ev-readiness-requirements/553892/> [Accessed 23 Apr. 2025].
15. City of Seattle – Department of Construction & Inspections. (n.d.). Electric Vehicle Infrastructure Requirements (SMC 23.54.030). [online] Available at: <https://www.seattle.gov/sdci> (Search: "EV infrastructure requirements") [Accessed Apr. 2025].
16. City of Spokane. (2024). Spokane Municipal Code – Electric Vehicle Infrastructure. Available at: <https://www.spokanecity.org/government/city-council/ordinances/2024/2024-0001> [Accessed 23 Apr. 2025].
17. Clean Vehicle Program (Washington State). Available at: <https://www.energizewashington.org/clean-vehicles/> [Accessed 23 Apr. 2025].
18. Consumer Reports. (n.d.). Electric vehicles cost more than gas-powered, but offer long-term savings. Available at: <https://www.consumerreports.org/hybrids-evs/electric-vehicles-cost-more-than-gas-powered-but-offer-long-term-savings/>
19. Consumer Reports (2025). How Much Do Cold Temperatures Affect an EV's Driving Range? Available at: <https://www.consumerreports.org/cars/hybrids-evs/how-much-do-cold-temperatures-affect-an-evs-driving-range-a5751769461/> [Accessed 23 Apr. 2025].
20. Connecticut Department of Energy and Environmental Protection (n.d.). Connecticut Electric Vehicle Charging Policy. Available at: <https://www.ct.gov> [Accessed 23 Apr. 2025].
21. Connecticut General Assembly (2022). General Statutes § 47-90h: Electric Vehicle Charging Station Installation in Unit Parking Spaces. Available at:



<https://law.justia.com/codes/connecticut/2022/title-47/chapter-825/section-47-90h/>
[Accessed 23 Apr. 2025].

22. Dark Reading (2023). EV Charging Stations Still Riddled With Cybersecurity Vulnerabilities. Available at: <https://www.darkreading.com/ics-ot-security/ev-charging-stations-still-riddled-with-cybersecurity-vulnerabilities> [Accessed 23 Apr. 2025].

23. Drive Electric (n.d.). Physical site security considerations for electric vehicle charging infrastructure. Available at: <https://driveelectric.gov/files/physical-site-security.pdf>
[Accessed 23 Apr. 2025].

24. Eia.gov. (2024). Washington Gasoline and Diesel Retail Prices. [online] Available at: https://www.eia.gov/dnav/pet/pet_pri_gnd_dcus_swa_w.htm [Accessed Apr. 2025].

25. EVgo (2024). Chilly Charging: 5 Cold Weather Tips for EVs. Available at: <https://evgo.com/blog/chilly-charging-5-cold-weather-tips-for-evs/> [Accessed 23 Apr. 2025].

26. Federal Highway Administration. (2024). State Plan Approval and Suspension Guidance. Available at: <https://www.fhwa.dot.gov/environment/nevi/resources/state-plan-approval-suspension.pdf>

27. HERE Technologies (2023). How Does Cold Weather Affect Electric Vehicles? Available at: <https://www.here.com/learn/blog/ev-range-in-cold-weather> [Accessed 23 Apr. 2025].

28. King County. (2020). 2020 Strategic Climate Action Plan. [pdf] King County, WA: King County Government. Available at: <https://kingcounty.gov/depts/executive/climate/strategic-climate-action-plan.aspx>
[Accessed Apr. 2025].

29. King County. (2024). Zero Emissions Task Force and Incentives. Available at: <https://kingcounty.gov/depts/environment/climate/zero-emissions.aspx>

30. Kingcounty.gov. (2024). Title 18 Environmental Sustainability Program - King County, Washington. Available at: https://kingcounty.gov/en/legacy/council/legislation/kc_code/21_Title_18.aspx

31. Metro Matters. (2024). King County Metro ‘charges toward zero-emissions’ with Interim Base groundbreaking. [online] Available at: <https://kingcountymetro.blog/2024/03/06/king-county-metro-charges-toward-zero-emissions-with-interim-base-groundbreaking/>
[Accessed Apr. 2025].



32. NESCAUM. (2024). Advanced Clean Trucks (ACT) Regulation FAQ. Available at: https://www.nescaum.org/documents/ACT-FAQ_website-version_clean_FINAL_09-17-24.pdf [Accessed 23 Apr. 2025].
33. PlugShare. (2025). Electric Vehicle Charging Station – Location ID 294838. [online] Available at: <https://www.plugshare.com/location/294838> [Accessed Apr. 2025].
34. Puget Sound Energy. (2024). Up & Go Electric for Fleet. [online] Available at: <https://www.pse.com/en/pages/electric-cars/fleet-electrification> [Accessed 23 Apr. 2025].
35. Puget Sound Energy. (2024). Up & Go Electric for Multifamily. [online] Available at: <https://www.pse.com/en/pages/electric-cars/multifamily-charging> [Accessed 23 Apr. 2025].
36. Puget Sound Energy. (2024). Up & Go Electric for Public. [online] Available at: <https://www.pse.com/en/pages/electric-cars/Public-Charging> [Accessed 23 Apr. 2025].
37. Puget Sound Energy. (2024). Up & Go Electric for Workplace. [online] Available at: <https://www.pse.com/en/pages/electric-cars/Workplace-charging> [Accessed 23 Apr. 2025].
38. Recurrent Auto. (n.d.). Washington Electric Vehicle Trends. Available at: <https://www.recurrentauto.com/research/washington-electric-vehicles> [Accessed Apr. 2025].
39. Staff, K.N. (2024). Washington state to add nearly 5,000 electric vehicle charging stations. KOMO News. Available at: <https://komonews.com/news/local/electric-vehicle-ev-charging-station-washington-olympia-seattle-governor-jay-inslee-grant-85-million-4000-new-stations-department-commerce-investment-program-communities-negative-health-effects-fossil-fuel-pollution> [Accessed Apr. 2025].
40. U.S. Department of Energy. (2020). Costs Associated with Non-Residential Electric Vehicle Supply Equipment (EVSE). Available at: <https://afdc.energy.gov/files/u/publication/evse-costs-2020.pdf>
41. U.S. Department of Energy. (2023). Electric Vehicle Charging Infrastructure Trends from the Alternative Fueling Station Locator: First Quarter 2023. Available at: https://afdc.energy.gov/files/u/publication/evse_cost_report_2023.pdf
42. U.S. Department of Transportation. (2023). Federal Funding Programs for Electric Vehicle Infrastructure. Available at: <https://www.transportation.gov/rural/ev/toolkit/ev-infrastructure-funding-and-financing/federal-funding-programs> [Accessed 23 Apr. 2025].



43. U.S. Department of Transportation. (2024). Bipartisan Infrastructure Law: National Electric Vehicle Infrastructure (NEVI) Formula Program. Available at: <https://www.transportation.gov/bipartisan-infrastructure-law> [Accessed 23 Apr. 2025].
44. Washington State Building Code Council. (2018). 2018 Washington State Energy Code – Commercial (Chapter C405.10 Electric Vehicle Infrastructure). [online] Available at: <https://sbcc.wa.gov/> (navigate to "Current Codes" > "2018 Codes") [Accessed Apr. 2025].
45. Washington State Building Code Council. (2023). WAC 51-50-0429 – Electric Vehicle Charging Infrastructure. Available at: <https://app.leg.wa.gov/WAC/default.aspx?cite=51-50-0429> [Accessed 23 Apr. 2025].
46. Washington State Building Code Council. (2024). WAC 51-50-0429 – Electric Vehicle Charging Infrastructure. Available at: <https://app.leg.wa.gov/WAC/default.aspx?cite=51-50-0429> [Accessed 23 Apr. 2025].
47. Washington State Department of Commerce. (2024). Clean Energy Fund. Available at: <https://www.commerce.wa.gov/growing-the-economy/energy/clean-energy-fund/>
48. Washington State Department of Commerce. (2024a). Energy Programs and EV Infrastructure Grants. Available at: <https://www.commerce.wa.gov/growing-the-economy/energy/energy-programs/>
49. Washington State Department of Commerce. (2024b). Transportation Electrification Strategy (TES). Available at: <https://www.commerce.wa.gov/clean-transportation/tes/>
50. Washington State Department of Commerce. (n.d.). 2018 Washington State Energy Code - Commercial Provisions. Available at: <https://www.commerce.wa.gov/growing-the-economy/energy/buildings/washington-state-energy-code/> [Accessed Apr. 2025].
51. Washington State Department of Ecology. (2022). Chapter 173-423 WAC – Clean Vehicles Program. Available at: <https://app.leg.wa.gov/wac/default.aspx?cite=173-423> [Accessed Apr. 2025].
52. Washington State Department of Ecology. (2024). A record year for electric vehicles and plug-in hybrids in Washington. Available at: <https://ecology.wa.gov/blog/april-2024/a-record-year-for-electric-vehicles-and-plug-in-hybrids-in-washington> [Accessed Apr. 2025].
53. Washington State Department of Ecology. (2024a). Clean cars and vehicle emissions. Available at: <https://ecology.wa.gov/Air-Climate/Air-quality/Vehicle-emissions/Clean-cars> [Accessed 23 Apr. 2025].



54. Washington State Department of Ecology. (n.d.). Washington sets path to phase out gas vehicles by 2035. Available at: <https://ecology.wa.gov/About-us/Who-we-are/News/2022/Sept-7-Clean-Vehicles-Public-Comment> [Accessed Apr. 2025].
55. Washington State Department of Licensing. (n.d.). Vehicle Registration Fees. Available at: <https://www.dol.wa.gov/vehicleregistration/fees.html> [Accessed 23 Apr. 2025].
56. Washington State Department of Transportation (WSDOT). (2023). Washington State Plan for Electric Vehicle Infrastructure Deployment. [pdf] Available at: <https://wsdot.wa.gov/sites/default/files/2023-09/WSDOT-NEVI-Plan-Update-2023.pdf> [Accessed Apr. 2025].
57. Washington State Department of Transportation (WSDOT). (2024). Gray Notebook: Electric Vehicles. Available at: <https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/environment/electricvehicles/default.htm> [Accessed Apr. 2025].
58. Washington State Department of Transportation (WSDOT). (2024a). Washington Electric Vehicle Program (WAEVCP). Available at: <https://ofm.wa.gov/relating-transportation-electrification-strategy> [Accessed 23 Apr. 2025].
59. Washington State Department of Transportation (WSDOT). (2024b). Zero-emissions Access Program (ZAP) Grant. Available at: <https://wsdot.wa.gov/business-wsdot/grants/zero-emission-vehicle-grants/zero-emissions-access-program-grant> [Accessed 23 Apr. 2025].
60. Washington State Department of Transportation (WSDOT). (2024c). Zero-Emission Vehicle Infrastructure Partnerships (ZEVIP) Grant. Available at: <https://wsdot.wa.gov/business-wsdot/grants/zero-emission-vehicle-grants/zero-emission-vehicle-infrastructure-partnerships-grant> [Accessed 23 Apr. 2025].
61. Washington State Governor. (2021). Executive Order 21-04: Zero Emission Vehicles. Available at: https://www.commerce.wa.gov/wp-content/uploads/2022/07/Executive-Order-21-04_ZEV-FAQs.pdf [Accessed 23 Apr. 2025].
62. Washington State Legislature. (2022). RCW 35A.11.020 – Powers vested in legislative bodies of noncharter and charter code cities. Available at: <https://app.leg.wa.gov/RCW/default.aspx?cite=35A.11.020> [Accessed 23 Apr. 2025].
63. Washington State Legislature. (2022). RCW 35A.11.050 – Statement of purpose and policy. Available at: <https://app.leg.wa.gov/rcw/default.aspx?cite=35A.11.050> [Accessed 23 Apr. 2025].



64. Washington State Legislature. (2022a). Engrossed Substitute Senate Bill 5974 (RCW 43.392.020) – Move Ahead Washington. Available at: <https://app.leg.wa.gov/billsummary?BillNumber=5974&Year=2021> [Accessed 23 Apr. 2025].
65. Washington State Legislature. (2022b). RCW 64.90.513 – Electric Vehicle Charging Stations. Available at: <https://app.leg.wa.gov/rcw/default.aspx?cite=64.90.513> [Accessed 23 Apr. 2025].
66. Washington State Legislature. (2023). RCW 70A.30.010 – Motor vehicle emission standards—California standards adopted. Available at: <https://app.leg.wa.gov/rcw/default.aspx?cite=70A.30.010> [Accessed 23 Apr. 2025].
67. Washington State Legislature. (2024). RCW 19.27 – State Building Code. Available at: <https://app.leg.wa.gov/RCW/default.aspx?cite=19.27> [Accessed 23 Apr. 2025].
68. Washington State Legislature. (2024a). RCW 19.27A – Energy-Related Building Standards. Available at: <https://app.leg.wa.gov/RCW/default.aspx?cite=19.27A> [Accessed 23 Apr. 2025].
69. Washington State Legislature. (2024b). RCW 19.27.540 – Electric Vehicle Infrastructure Requirements – Rules. Available at: <https://app.leg.wa.gov/RCW/default.aspx?cite=19.27.540> [Accessed 23 Apr. 2025].
70. Washington State Legislature. (2024c). RCW 43.19.648 – Publicly Owned Vehicles, Vessels, and Construction Equipment – Fuel Usage. Available at: <https://app.leg.wa.gov/rcw/default.aspx?cite=43.19.648> [Accessed 23 Apr. 2025].
71. Washington State Legislature. (2024d). RCW 46.08.185 – Electric Vehicle Charging Stations – Signage – Penalty. Available at: <https://app.leg.wa.gov/RCW/default.aspx?cite=46.08.185> [Accessed 23 Apr. 2025].
72. Washington State Legislature. (2024e). RCW 64.90.513 – Electric Vehicle Charging Stations. Available at: <https://app.leg.wa.gov/rcw/default.aspx?cite=64.90.513> [Accessed 23 Apr. 2025].
73. Washington State Legislature. (2024f). RCW 70A.30.010 – Department of Ecology to Adopt Rules to Implement Motor Vehicle Emission Standards. Available at: <https://app.leg.wa.gov/rcw/default.aspx?cite=70A.30.010> [Accessed 23 Apr. 2025].
74. Washington State Legislature. (2024g). RCW 70A.45.020 – Greenhouse Gas Emissions Reductions – Reporting Requirements. Available at: <https://app.leg.wa.gov/rcw/default.aspx?cite=70A.45.020> [Accessed 23 Apr. 2025].

KENMORE ELECTRIC VEHICLE INFRASTRUCTURE PLAN (EVIP)

May 19th, 2025



CITY OF KENMORE
ENVIRONMENTAL SERVICES



AGENDA



Project Purpose/Background

Stakeholder & Community Engagement

EV Modeling Methodology

Community Charging

Fleet Charging

Next Steps

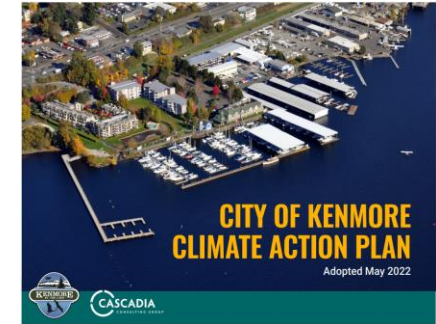
Kenmore's EVIP is supported with funding from Washington's **Climate Commitment Act**. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at www.climate.wa.gov.



PROJECT PURPOSE



- The EVIP supports Kenmore's Climate Action Plan and **2050 carbon neutrality goal** by guiding the transition to EVs in both City operations and the broader community.
 - **CAP – Transportation & Land Use Strategy #3: Drive cleaner vehicles**
- Aligned with community priorities, the EVIP promotes sustainable land use, equitable access to low-carbon transportation, and expanded EV adoption to reduce greenhouse gas emissions.



EVIP Goals

- Provide a roadmap for public EV charging installations through 2040 by considering:
 - Community input
 - Electrical hosting capacity
 - Proximity to other chargers
 - Potential traffic/usage
- Conduct fleet transition plan for City vehicle replacements and additions



- **Key Findings:**

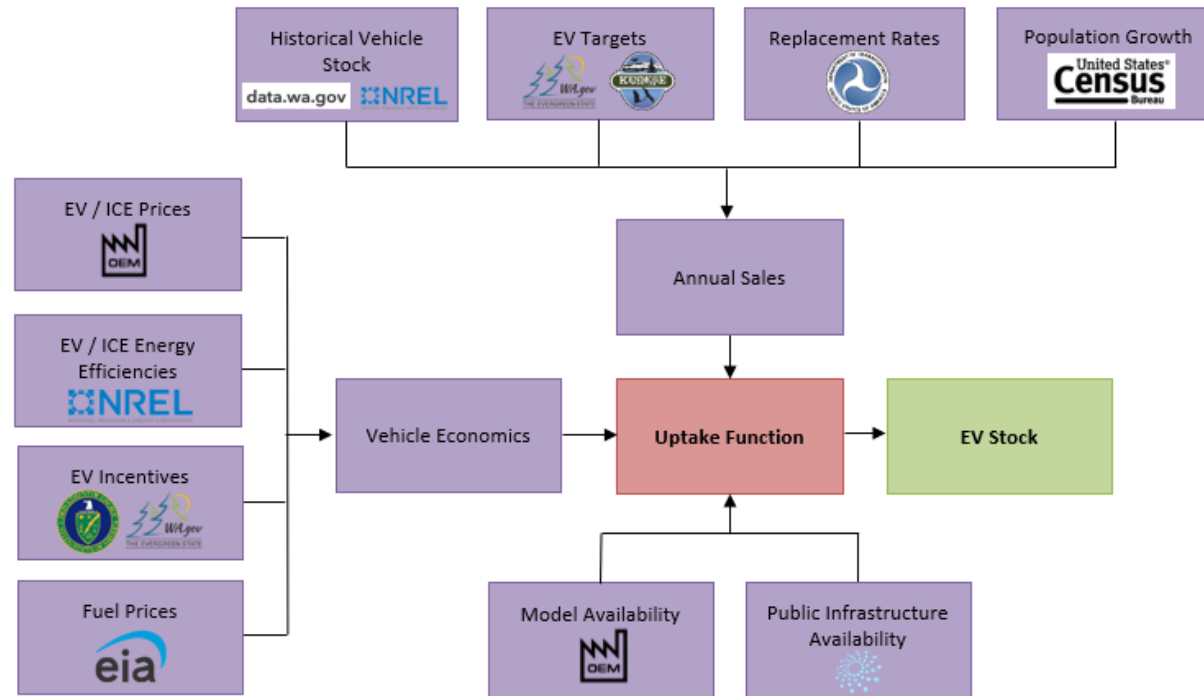
- **Future Outreach Priorities:**

-
- A map of the Kenmore area in Omaha, Nebraska, showing bus routes and stops. The map includes major roads such as NE 202nd St, NE 198th St, NE 184th St, NE 170th St, NE 165th St, NE 143rd St, and NE 140th St. Key locations marked include Wallace Swamp Creek Park, Logboom Park, Ingleswood Wetlands, Ingleswood Golf Club, Moorlands, and Saint Edward State Park. Bus routes are indicated by colored lines (blue, orange, green, red) and bus stops are marked with blue and red pins. The map also shows the location of the Kenmore station and the Kenmore station at Logboom Park. The map is labeled 'Page 392 of 514' in the bottom right corner.

EV ADOPTION MODELING METHODOLOGY



EV Adoption Modeling Diagram



Legend



Note: ICE = Internal Combustion Engine
Source: Energeia (2024)

• Objective:

- Forecast EV adoption in Kenmore to inform community charging infrastructure needs.

• Approach:

- Used a vehicle stock and turnover model driven by customer ROI, EV availability, and charging infrastructure access.

• Key Steps:

- Forecast ROI by vehicle class and year.
- Estimate EV model availability over time.
- Project vehicle stock growth using population trends.
- Incorporate ZEV targets and requirements.
- Calculate EV adoption based on combined factors.

COMMUNITY CHARGER FINDING SUMMARY - INFRASTRUCTURE ALLOCATION METHOD COMPARISON



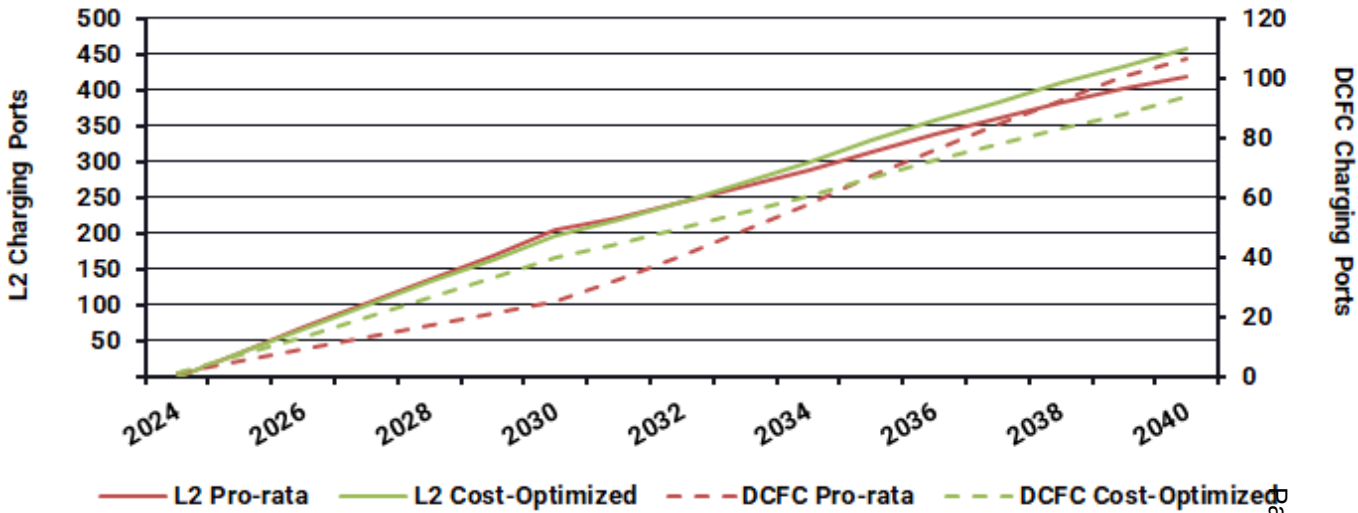
- Two infrastructure solutions were developed:
- 1. **Pro-rata** base case – charging station installs are distributed evenly or proportionally based on some key factors, like population or vehicle density, without specifically optimizing for cost or demand (\$52M total)
 - 2. **Cost-Optimized** - minimizes costs while meeting demand (\$48M total)

The Cost-Optimized solution saves about **\$3.7 million** over the 15-year forecast period.

- Prioritizes early deployment of DC fast chargers (DCFCs)
- Accelerates Level 2 charger (L2) installation in the 2030s
- Level 1 chargers (L1) used for residential and multi-family areas

- In the early years, DCFCs offer a better utilization-to-cost ratio, leading to more investment in fast charging infrastructure.

Community Charging Port Counts by Level and Allocation Method



Source: Energeia Analysis

- DCFCs typically charge an EV to 80% in 20-45 minutes
- L2 chargers typically charge an EV to 80% in 4-10 hours

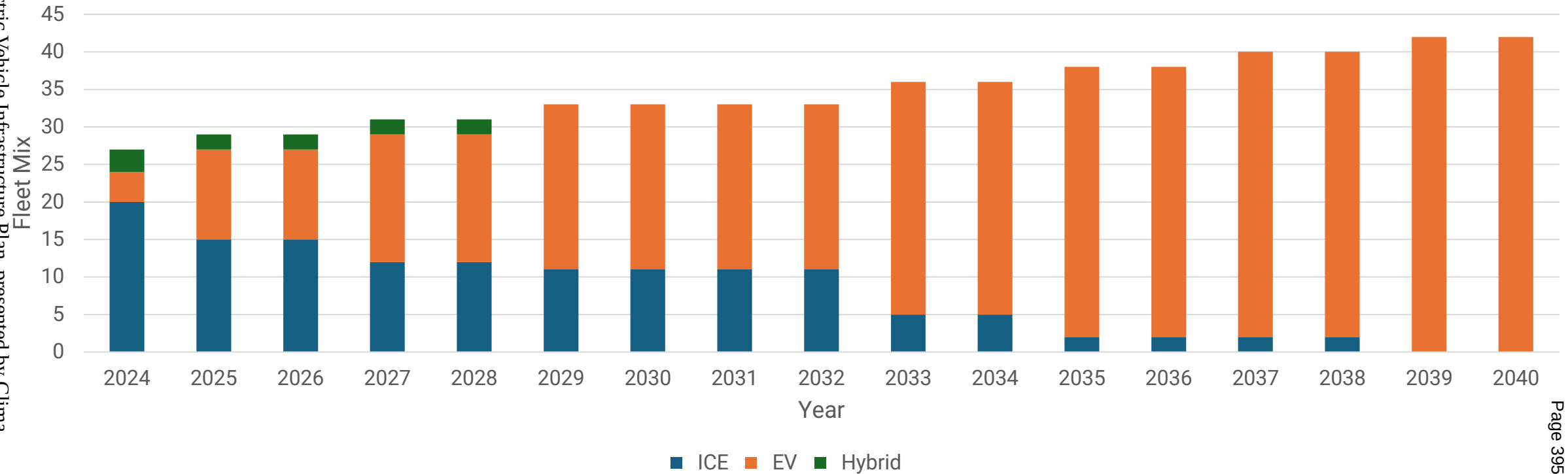
Charging times depend on charger power output and a vehicle's battery capacity and charging capability.

FINDING SUMMARY - KENMORE FLEET TRANSITION PLAN



Powertrain Composition Over Time

Kenmore Fleet Mix



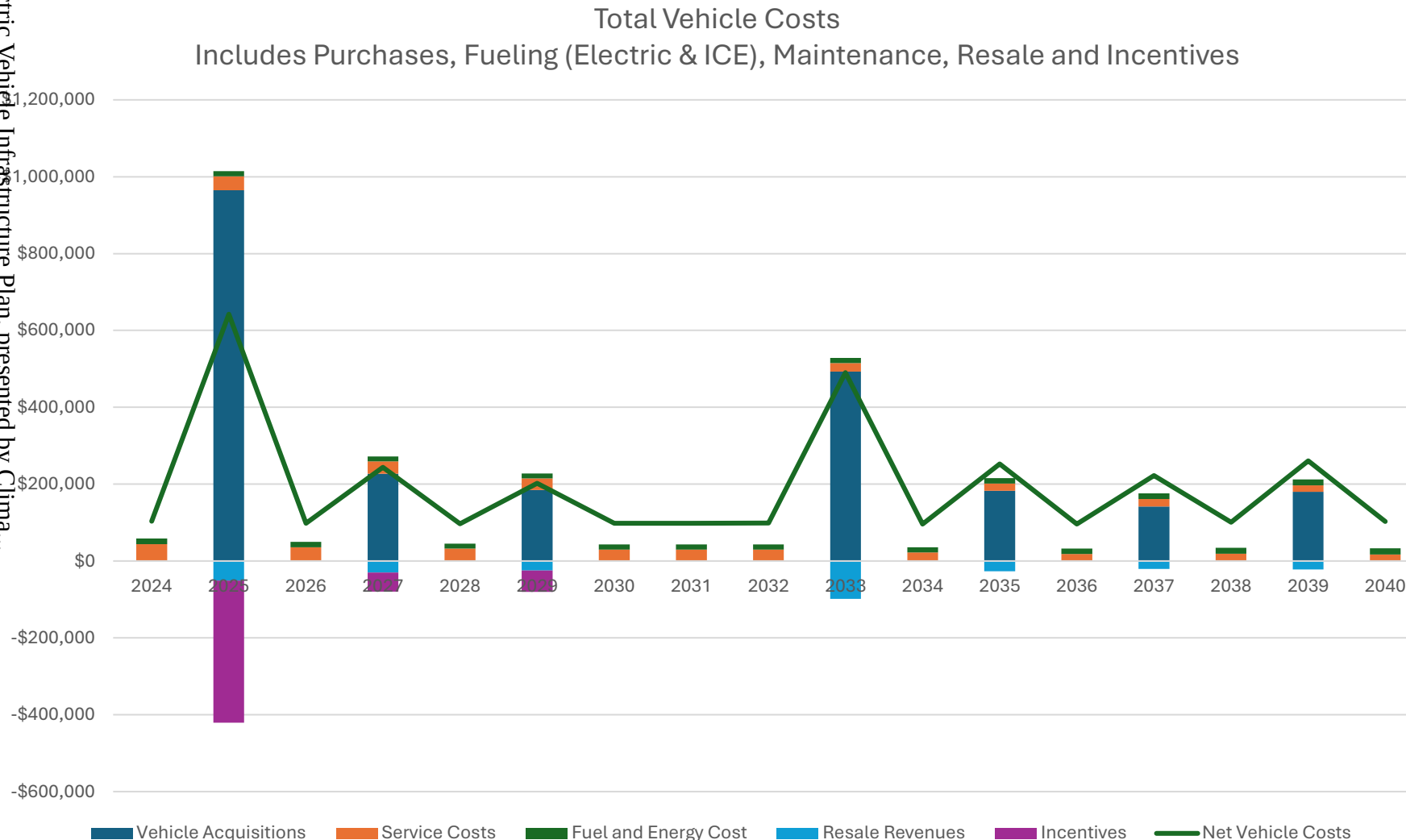
Analysis of the City of Kenmore's fleet electrification strategy reveals the following key findings:

- **Fleet Transition to BEVs:** Existing gas, diesel, and hybrid vehicles within the City's fleet will be replaced with Battery Electric Vehicles (BEVs) according to their planned replacement schedules.
- **Annual Addition of BEVs:** On average, one new BEV will be added to the fleet each year, coinciding with regularly scheduled vehicle purchases and replacements.
- **Fleet Growth and Electrification Timeline:** The fleet will grow from **27 to 42 vehicles between 2024 and 2040**, with full electrification expected by 2039. Increase in fleet due to anticipated population growth and required growth by the City to meet the growing service demands.

FINDING SUMMARY - FLEET TRANSITION PLAN EXPENDITURES



Expected Fleet Expenditures By Year –Fleet Growth

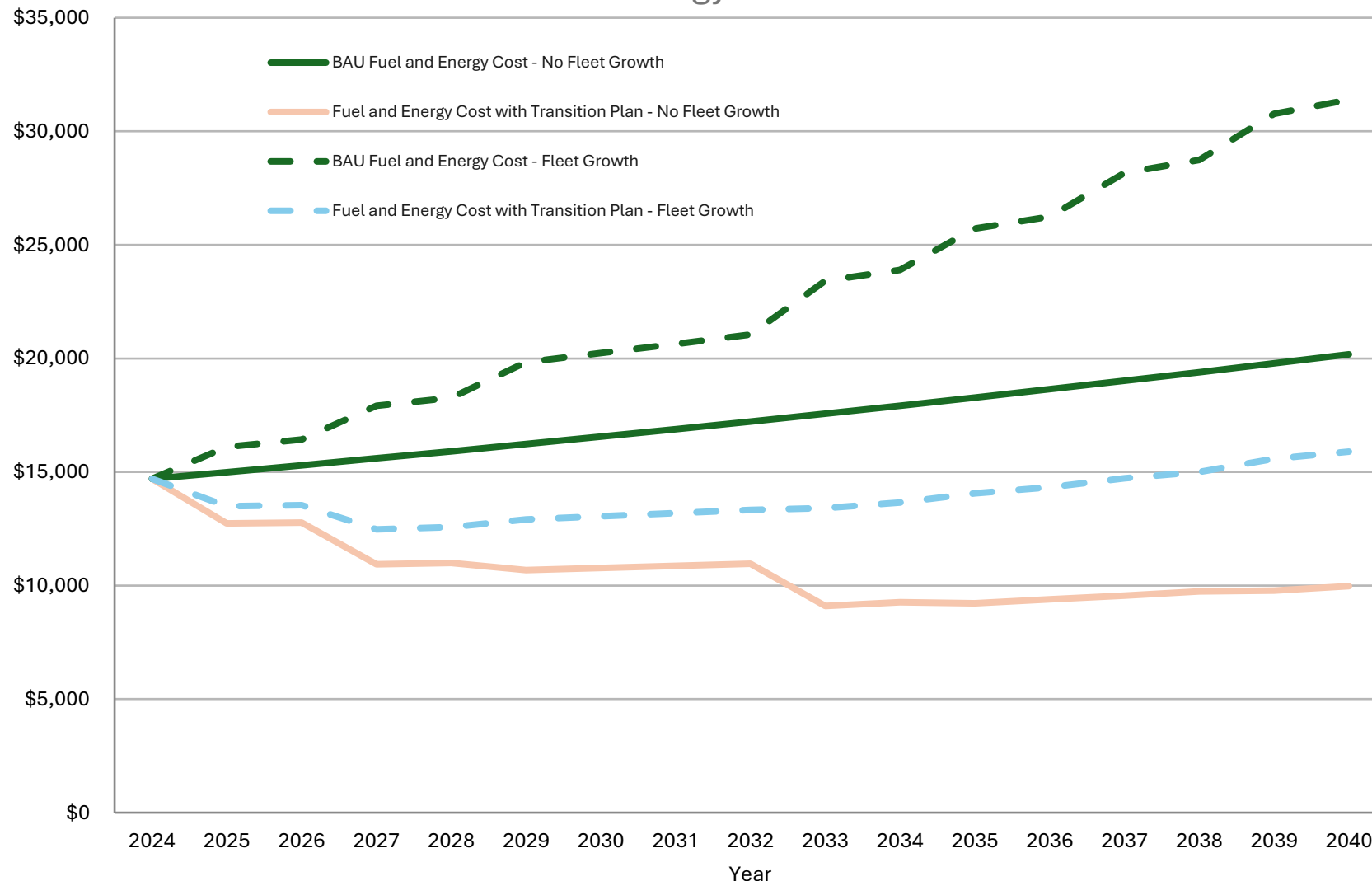


- **Major cost peaks occur in 2025 and 2033**, primarily due to **high vehicle acquisition costs**.
 - However, these are offset by savings in fuel and maintenance, resulting in **net savings** over the fleet lifecycle.
- **Smaller cost peaks** are expected in **2027, 2029, 2035, 2037, and 2039**, driven by **fleet expansions and vehicle replacements**.
- **Incentives are highest in 2025**, making it a strategic time to **capitalize on funding opportunities** before they **expire or reach their caps**.

DIFFERENCES BETWEEN ICE OPERATIONS AND EV TRANSITION



Fuel and Energy Costs



- Without further EV transition, **fuel costs are projected to rise annually by 2-5%**, with electricity costs following a similar trend.
- Regardless of fleet growth, transitioning to EVs is expected to generate **net savings in energy fueling expenses** compared to the business-as-usual (BAU) scenario.
- From **2024 to 2040**, estimated savings are:
 - \$113K** with no fleet growth
 - \$147K** with fleet growth

2025-2026 KEY NEXT STEPS



Community Charging

Deploy **seventeen (17) Level 2 chargers** and **four (4) DC fast chargers** along **Kenmore's central commercial corridor**.

Business Community Engagement

- Develop a strategic engagement plan with local businesses to collaboratively build EV charging infrastructure at identified potential partner sites.

Public Right-of-Way

- Install charging in existing parking areas along rights-of-way where grid hosting capacity is adequate.

Puget Sound Energy (PSE) Support Programs

- **Up & Go Public:** Engage with PSE to facilitate the deployment of public chargers throughout city limits.
- **Up & Go Electric for Workplace:** Explore workplace charging opportunities for **City staff and local businesses**.
- **PSE Pole Charging Pilot Program:**
 - Prioritize implementation of pole chargers in the public right-of-way.
 - Coordinate outreach to local **business and property owners**.
 - Work with PSE on **grant applications** and **technical assessments**.

Electrical Infrastructure Funding

- Install **separate meters** for EV chargers to enable access to **EV-specific utility rates**.
- Coordinate with PSE to fund **community charging installations** through available programs.

2025-2026 KEY NEXT STEPS



Fleet Transition

City Hall

- Continue with the addition of **three (3) dual-port chargers** for fleet or employee use.

Public Works Operations Center (PWOC) – Initial Build-Out – Fleet

- Install at least **three (3) dual-port chargers** (total of **six (6) charging ports**) during the initial build-out phase.
- Plan to expand to the full **six (6) dual-port chargers** (total of **twelve (12) charging ports**).

Public Works Operations Center – Future Build-Out

- Design for an additional **seven (7) dual-port chargers**, bringing the **total to 26 ports**, including City Hall infrastructure.
- **Pre-wire for twenty (20) 10kW AC charge ports** to support cost-effective future fleet expansion.

Puget Sound Energy (PSE) Support

- **Up & Go Electric for Fleet:** Pursue installation of **one to two (1–2) DC fast chargers** for fleet use and backup charging capacity.

Vehicle Replacement Planning

- Recommend replacing **three (3) vehicles** in **2025–2026** to align with EV infrastructure build-out and reduce emissions.

2025-2026 KEY PARTNERSHIP OUTREACH SITES



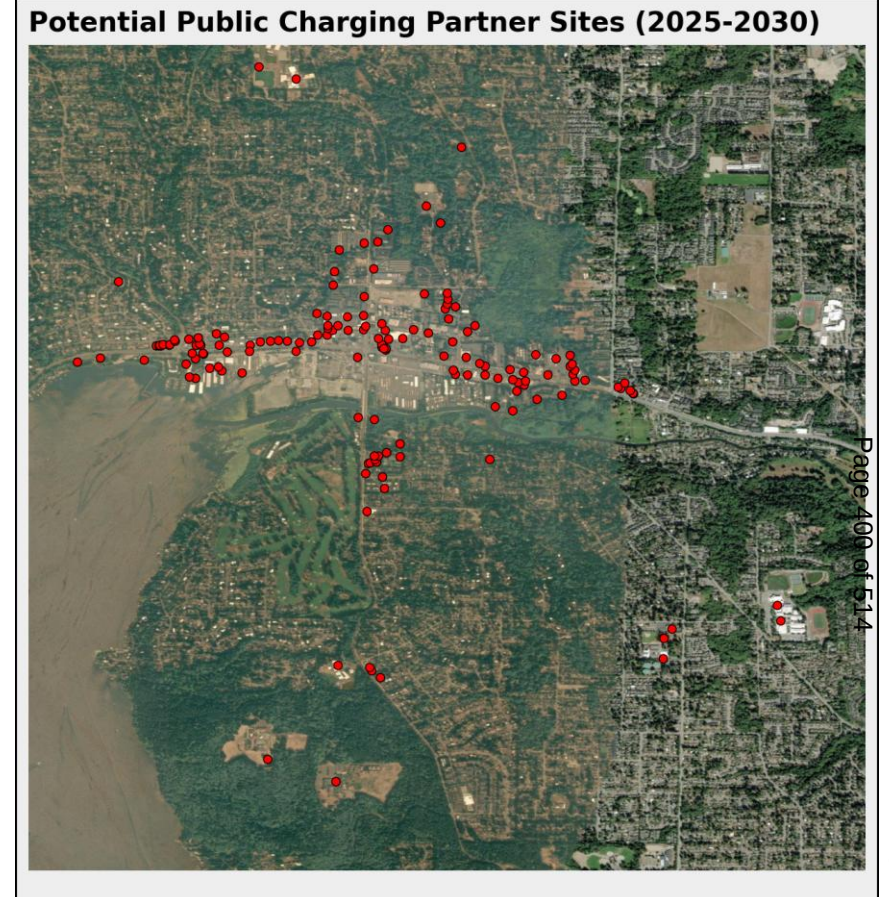
The following locations have been identified as **priority potential partnership opportunities** for EV infrastructure deployment in the City of Kenmore. The **project team selected these sites** based on a combination of key factors, including:

High frequency of community feedback ("pins") received during public engagement.

Diversity of asset classes – ensuring a mix of multi-family housing, parks, schools, businesses, and mobility hubs.

Concentration in high-activity areas where public congregation and vehicle turnover are naturally higher, maximizing utilization potential. Engaging with these site owners and operators will be critical to building an **equitable and accessible EV charging network** that serves Kenmore’s growing needs and supports broader sustainability goals. A full list of potential partnership sites and organizations can be found in the appendix, and it is essential to note that these are a subset of examples and not meant to be a prescriptive list.

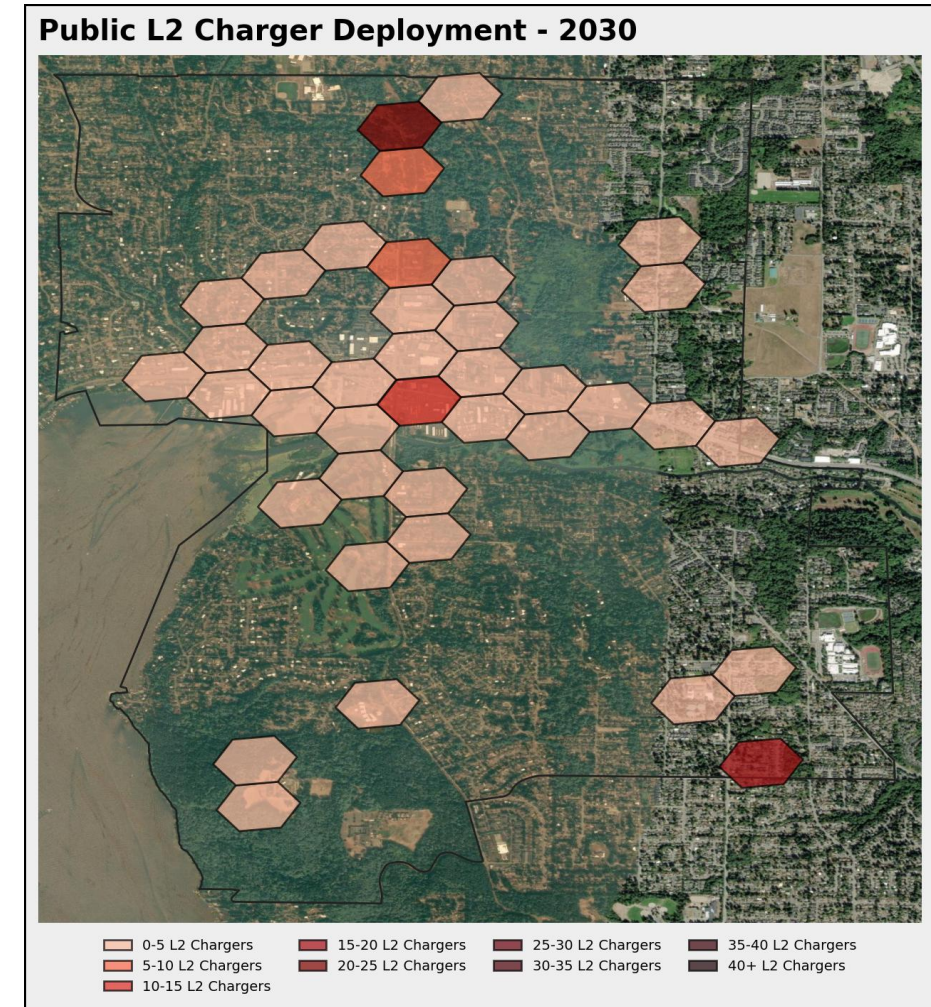
Category	Site Name	Charger Type
Multi-Family Residential	Vermont Apartment Homes	L2
	Green Leaf Apartments	L2
Public Parks & Recreation	Saint Edward State Park Playground	L2/DCFC
	Moorlands Park	L2/DCFC
	Kenmore 68th Avenue Boat Launch	L2/DCFC
Schools & Educational	Kenmore Middle School	L2
	Kenmore Elementary	L2
Community & Religious Sites	Kenmore Community Church Parking Lot	L2/DCFC
Retail & Service Centers	Les Schwab Tire Center	DCFC
	Kenmore Dental	DCFC
	Chevron	DCFC
	76 Gas Station (Kenmore Food Mart)	DCFC
Transit & Mobility Hubs	Kenmore Park and Ride (BikeLink)	DCFC



2030 L2 Charger Allocation

L2 Charger Cumulative Deployment: 2030

- 2030 spatial allocation of L2 chargers based on:
 - Site availability by solution type
 - Non-dedicated driver density
 - Environmental health disparity score
 - Distribution system headroom/grid capacity
- By 2030, majority of optimally deployed L2 chargers located near central commercial corridor
- A few L2s spread out across key high-demand residential areas and parks
- **42-85 L2 chargers installed by 2030**

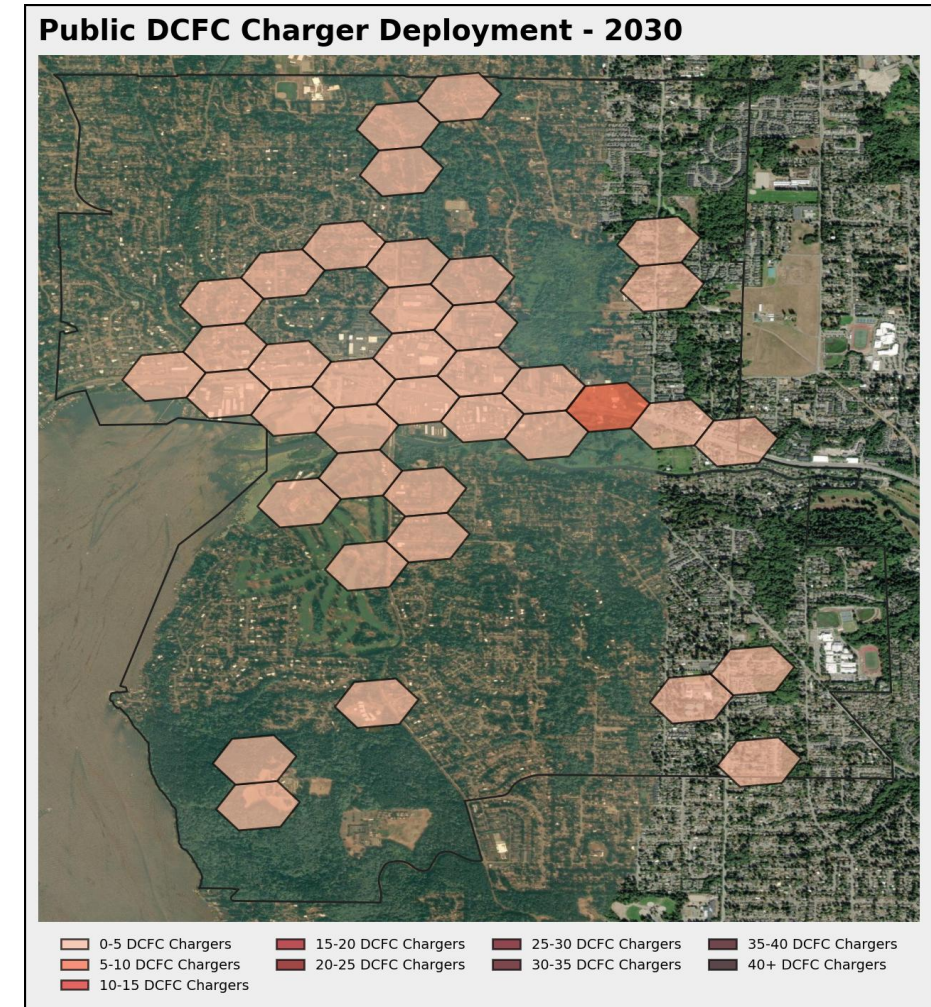


Source: Energeia Analysis (2025)

2030 DCFC Allocation

DCFC Cumulative Deployment: 2030

- 2030 spatial allocation of DCFC chargers based on:
 - Site availability by solution type
 - Non-dedicated driver density
 - Environmental health disparity score
 - Distribution system headroom/grid capacity
- Main commercial corridor in the City is key area of density, which is an expected outcome due to high traffic density, public access, and density of potential commercial sites for infrastructure
- Fewer DCFCs in south part of the city - lower Environmental Health Disparity score in SE corner, lower charging demand
- **10-18 DCFC chargers installed by 2030**



Source: Energeia Analysis (2025)

2027-2030 NEXT STEPS COMMUNITY CHARGING



Community Charging

1. Business Community Engagement

Collaborate with businesses along Kenmore's central commercial corridor to install:

- **83 dual-port Level 2 chargers**
- **18 dual-port DC fast chargers**

Focus on siting infrastructure at identified potential partner locations.

2. Building Code and Policy Recommendations

Consider updating EV readiness requirements beyond the **2018 Washington State Energy Code (WSEC)**:

- **Current WSEC:** 5% EV-ready parking for multifamily (Group R-2), 1+ EV-capable space for other uses.
- Look to regional best practices:
 - **King County Ordinance 19316:** 10% EV chargers, 25% future-ready.
 - **Seattle:** 100% EV wiring for parking; 20% of spaces charger-equipped.
 - **Tacoma:** One EV charger per 10 multifamily units.

3. Financial Incentives

- Provide rebates or other incentives (e.g., modeled on **Solarize Kenmore's \$1,000 rebate**) to encourage businesses and property owners to install or upgrade chargers.
- Prioritize incentives near **transit hubs** and other high-demand areas.

4. Workforce Development

- Partner with **UW Bothell and K-12 schools** to develop EV infrastructure training programs.
- Coordinate with **PSE grant programs** to evaluate school-based charger installations.

5. Continued Community Engagement

- Regularly engage with the public to:
 - Adapt the plan to evolving transportation needs.
 - Expand to include **E-mobility** and **bike infrastructure**.

6. Long-Term Partnerships

- When current funding wanes:
 - Explore **public-private partnerships (P3)** for install and or O&M.
 - Create incentive models to attract **retailers and service providers**

2027-2030 FLEET NEXT STEPS



Internal Fleet Transitions

1. Vehicle Replacement Timeline

Plan to **replace six (6) municipal vehicles between 2027–2029.**

Ensure replacements align with **EV infrastructure planning** and **land use/economic development goals.**

2. Strategic Coordination

EV fleet planning should be integrated with:

- Long-term **land use strategies.**
- Broader **economic development initiatives.**
- Local infrastructure investment timelines.

QUESTIONS & DISCUSSION



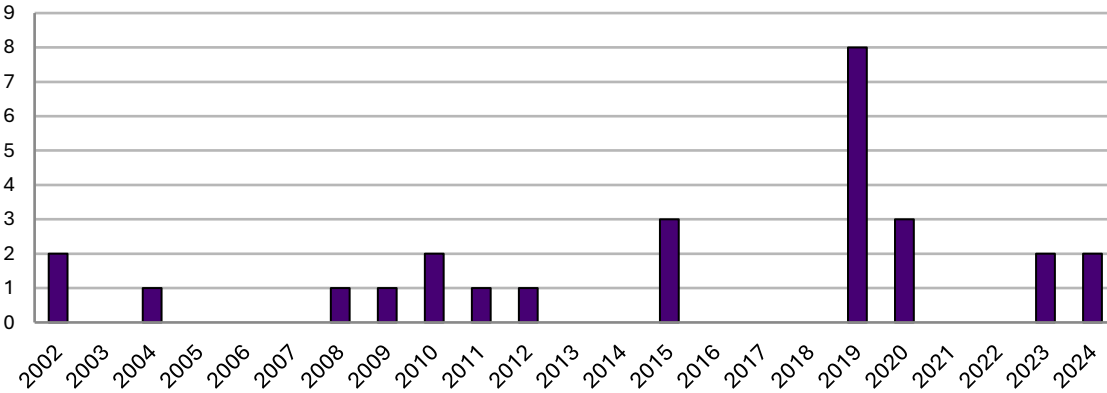
CITY OF KENMORE
ENVIRONMENTAL SERVICES



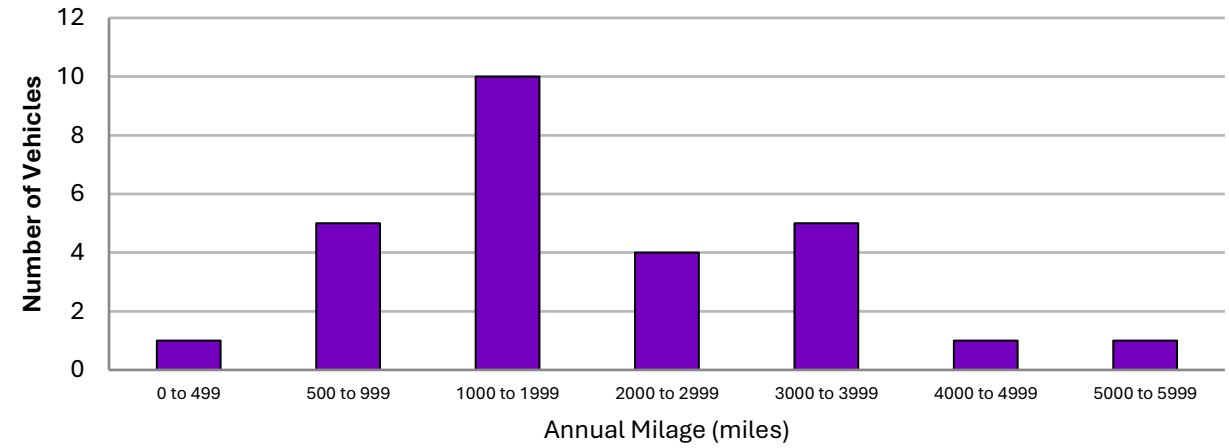
Existing Fleet Snapshot | FY24-25



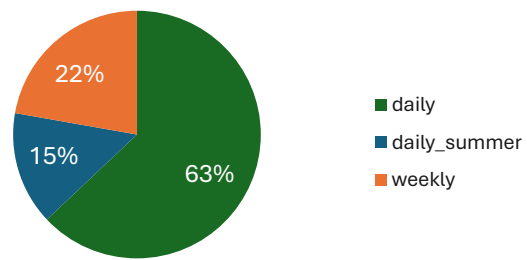
Fleet Age by Model Year



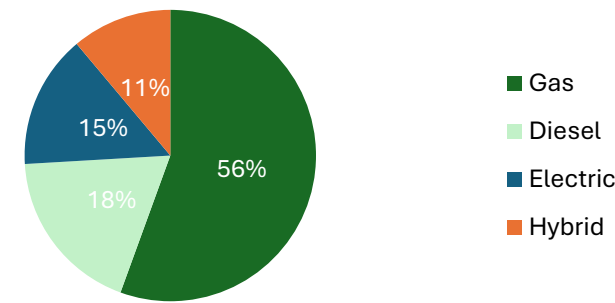
Fleet Annual Mileage



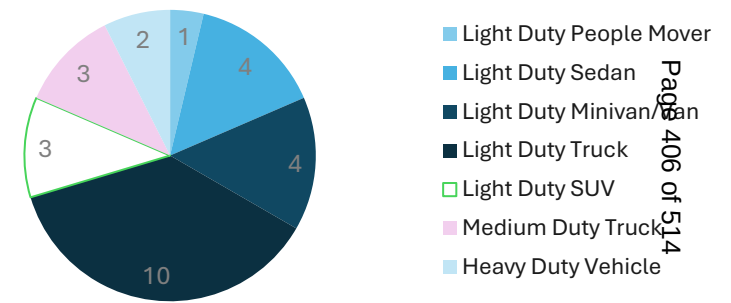
Fleet Usage Pattern



Fleet by Fuel Type



Fleet by Vehicle Type



Count: 27 Vehicles (aged 2002-2024)
Breakdown: Light, Medium & Heavy Duty | Diesel, Gasoline, Hybrid and EV Powertrains
Department Use: Multi-department Use, Development Services, Engineering, Water, Public Works, General Use
Usage: Daily, Weekly, Summer Usage Patterns
Mileage: 211- 5,706 Miles/Yr

Community Engagement



To ensure robust and inclusive community participation in the EVIP process, the Project Team organized multiple opportunities for engagement, both in-person and virtual, to accommodate various preferences and needs.

In-Person Farmers' Market Table: July 31st & August 28th, 2024

- **Goal:** To introduce the EVIP project, receive initial input on charger locations and promote future opportunities to learn more and provide feedback.
- **Approach:** Use an existing event to connect with community members in an accessible format, encourage questions, and gather initial thoughts on the project.
- **Location:** Kenmore Town Square, 6728 NE 181st St, Kenmore, WA 98028

In-Person Community Engagement Meeting: October 22nd, 2024

- **Goal:** To foster meaningful, face-to-face dialogue with community members and stakeholders.
- **Approach:** This meeting provided an open, accessible space for community members to share their input, ask questions, and learn about the EVIP firsthand. Active participation from diverse groups was encouraged, ensuring that voices from all backgrounds were heard.
- **Location:** Kenmore City Hall, 18120 68th Ave NE, Kenmore, WA 98028

Key Highlights:

- Presentation of the EVIP process
- Interactive discussions on EV charger placement
- Opportunities for direct feedback

Virtual Community Meetings: October 28th & November 1st

- **Goal:** To provide flexible options for participation, making it easier for those who could not attend in person to contribute. The meetings were tentatively scheduled for 6 pm and 12 pm.
- **Approach:** These virtual sessions were designed to be inclusive and accessible, ensuring community members with varying schedules or mobility limitations could participate. Breakout rooms were used for small group discussions (if needed), and digital tools were employed for real-time feedback collection.
- **Platform:** Microsoft Teams meeting

Key Highlights:

- Detailed overview of the EVIP process
- Interactive polls and Q&A sessions
- Focused discussions on DEIA considerations for infrastructure planning

Through these efforts, the team aimed to gather diverse perspectives, ensure broad community representation, and ensure that the EVIP reflected the needs and values of all Kenmore residents.

IMPACT OF PUBLIC CHARGING



The Project Team conducted an in-depth analysis of various EV adoption scenarios, including the development of a bespoke forecast, using the [Washington State Department of Commerce's Transport Electrification Strategy \(TES\)](#) as a benchmark. Key elements from the analysis include:

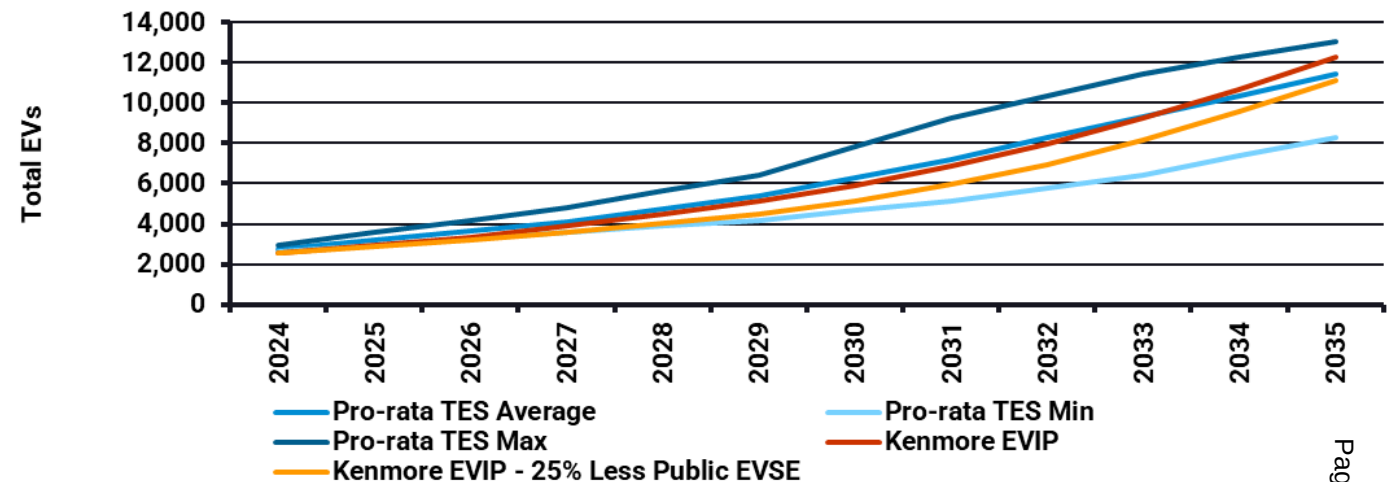
Scaled EV Adoption Scenarios: The team scaled the TES EV adoption scenarios to Kenmore's population and current EV stock in 2024, providing a benchmark forecast for the city's adoption trajectory.

Kenmore's Adoption Forecast: The bespoke adoption forecast for Kenmore shows an **EV adoption rate 5% higher** than the TES average adoption scenario by 2035, indicating a stronger shift to electric vehicles than anticipated for the state based on income and current market and sales share trends.

Impact of Public Charging Infrastructure: The team also modeled an adoption scenario with 25% fewer public charging stations to demonstrate the critical role of infrastructure in supporting EV adoption. This scenario **showed an 11% reduction in adoption, highlighting the importance of expanding public charging** infrastructure to reduce the barrier to adoption.

- These findings underscore the significant potential for EV adoption in Kenmore and emphasize the need for continued investment in public charging infrastructure to support this transition.

WA State TES Scenarios vs. Kenmore EVIP Forecast



Source: WA Dept. of Commerce (2024), Energeia Analysis (2024)

INFRASTRUCTURE



This EVIP is designed to accelerate the adoption of EVs while ensuring equitable access to chargers and infrastructure across the city. The current condition of Kenmore's EV infrastructure reveals strengths and challenges in the City's efforts to implement a robust and inclusive plan. Key findings from the assessment include:

Existing Infrastructure:

- Kenmore currently has a limited number of publicly available EV chargers. Kenmore is the home of **seven (7) public EV Level 2 (L2) chargers**, two of which are City-owned chargers designated for the Kenmore fleet and located in the City Hall Garage (18120 68th Ave NE, Kenmore, WA). **Five (5) charging locations are public**, with two (2) Shell Recharge (formerly Volta) chargers located at Safeway, two (2) located at Bastyr University (which require a parking pass from the University to access), and the last charger, a public Blink charger located in the town square. St. Edward Park is a potential long-term site for public charging, and the Lodge provides a guest-only charger; however, this is not public (Plugshare, 2025)
- Kenmore is building a Public Works Operation Center (PWOC) and, at the time of this report, has **planned six (6) L2 dual-port chargers for the PWOC**. These chargers, coupled with the existing chargers at City Hall, will allow adequate charging capacity for Kenmore's internal fleet as of the fleet composition of the time of this report.

Infrastructure Gaps:

- The city's EV charging infrastructure is currently underdeveloped, especially in low-income and multi-family residential areas, where access to at-home charging is limited. Kenmore recognizes the clear need for more strategically placed chargers, particularly in areas of high demand and where accessibility issues exist. This gap in infrastructure poses a barrier to EV adoption, especially for residents who cannot charge at home due to living conditions or limited public charging options.
- With King County having over **110,000 registered EVs in 2024**, there is a need for targeted expansion to support EV adoption across the city to support local and regional growth, namely in high-traffic corridors, parks, commercial shopping and entertainment hubs, and multifamily units (WSDOT, 2025).



FUNDING



State and Local Funding Opportunities: Kenmore has access to several key state funding programs to support expanding its EV infrastructure and vehicle electrification efforts. Notable programs include:

PSE Up & Go Electric Programs: A series of incentives that support fleet electrification, workplace charging, and multi-family housing infrastructure. These programs are designed to help Kenmore electrify its fleet and improve access to charging stations. PSE's Up & Go Electric for Workplace program covers up to 100 percent of the cost for qualifying customers to install and maintain Level 2 charging for their employees.

Supporting PSE EV Home Charger Rebate: Depending on household income and size, the enhanced [Empower Mobility](#) incentives offer up to \$600 in rebates for qualifying EV home chargers and up to \$2,000 towards installation costs. Encourage Kenmore residents to evaluate this program when considering the purchase of an EV.

Washington State EV Charging Program: This program provides financial incentives for installing charging infrastructure, particularly for multi-family housing and public charging stations. In 2023, \$64 million was allocated, with 40% directed towards overburdened communities, making it an opportunity for Kenmore to expand charging access in underserved areas.

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program: This program offers grants for developing public charging stations and associated infrastructure, presenting an opportunity for Kenmore to further invest in its charging network.

Recommendations for Improvement:

PSE Up & Go: Kenmore should continue to work with PSE and aggressively apply for PSE's Up & Go Electric Programs to take advantage of local funding while it is still available.

- **Up & Go Electric for Fleet:** [Up & Go Electric Fleet](#)
- **Up & Go for Public:** [Up & Go Public](#)
- **Up & Go Electric for Workplace:** [Up & Go Workplace](#)
- **Up & Go Electric for Multifamily:** [Up & Go Multifamily](#)
- **Engage Local Businesses:** To enhance local business participation, Kenmore could highlight how funding for EV infrastructure can benefit businesses, such as through tax incentives or by increasing customer traffic to charging locations.
- **Targeted Funding for Low-Income Areas:** Kenmore can seek additional funding specifically for low-income households and neighborhoods that currently lack sufficient charging infrastructure. Targeted incentives can reduce barriers to EV adoption and help bridge equity gaps.



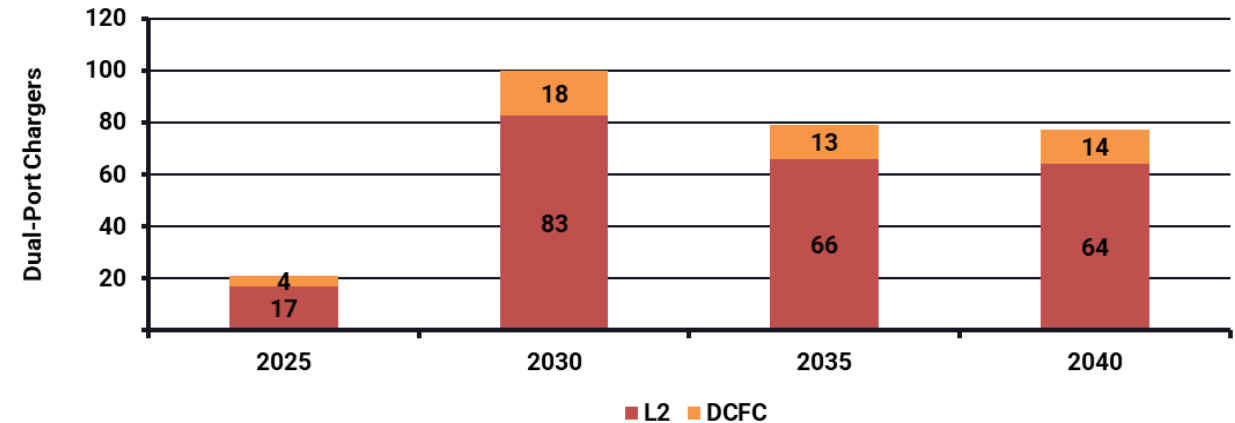
Sources: PSE

MODELED CHARGING INFRASTRUCTURE NEEDS

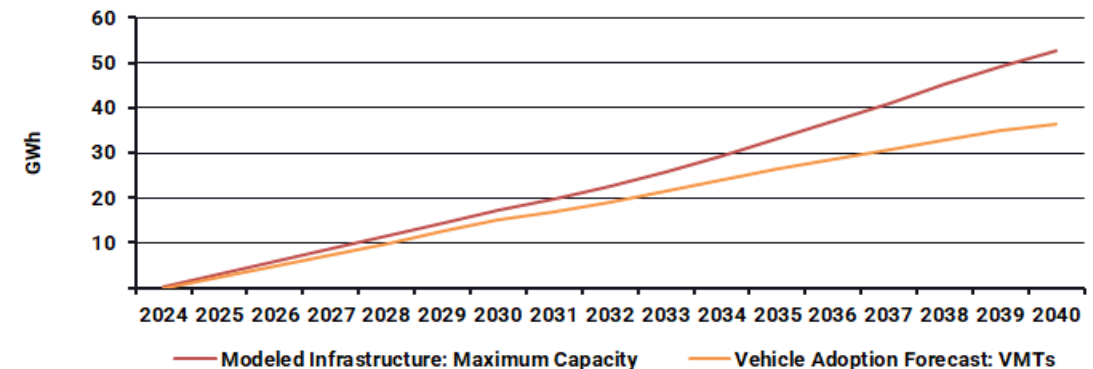


- The Project Team developed a **5-year phased deployment plan** based on modeled infrastructure demand in the City and the Cost-Optimized charging infrastructure solution.
- The deployment plan indicates the largest infrastructure development from **2025 to 2030**, driven by high demand for public charging as **forecast EV adoption rates increase**.
- Additionally, the team estimated **maximum energy capacity** based on modeled infrastructure versus estimated charging demand from vehicle miles traveled. Post-2030, the **charging infrastructure capacity grows faster** than **energy demand**, driven by **improved vehicle efficiency** and **higher nameplate charging power**.
- This surplus capacity could **help absorb additional demand** from regional traffic congestion, leading to **higher infrastructure utilization rates**.

5-Year Phased Charger Deployment Summary



Maximum Infrastructure Capacity vs. Demand

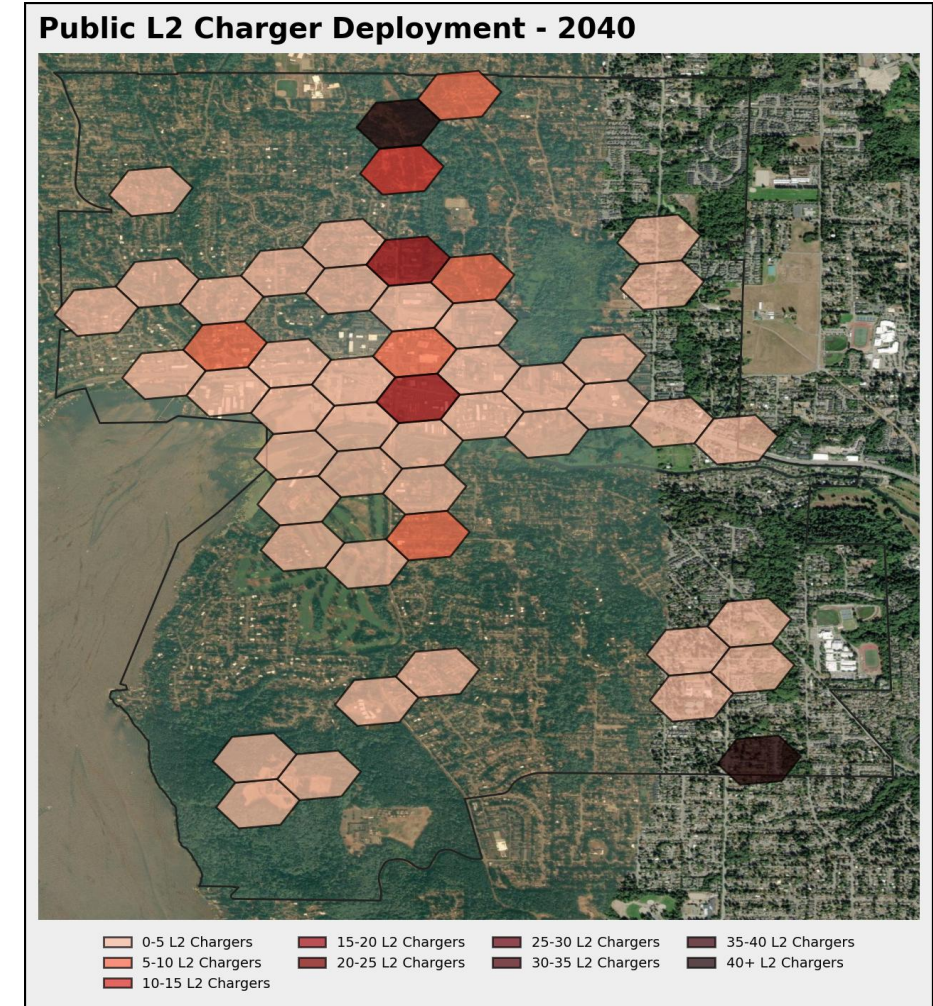


Source: Energeia Analysis (2025)

2040 L2 Charger Allocation

L2 Spatial Allocation: 2040

- Hexagonal charge zone cells used to estimate spatial charging demand across the City on a standardized basis and allocate infrastructure accordingly.
- Shown at right is cumulative spatial allocation of L2 chargers based on:
 - Site availability by charging solution type
 - Non-dedicated driver density, which refers to the number of potential EV users without dedicated home charging—i.e., multifamily residents or workers
 - Environmental health disparity score
 - Distribution system headroom/grid capacity
- Majority of chargers allocated near central corridor, with some L2s spread out across key residential areas and parks, based on high trip density, land use mix, and public access.

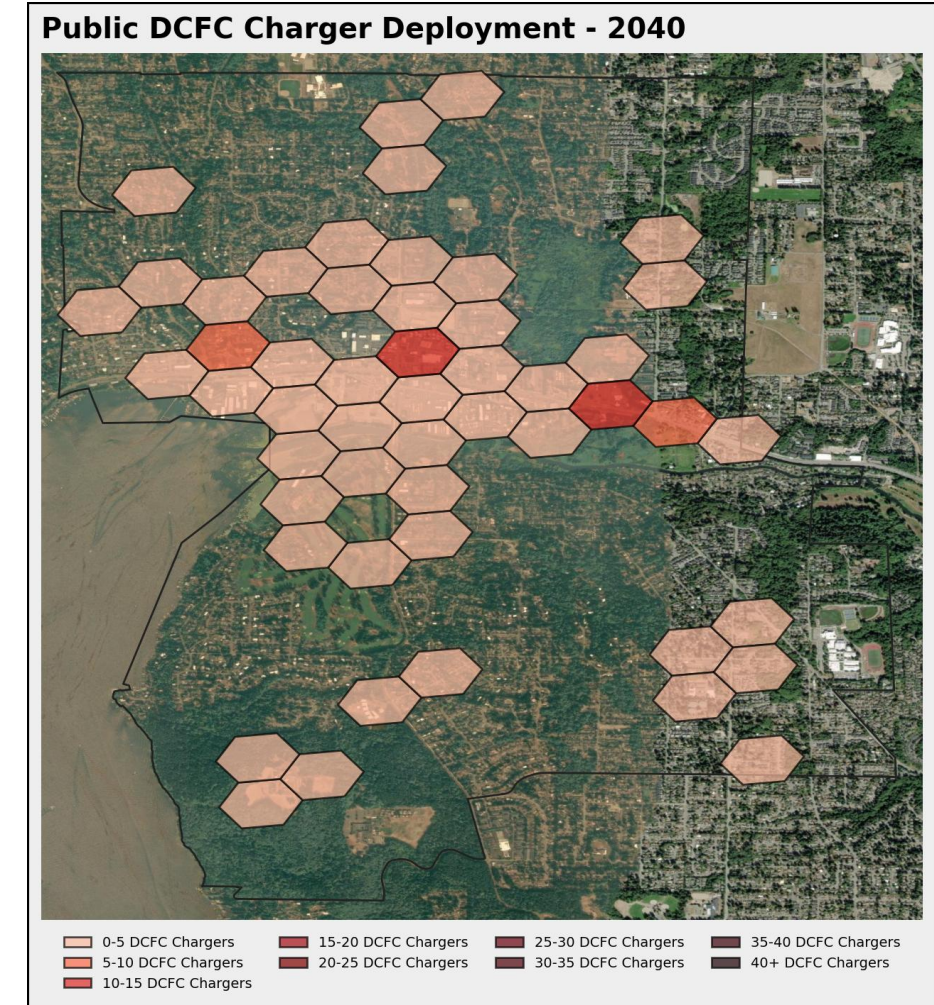


Source: Energeia Analysis (2025)

2040 DCFC Charger Allocation

DCFC Spatial Allocation: 2040

- Similarly, shown at right is cumulative spatial allocation of DCFC chargers based on:
 - Site availability by solution type
 - Non-dedicated driver density
 - Environmental health disparity score
 - Distribution system headroom/grid capacity
- The main commercial corridor in the City is a key area of density, which is an expected outcome based on spatial charging demand modeling, land use and traffic congestion.
- Additional DCFC chargers allocated at NE Bothell Park and Ride, multi-family residential sites, elementary schools and churches.
- Key near-term (2025-2030) potential partner sites for public charging identified based on L2 and DCFC spatial infrastructure allocation.



Source: Energeia Analysis (2025)

2025-2026 VEHICLE REPLACEMENTS



Replace the following vehicles with like replacements:

Vehicle Make	Vehicle Model	Model Year	Annual Fuel Cost	Vehicle Location	Usage	Department	Fuel Type	Replacement Make	Replacement Model	Replacement Incentives	Annual Energy Cost
Ford	Escape	2009	\$564	Kenmore City Hall	Permit Inspections	Devel Svcs	Hybrid	Chevrolet	Equinox	\$10,000	\$301
Ford	Escape	2008	\$225	Kenmore City Hall	Construction Inspection	Engineering	Gas	Chevrolet	Equinox	\$10,000	\$120
Inter-national	Maxx-force	2012	\$1,565	PWOC	Street Sweeper	Surface Water	Diesel	Global Environmental Products	M4EV	\$300,000	\$477

Make	Model	Year	Type	Fuel Cost	Projected Replacement Year	Vehicle Location	Department	Replacement Make	Replacement Model	Replacement MSRP	Replacement Incentives	Annual Energy Cost
Ford	F-550	2010	Flat Bed	\$596	2027	PWOC	Public Works	Chevy	Silverado EV	\$55,000	\$10,000	\$167
Chevy	Colorado	2010	Mid Size Truck	\$902	2027	PWOC	Public Works	Canoo	Pickup	\$35,000	\$10,000	\$542
Ford	F-150	2011	Ford F-150	\$1,581	2027	PWOC	Surface Water	Ford	F150 Lightning	\$47,000	\$10,000	\$423
Ford	C-Max	2015	Hybrid Sedan	\$422	2029	PWOC	Engineering	Ford	E-Transit	\$51,000	\$16,000	\$494
Ford	C-Max	2015	Hybrid Sedan	\$203	2029	PWOC	General Use	GEM	elxd	\$20,000	\$10,000	\$401
Ford	F-150	2015	Large Truck	\$940	2029	PWOC	Parks/Facilities	Ford	F150 Lightning	\$47,000	\$10,000	\$534

City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 5/19/2025

Subject/Topic:	Proposed Council Action/Motion:
Public Hearing and Resolution Adopting the 2026-2031 Six-Year Transportation Improvement Program Department: Engineering Prepared by: John Vicente, P.E. Engineering Director Attachments: A: Resolution No 25-428	☐ Information Only ☐ Receive and File ☐ Discuss ☐ Provide Direction ☒ Public Hearing ☒ Adopt/Approve ☐ Authorize ☐ Other: Public Hearing and Adoption of Resolution No. 25-428 for the 2026-2031 Six-Year Transportation Improvement Program

Approvals:

Department Head	4/25/2025	City Attorney	5/6/2025	Finance Director	N/A	City Manager	4/29/2025	Optional	N/A
-----------------	-----------	---------------	----------	------------------	-----	--------------	-----------	----------	-----

Summary/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 25-428 (Exhibit A).

A public hearing has been scheduled for May 19, 2025 to receive public comments 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; reasonably 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 and Target Zero such as maintaining our City infrastructure (pavement), adding new sidewalks (Pedestrian Facilities Plan), replacing/repairing existing infrastructure (ADA Transition Plan), and maintaining the City’s transportation Level of Service.

Previous Council Action(s):

The Transportation Improvement Plan update is presented to the City Council annually. This is the first action on this year's update.

Fiscal Consideration:

Funding secured for projects is noted on the attached TIP. For projects with unsecured funding, additional local funds would 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 during the Capital Improvement Program update, they will be pushed out to subsequent years with each TIP amendment.

City Council Priorities or Budget Objective Being Addressed:

Core Mission Fulfillment: pavement preservation

Priority #4: Promote sustainable Economic Development Strategies that enhance downtown and attract residents, small businesses, and visitors.

Priority #5: Enhance multimodal transportation, including pedestrian and bicycle safety.

Priority #8: Continue to implement Diversity, Equity, Inclusion, and Accessibility (DEIA) Strategic Plan, including social justice reform.

**CITY OF KENMORE
WASHINGTON
RESOLUTION NO. 25-428**

**A RESOLUTION OF THE CITY COUNCIL OF KENMORE,
WASHINGTON, ADOPTING THE 2026-2031 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 May 19, 2025, the City Council held a public hearing and took public comment on the proposed 2026-2031 Six-Year Transportation Improvement Program; and

WHEREAS, the City Council finds that the proposed 2026-2031 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 2026-2031 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 19th DAY OF MAY 2025

CITY OF KENMORE

Nigel Herbig, Mayor

ATTEST/AUTHENTICATED:

Anastasiya Warhol, City Clerk

APPROVED AS TO FORM:

Dawn Reitan, City Attorney



CITY OF KENMORE

2026-2031 Transportation Improvement Program

Project name	Ped. Priority Number	Funding	Year							2026-2031 Totals	Project Totals
			Prior Years	2026	2027	2028	2029	2030	2031		
Burke Gilman Trail/SR522 Accessibility Project	NA	Local	\$ 8,246							\$ -	\$ 8,246
		Federal/State	\$ 476,981	\$ 1,288,075	\$ 234,944					\$ 1,523,019	\$ 2,000,000
		Unsecured		\$ 1,000,000						\$ 1,000,000	\$ 1,000,000
		Subtotal	\$ 485,227	\$ 2,288,075	\$ 234,944	\$ -	\$ -	\$ -	\$ -	\$ 2,523,019	\$ 3,008,246
ADA Transition Program	NA	Local	\$ 900,000	\$ 150,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 3,400,000	\$ 4,300,000
		Federal/State								\$ -	\$ -
		Unsecured								\$ -	\$ -
		Subtotal	\$ 900,000	\$ 150,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 3,400,000	\$ 4,300,000
Pavement Preservation Program	NA	Local	\$ 9,339,016	\$ 1,100,000	\$ 225,000	\$ 1,100,000	\$ 225,000	\$ 1,100,000	\$ 225,000	\$ 3,975,000	\$ 13,314,016
		Federal/State	\$ 1,255,351							\$ -	\$ 1,255,351
		Unsecured								\$ -	\$ -
		Subtotal	\$ 10,594,367	\$ 1,100,000	\$ 225,000	\$ 1,100,000	\$ 225,000	\$ 1,100,000	\$ 225,000	\$ 3,975,000	\$ 14,569,367
61st Ave NE Sidewalk Replacement Project, Phase 1	NA	Local	\$ 190,177	\$ 53,553						\$ 53,553	\$ 243,730
		Federal/State	\$ 4,314,255	\$ -						\$ -	\$ 4,314,255
		Unsecured								\$ -	\$ -
		Subtotal	\$ 4,504,432	\$ 53,553	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,553	\$ 4,557,985
80th Ave NE Pedestrian and Bicycle Project (SR522-NE 185th)	38, 51, 53, 107, 108, 117	Local	\$ 6,626	\$ 349,551						\$ 349,551	\$ 356,177
		Federal/State	\$ 532,348	\$ 1,730,822						\$ 1,730,822	\$ 2,263,170
		Unsecured		\$ 1,000,000	\$ 855,064					\$ 1,855,064	\$ 1,855,064
		Subtotal	\$ 538,974	\$ 3,080,373	\$ 855,064	\$ -	\$ -	\$ -	\$ -	\$ 3,935,437	\$ 4,474,411
NE 181st St Sidewalk Project (61st Ave NE - 63rd Ave NE) - South Side	10, 44	Local	\$ 32,986	\$ 124,935	\$ 109,534					\$ 234,469	\$ 267,455
		Federal/State	\$ 250,650	\$ 1,249,350						\$ 1,249,350	\$ 1,500,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 283,636	\$ 1,374,285	\$ 109,534	\$ -	\$ -	\$ -	\$ -	\$ 1,483,819	\$ 1,767,455
Lower Swamp Creek Bridge Replacement	NA	Local	\$ 22,410							\$ -	\$ 22,410
		Federal/State	\$ 789,767	\$ 634,801	\$ 3,028,257	\$ 274,175				\$ 3,937,233	\$ 4,727,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 812,177	\$ 634,801	\$ 3,028,257	\$ 274,175	\$ -	\$ -	\$ -	\$ 3,937,233	\$ 4,749,410
NE Arrowhead Drive Sidewalk Project (NE 151st St - 64th Ave NE)	74	Local	\$ 6,344	\$ 292,381	\$ 163,499					\$ 455,880	\$ 462,224
		Federal/State	\$ 530,283	\$ 1,467,172						\$ 1,467,172	\$ 1,997,455
		Unsecured								\$ -	\$ -
		Subtotal	\$ 536,627	\$ 1,759,553	\$ 163,499	\$ -	\$ -	\$ -	\$ -	\$ 1,923,052	\$ 2,459,679
80th Ave NE Ped/Bike Project (NE 185th - NE 192nd)		Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured			\$ 15,000	\$ 300,000	\$ 350,250	\$ 3,200,000		\$ 3,865,250	\$ 3,865,250
		Subtotal	\$ -	\$ -	\$ 15,000	\$ 300,000	\$ 350,250	\$ 3,200,000	\$ -	\$ 3,865,250	\$ 3,865,250
73rd Ave NE Pedestrian and Bicycle Project (NE 192nd St - City Limits) - East Side	7, 63	Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured			\$ 250,000	\$ 304,840	\$ 300,000	\$ 4,000,000	\$ 1,395,000	\$ 6,249,840	\$ 6,249,840
		Subtotal	\$ -	\$ -	\$ 250,000	\$ 304,840	\$ 300,000	\$ 4,000,000	\$ 1,395,000	\$ 6,249,840	\$ 6,249,840
192nd St Sidewalk Project (73rd - 75th) - North Side	40	Local	\$ 64,641		\$ 322,011	\$ 112,150				\$ 434,161	\$ 498,802
		Federal/State	\$ 282,393	\$ 171,582	\$ 306,925					\$ 478,507	\$ 760,900
		Unsecured								\$ -	\$ -
		Subtotal	\$ 347,034	\$ 171,582	\$ 628,936	\$ 112,150	\$ -	\$ -	\$ -	\$ 912,668	\$ 1,259,702



CITY OF KENMORE

2026-2031 Transportation Improvement Program

Project name	Ped. Priority Number	Funding	Year							2026-2031 Totals	Project Totals
			Prior Years	2026	2027	2028	2029	2030	2031		
84th Ave NE Pedestrian and Bicycle Project (NE 150th St - NE 155th St)	5, 12, 17, 37	Local	\$ 5,000			\$ 262,000	\$ 30,000			\$ 292,000	\$ 297,000
		Federal/State	\$ 10,000	\$ 315,000	\$ 425,000	\$ 2,350,000				\$ 3,090,000	\$ 3,100,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 15,000	\$ 315,000	\$ 425,000	\$ 2,612,000	\$ 30,000	\$ -	\$ -	\$ 3,382,000	\$ 3,397,000
84th Ave NE Pedestrian and Bicycle Project (NE 155th St-Simonds Rd) - West Side	28, 29, 60, 61	Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured				\$ 15,000	\$ 300,000	\$ 300,000	\$ 3,000,000	\$ 3,615,000	\$ 3,615,000
		Subtotal	\$ -	\$ -	\$ -	\$ 15,000	\$ 300,000	\$ 300,000	\$ 3,000,000	\$ 3,615,000	\$ 3,615,000
NE 175th St Sidewalk and Bicycle Project (68th Ave NE - 73rd Ave NE) - South Side	32	Local	\$ 5,000			\$ 100,000	\$ 50,000			\$ 150,000	\$ 155,000
		Federal/State		\$ 314,415	\$ 314,415	\$ 2,021,170				\$ 2,650,000	\$ 2,650,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 5,000	\$ 314,415	\$ 314,415	\$ 2,121,170	\$ 50,000	\$ -	\$ -	\$ 2,800,000	\$ 2,805,000
NE 155th St (81st - 84th) Sidewalk Project	11	Local	\$ 5,000			\$ 150,000	\$ 30,000			\$ 180,000	\$ 185,000
		Federal/State		\$ 300,000	\$ 300,000	\$ 1,046,000				\$ 1,646,000	\$ 1,646,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 5,000	\$ 300,000	\$ 300,000	\$ 1,196,000	\$ 30,000	\$ -	\$ -	\$ 1,826,000	\$ 1,831,000
NE 155th St (84th - 87th) Sidewalk Project	9, 19	Local	\$ 5,000			\$ 150,000	\$ 30,000			\$ 180,000	\$ 185,000
		Federal/State		\$ 300,285	\$ 300,285	\$ 2,204,430				\$ 2,805,000	\$ 2,805,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 5,000	\$ 300,285	\$ 300,285	\$ 2,354,430	\$ 30,000	\$ -	\$ -	\$ 2,985,000	\$ 2,990,000
NE 181st St Sidewalk Project (63rd Ave NE -65th Ave NE) - South Side	41	Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured					\$ 400,000	\$ 400,000	\$ 3,974,945	\$ 4,774,945	\$ 4,774,945
		Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ 3,974,945	\$ 4,774,945	\$ 4,774,945
NE 181st St Sidewalk Project (62nd Ave NE - 65th Ave NE) - North Side	49, 50	Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured					\$ 600,000	\$ 600,000	\$ 5,000,000	\$ 6,200,000	\$ 6,200,000
		Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ 5,000,000	\$ 6,200,000	\$ 6,200,000
NE 192nd St (73rd - 80th) Pedestrian and Bicycle Project	31, 79	Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured					\$ 500,000	\$ 500,000	\$ 5,000,000	\$ 6,000,000	\$ 6,000,000
		Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 5,000,000	\$ 6,000,000	\$ 6,000,000
61st Ave NE Sidewalk Replacement Project, Phase 2	NA	Local	\$ 5,000							\$ -	\$ 5,000
		Federal/State		\$ 350,000	\$ 350,000	\$ 2,800,000				\$ 3,500,000	\$ 3,500,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 5,000	\$ 350,000	\$ 350,000	\$ 2,800,000	\$ -	\$ -	\$ -	\$ 3,500,000	\$ 3,505,000
Simonds Rd (NE 152nd -88th Ave) Sidewalk Project	1	Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured			\$ 5,000	\$ 320,000	\$ 280,000	\$ 690,000	\$ 11,000	\$ 1,306,000	\$ 1,306,000
		Subtotal	\$ -	\$ -	\$ 5,000	\$ 320,000	\$ 280,000	\$ 690,000	\$ 11,000	\$ 1,306,000	\$ 1,306,000
66th Ave NE/NE 196th St Slope Stability Project	NA	Local				\$ 350,000	\$ 700,000			\$ 1,050,000	\$ 1,050,000
		Federal/State								\$ -	\$ -
		Unsecured								\$ -	\$ -
		Subtotal	\$ -	\$ -	\$ -	\$ 350,000	\$ 700,000	\$ -	\$ -	\$ 1,050,000	\$ 1,050,000



City of Kenmore Transportation Capital Improvement Program

Project Name: Burke Gilman Trail/SR522 Accessibility Project

Project No. T-8

Project Location: Burke Gilman Trail to SR 522 at 61st Avenue NE

Project Description: This project will provide an American's with Disabilities Act (ADA) connection for pedestrians and beginning cyclists to/from the Burke Gilman Trail and Log Boom Park to/from SR522, BRT, shops, residential dwellings, and medical facilities. This project will also close remove the eastbound to southbound right turn pocket on 61st Ave NE. Work also includes updating the gateway sign entering Kenmore at the west border.

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 (61st Ave NE to the western city limits) was originally scoped to include new sidewalk with buffer, utility undergrounding, adding a dual left turn lane at 61st Ave NE, and closing off left turn access to 60th Ave NE. After re-evaluating priorities and with funding reduced for this project, the scope was modified to focus on accessibility to the Burke Gilman Trail and Log Boom Park. The above description reflections these changes to the project.





City of Kenmore Transportation Capital Improvement Program

Project Name: ADA Transition Program

Project No.: T-252

Project Location(s): Citywide

Project Description: This program is intended to replace curb ramps, sidewalks, crosswalks, pedestrian push buttons and marked on-street parking that are not compliant with ADA guidelines with ADA compliant facilities per the ADA Transition Plan.

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. The ADA Transition Plan was adopted in June 2022 and contains a list of all facilities that are out of compliance and the approximate cost to replace those facilities. The ADA Transition Plan is a living document that will updated regularly when changes are made to the City's infrastructure.





City of Kenmore Transportation Capital Improvement Program

Project Name: Pavement Preservation 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 revised or restored 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. 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 (Goal 1);
2. Promote a transportation system that contributes to fiscal and environmental sustainability (Goal 3);
3. Facilitate freight mobility and economic prosperity (Goal 6).





City of Kenmore Transportation Capital Improvement Program

Project Name: Pedestrian Facilities Program

Project No.: T-27

Project Location(s): Citywide

Project Description: This program is intended to provide matching funds for pedestrian improvements identified in the Pedestrian Facilities Plan. Projects would consist of extending existing sidewalks, filling gaps, or adding new facilities to connect to existing networks. Typical projects include new 6-foot-wide sidewalk with 4-foot amenity strip but each site will be evaluated independently for the most appropriate pedestrian facility improvement. If no grant funds are secured, these funds would be consolidated and used to build small sections of sidewalk identified in the Pedestrian Facilities Plan.

Background: In 2022, the City completed an update to its Pedestrian Facilities Plan (previously known as the Sidewalk Priority Plan). This Plan includes a priority list for completing sidewalk projects within the City. Staff will utilize this plan to determine where to fund projects and where to focus resources on grant applications.



Figure A

City of Kenmore Transportation Capital Improvement Program

Project Name: 61st Avenue Sidewalk Replacement Project, Phase 1 Project No. T-44

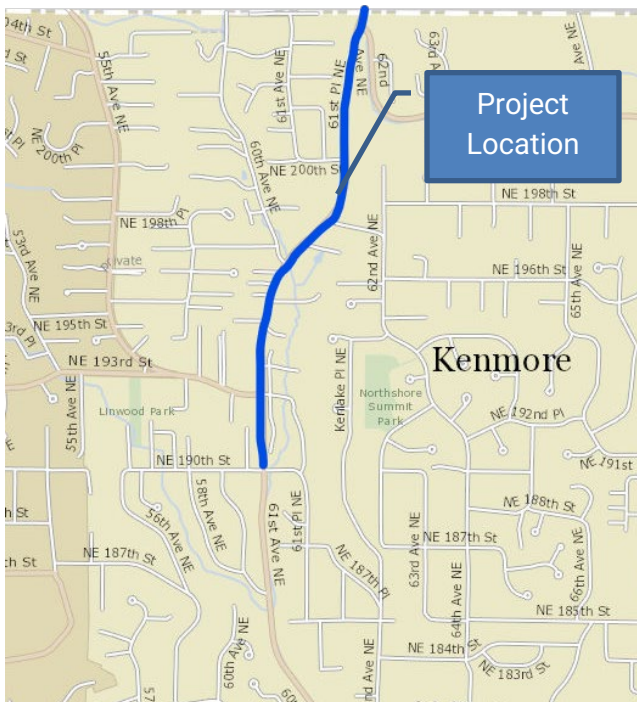
Project Location: 61st Ave/Pl NE (NE 190th Street north to 62nd Ave NE)

Project Description:

Through an extensive alternatives analysis which included possible scenarios for sidewalk replacement and tree retention, the sidewalk will be replaced on the both sides of 61st Avenue NE between NE 190th St and 60th Avenue NE with new sidewalk relocated as needed to preserve as many trees as possible. Sidewalk panels on 61st Place NE from 60th Avenue NE to the northern city limits will be replaced where needed. In addition to replacing sidewalk panels, the following will also be included in the project:

- A 2-inch grind and HMA overlay
- New bike lanes.
- On-street parking will be removed within this section
- Right turn pockets at NE 193rd St, 60th Ave NE, and 62nd Ave NE will be removed
- Rectangular Rapid Flashing Beacon (RRFB) at 193rd St, 60th Ave, and 200th St Intersections.
- Intersection improvements at 193rd St and 60th Ave NE
- Permanent closure of the NE 193rd “slip lane” onto 61st Ave NE

Background: 61st Avenue/Place 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 with many location having gaps or uplift issues. 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 Capital Improvement Program

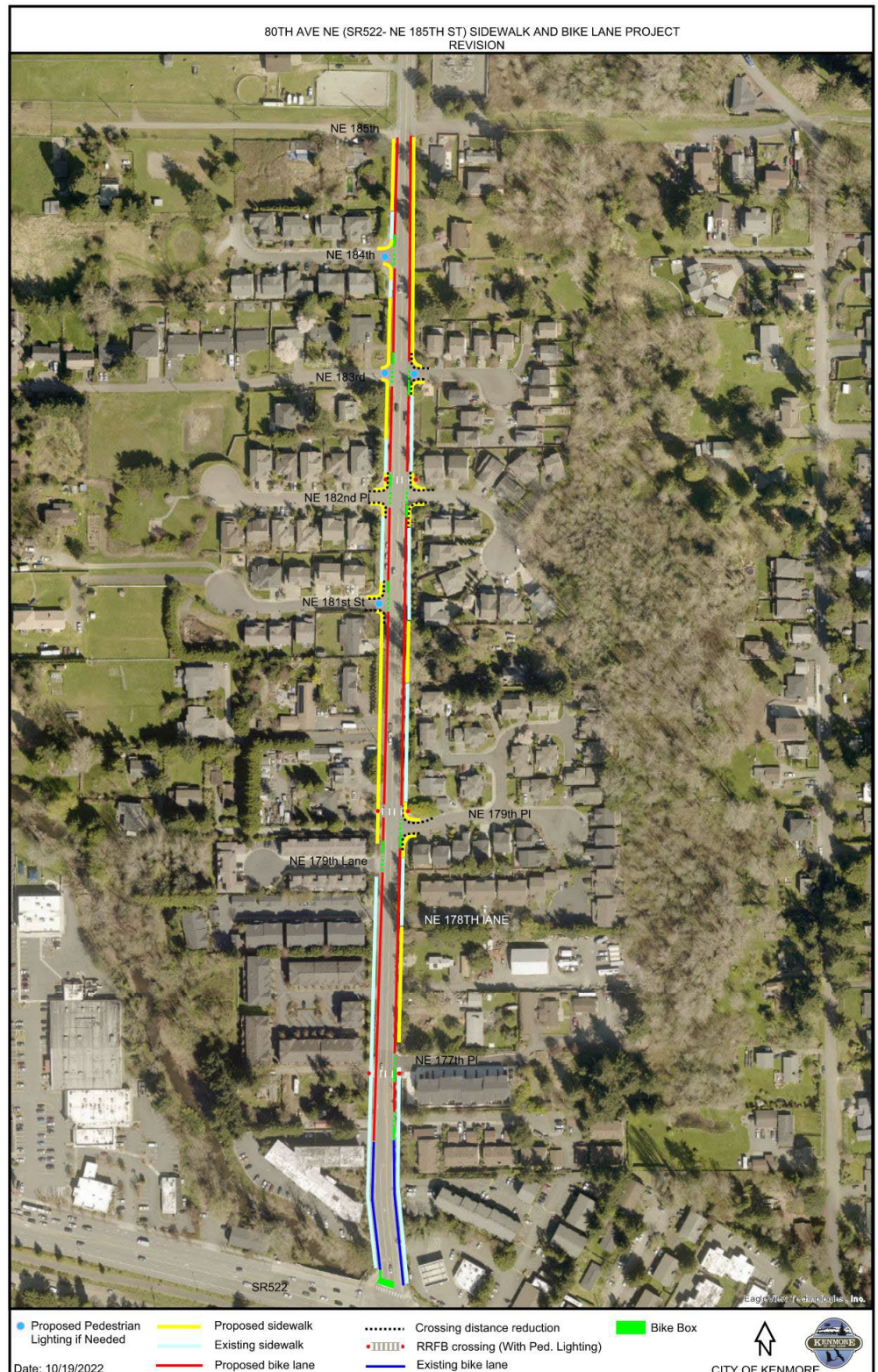
Project Name: 80th Ave NE Ped/Bike Project (SR522 – NE 185th St)

Project No.: T-260

Project Location: 80th Ave NE between SR522 and NE 185th St (Tolt line).

Project Description: This project builds approximately 1,175 LF of new sidewalks on both sides of 80th Ave NE between NE 179th Pl and NE 185th St (the Tolt water line corridor) with buffered bike lanes on both sides. This project also includes a flashing crosswalk at NE 177th Pl, NE 179th Pl, and NE 182nd Pl. All on-street parking will be eliminated within the project limits. This project will also add bicycle crossing features at State Route 522 and connect the bike lanes on 80th Ave NE to the Burke Gilman Trail.

Background: Sidewalk exists at sporadic location along 80th Ave NE within the project limits. This project will close gaps and create continuous sidewalk and bike lanes on both sides of the street connecting to SR522.





City of Kenmore Transportation Capital Improvement Program

Project Name: NE 181st St Sidewalks (61st Ave – 63rd Ave)

Project No.: T-253

Project Location: NE 181st Street between 61st Avenue NE and 63rd Avenue NE.

Project Description: This project builds approximately 615 LF of new sidewalks on south side of NE 181st Street from 61st Ave to 63rd Ave.

Background: There are limited sidewalks and pedestrian facilities along this section of NE 181st. Adding sidewalk would provide sidewalk connections along NE 181st to existing sidewalk on 62nd Ave NE and 61st Ave NE. This sidewalk is located in a community business zone and is being constructed in coordination with Sound Transit and their Bus Rapid Transit project for SR522.





City of Kenmore Transportation Capital Improvement Program

Project Name: Lower Swamp Creek Bridge Replacement

Project No.: T-38

Project Location: NE 175th Street/Swamp Creek Crossing

Project Description: Replacement of the existing bridge over Swamp Creek.

Background: The bridge over Swamp Creek at NE 175th Street is aging and is in need of replacement. 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 and revised in 2023 that recommended replacement of the bridge.



Figure A: Existing Bridge

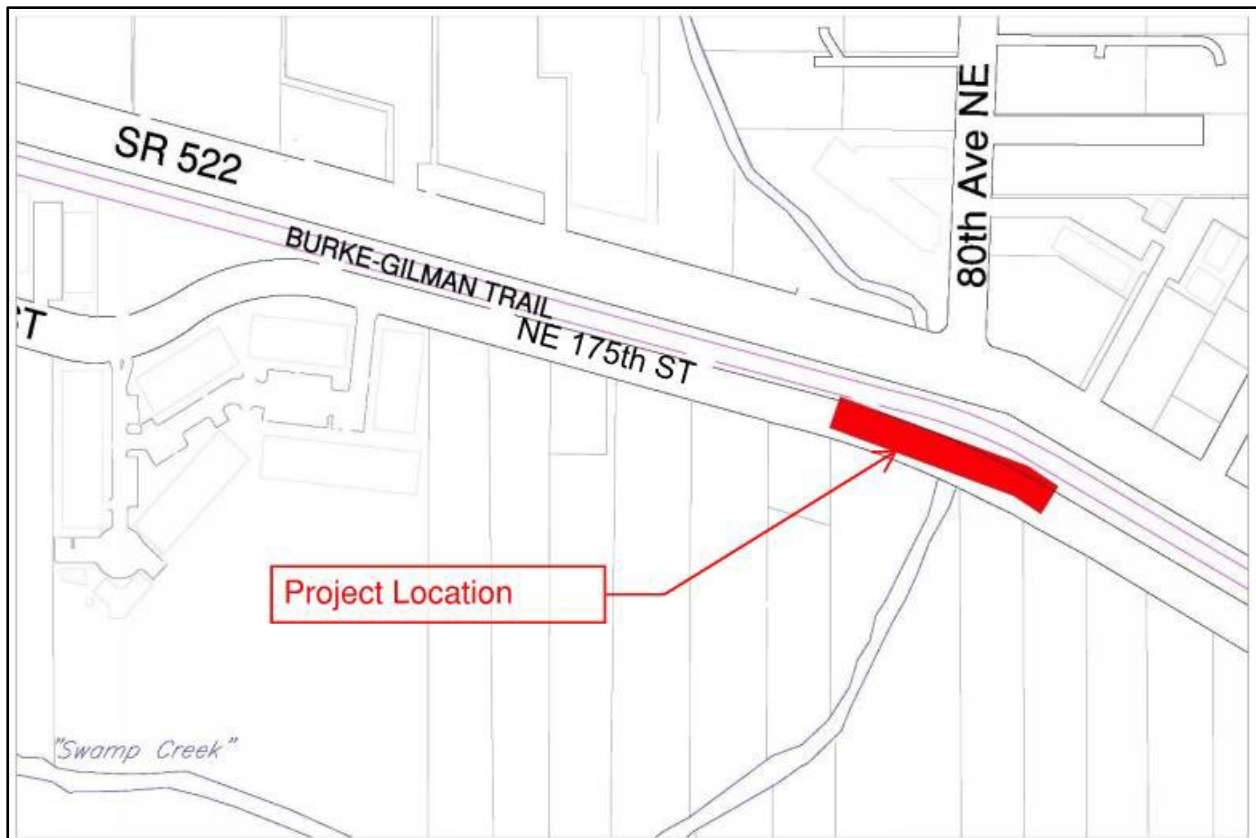


Figure B: Project Location

City of Kenmore Transportation Capital Improvement Program

Project Name: NE Arrowhead Drive Sidewalks

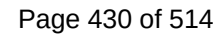
Project No.: T-262

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 the west side/south side of NE Arrowhead drive from NE 151st St to 64th Ave NE. On-street parking adjacent to new sidewalk will be removed. The project will also include one rectangular rapid flashing beacon (RRFB), narrowing of street crossings, additional school zone signage, and several traffic calming features such as chicanes or speed humps.

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 Pedestrian Facilities Program.

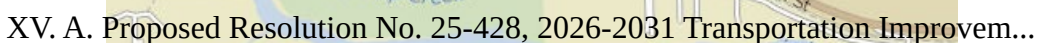




Project Name: 80th Ave NE Pedestrian and Bicycle Project (185th St – 192nd St)
Project No.: TBD

Project Description: This project builds approximately 3,470 LF of new sidewalks on the west side of 80th Ave NE from NE 185th St to NE 192nd St. Project will also include buffered bike lanes on both sides of the street and other pedestrian/bicycle safety measures. This project will also look at future opportunities to construct a roundabout at the 80th Ave NE/NE 192nd St intersection.

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





City of Kenmore Capital Improvement Program

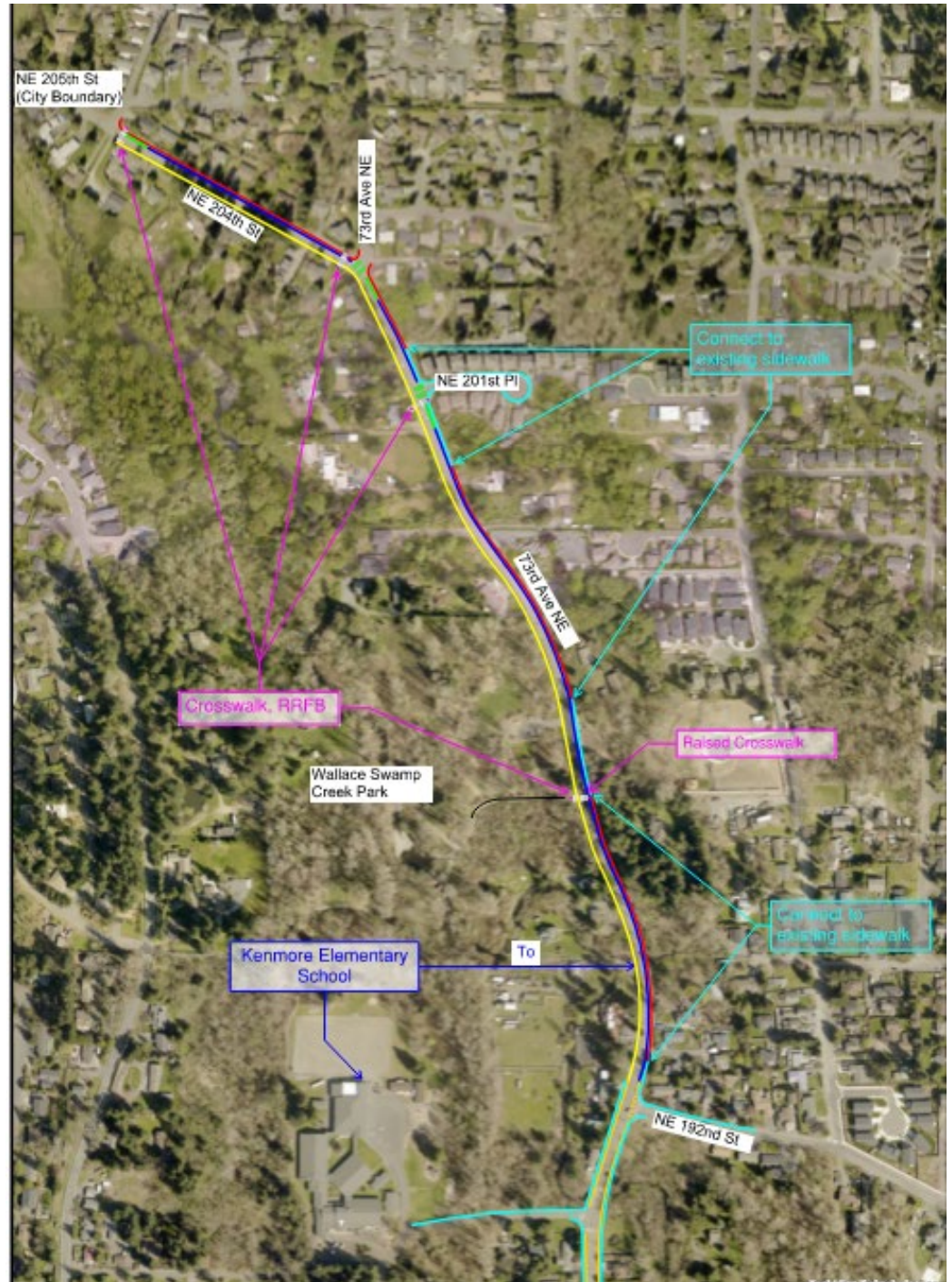
Project Name: 73rd Ave NE (NE 192nd St – NE 205th St) Sidewalk

Project No. TBD

Project Location: East side of 73rd Ave NE between NE 192nd St and NE 205th St.

Project Description: This project will provide sidewalk and a separated bike lane along the east side of 73rd Ave NE and a marked bike lane on the west side of 73rd Ave NE from NE 192nd St to NE 205th St. The project will also install marked crossings using flashing beacons at intersections and at the entrance to Wallace Swamp Creek Park.

Background: This section of 73rd Ave NE is limited to pedestrian access via a 5-foot shoulder. This road provides the only pedestrian connection for residents along 73rd Ave NE. 73rd Ave NE is a main connection to the City's downtown, parks, transit, and other public amenities. This project would close gaps in the sidewalk network nearly completing sidewalk along the east side of 73rd Ave NE within





City of Kenmore Transportation Capital Improvement Program

Project Name: NE 192nd St Sidewalks (73rd Ave – 75th Ave)

Project No.: T-261

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. This project will also install a new school zone sign just west of the 75th Ave NE. NE 192nd St intersection.

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 development. Sidewalk also exists along the east side of 75th Ave NE. This project will close gaps and improve sidewalk connectivity to Kenmore Elementary in this area. NE 192nd St is a designated walking route for Kenmore Elementary School students. Sidewalks at this location are identified as a high priority sidewalk in the Pedestrian Facilities Program.





City of Kenmore Transportation Capital Improvement Program

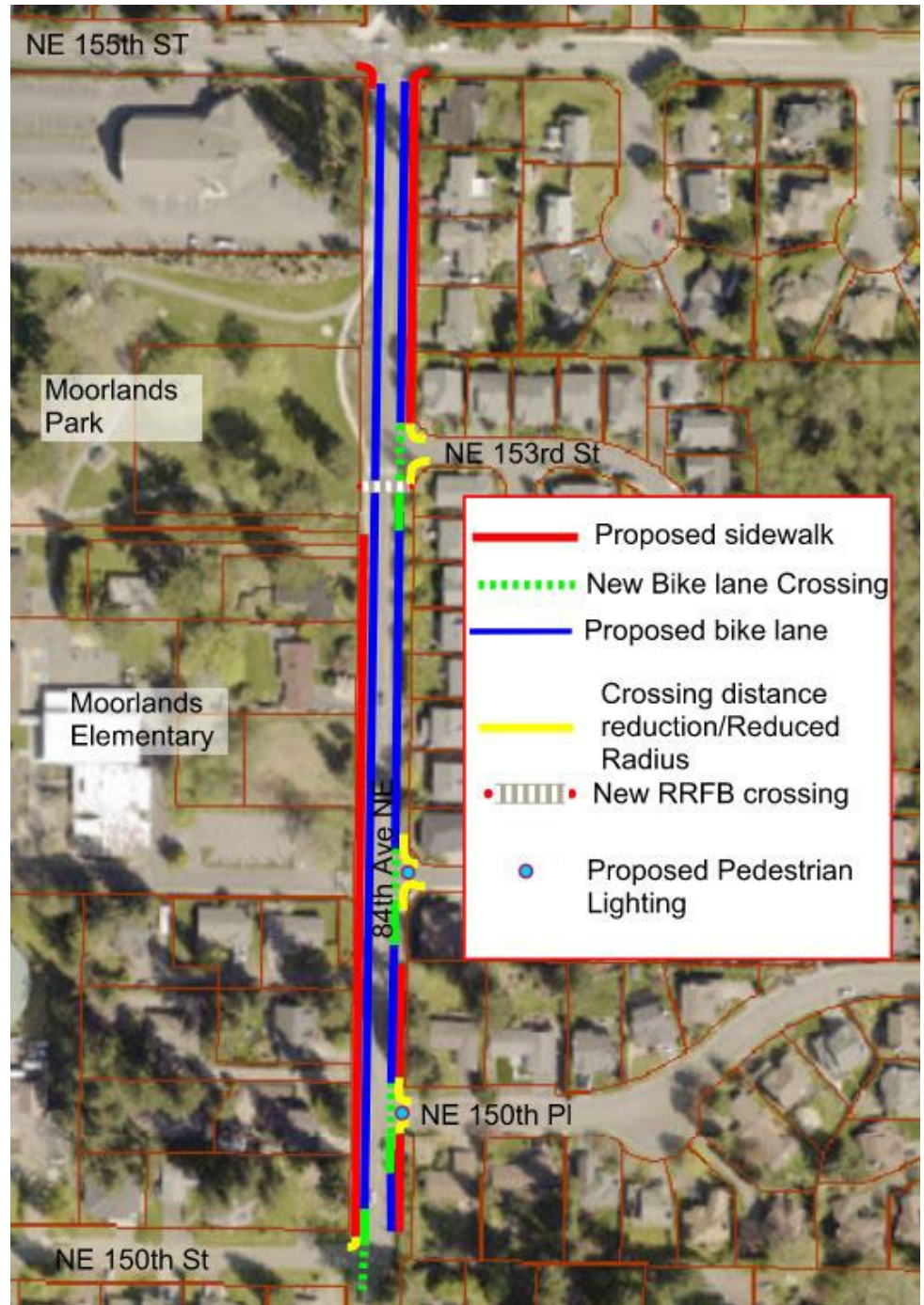
Project Name: 84th Ave NE Sidewalks (150th St – 155th St)

Project No.: T-266

Project Location: 84th Ave NE between 150th St and 155th St.

Project Description: This project builds approximately 742 LF of new sidewalks on west side of 84th Ave NE and 715 LF of new sidewalk on the east side of 84th Ave NE from NE 150th St – NE 155th St. Project will also include buffered bike lanes on both sides of the street, curb bulbs to reduce the crossing distances on side streets, and a new rectangular rapid flashing beacon (RRFB) at NE 151st Place.

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 and on the east side of 84th Ave NE between NE 151st Pl and NE 153rd St. This project will extend the sidewalk south and create a continuous sidewalk between NE 150th St and NE 155th St. 84th Ave NE is a designated walking route for Moorlands Elementary School students.





City of Kenmore Transportation Improvement Program

Project Name: 84th Ave NE Sidewalks (155th St – Simonds Rd)

Project No.: TBD

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 the west side of 84th Ave NE from NE 155th St to Simonds Rd. Project will also include a buffered bike lanes on both sides of the street and reconfigure the southern intersection with Simonds Rd to reduce the crossing distance of 84th.

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 top 10 priority project in the Pedestrian Facilities Plan left to be completed.





City of Kenmore Transportation Capital Improvement Program

Project Name: 61st Avenue Sidewalk Replacement Project, Phase 2 Project No. T-276

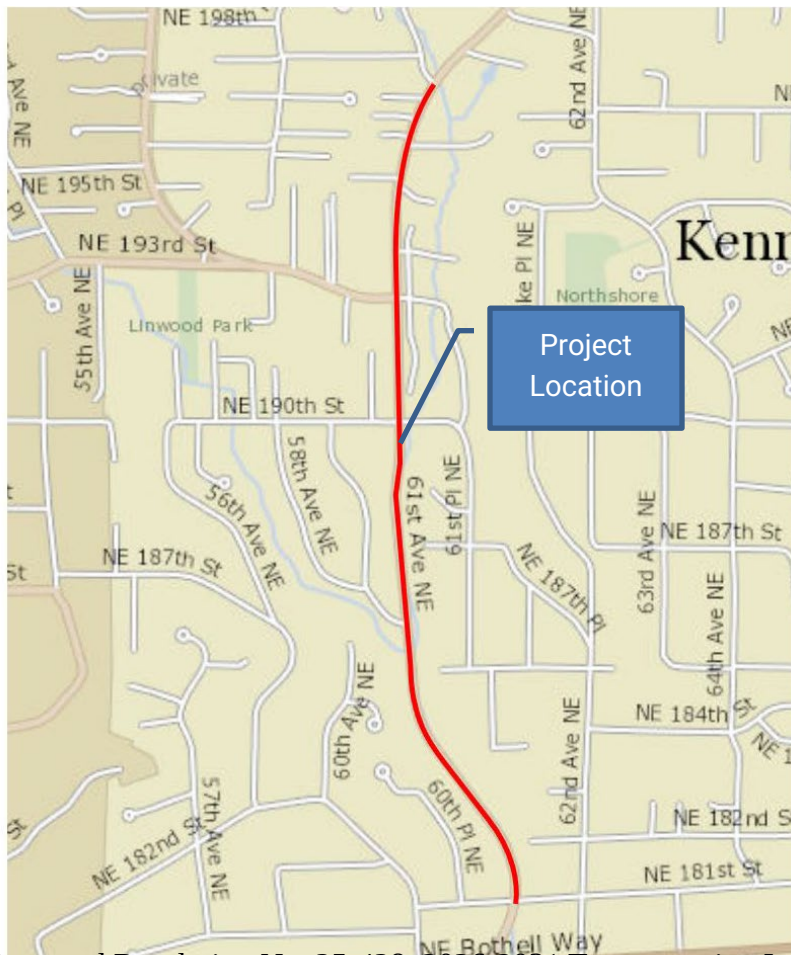
Project Location: 61st Ave NE (NE 181st St to NE 190th St)

Project Description:

This project will relocate the sidewalk on the east side of 61st Ave NE between NE 181st St and NE 190th St away from Cha Thl Creek (Tributary 0056). In addition to replacing sidewalk panels, the following will also be included in the project:

- A 2-inch grind and HMA overlay south of NE 190th St
- Center two-way left turn lane will be removed
- Rectangular Rapid Flashing Beacon (RRFB) at 61st Ave NE and 58th Ave NE Intersection.
- Stream corridor improvements (increased stream buffer, removal of invasive species, buffer plantings)

Background: 61st Avenue is an arterial that runs north to south (north of SR 522) to the city limits. Cha Thl Creek runs parallel to 61st Ave NE with minimal buffer. The roadway/sidewalk in the section has a history of damage from the creek and other issues involving the creek have caused erosion along the channel. Many sections of the sidewalks along this section of 61st Ave do not meet American with Disability Act (ADA) compliance. Phase 1 of this project replaced the panels on the 61st Ave north of NE 190th Street.





City of Kenmore Transportation Improvement Program

Project Name: NE 175th St Sidewalks (68th Ave – 73rd Ave)

Project Location: The project is located along the south side of NE 175th St from 68th Ave NE to 73rd Ave NE

Project Description: The project will install sidewalk along the south side of NE 175th Street starting at the 68th Ave NE and terminating at the existing sidewalk approximately 810 feet to the east. New bike lanes will be installed on both sides of the street from 68th Ave NE to 73rd Ave NE.

Background: This project will complete the last remaining gap in the sidewalk network along the south side of NE 175th St east of 68th Ave NE. This sidewalk will connect the residential units along NE 175th St to the sidewalk network along 68th Ave NE which provide continuous pedestrian and cyclist facilities to downtown, Bastyr University, and St. Edwards Park.

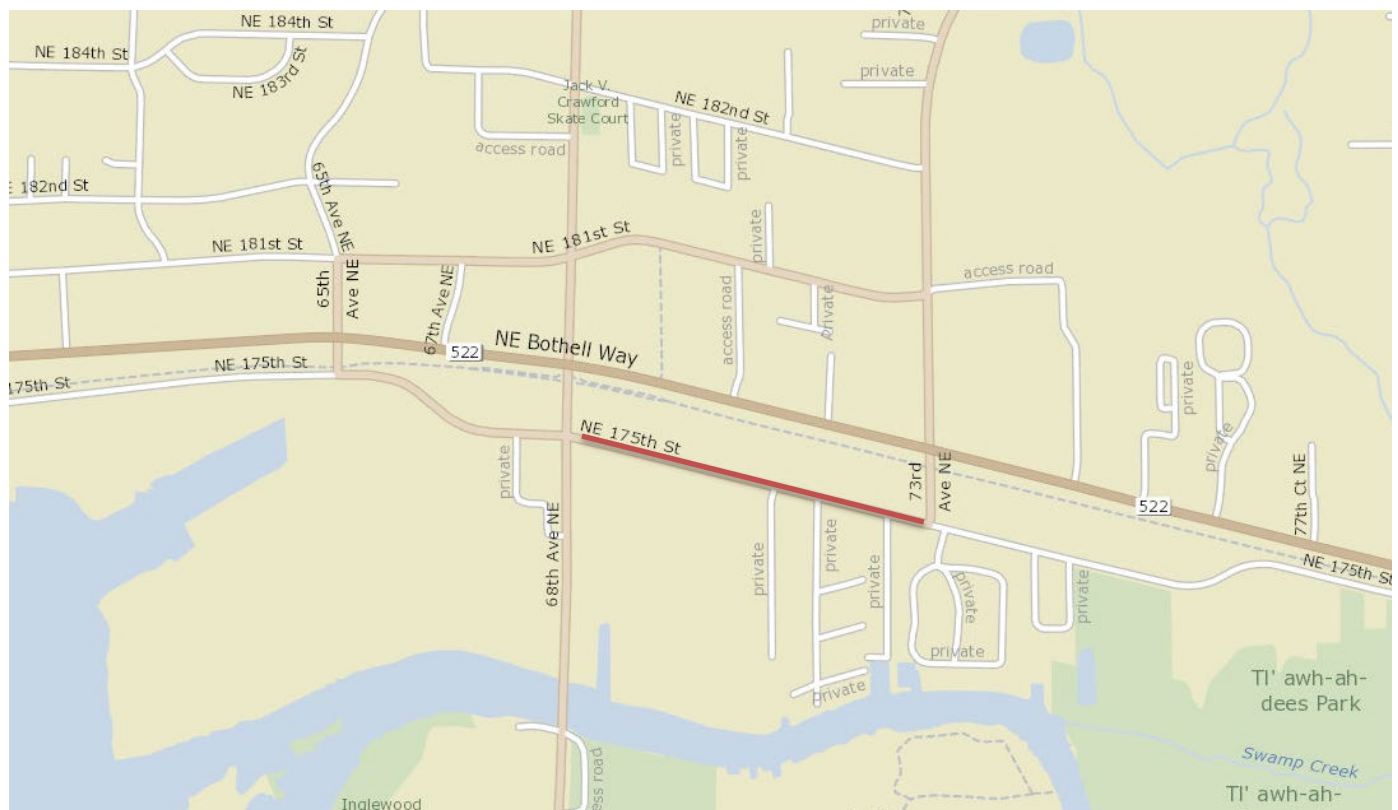


Figure A



City of Kenmore Capital Improvement Program

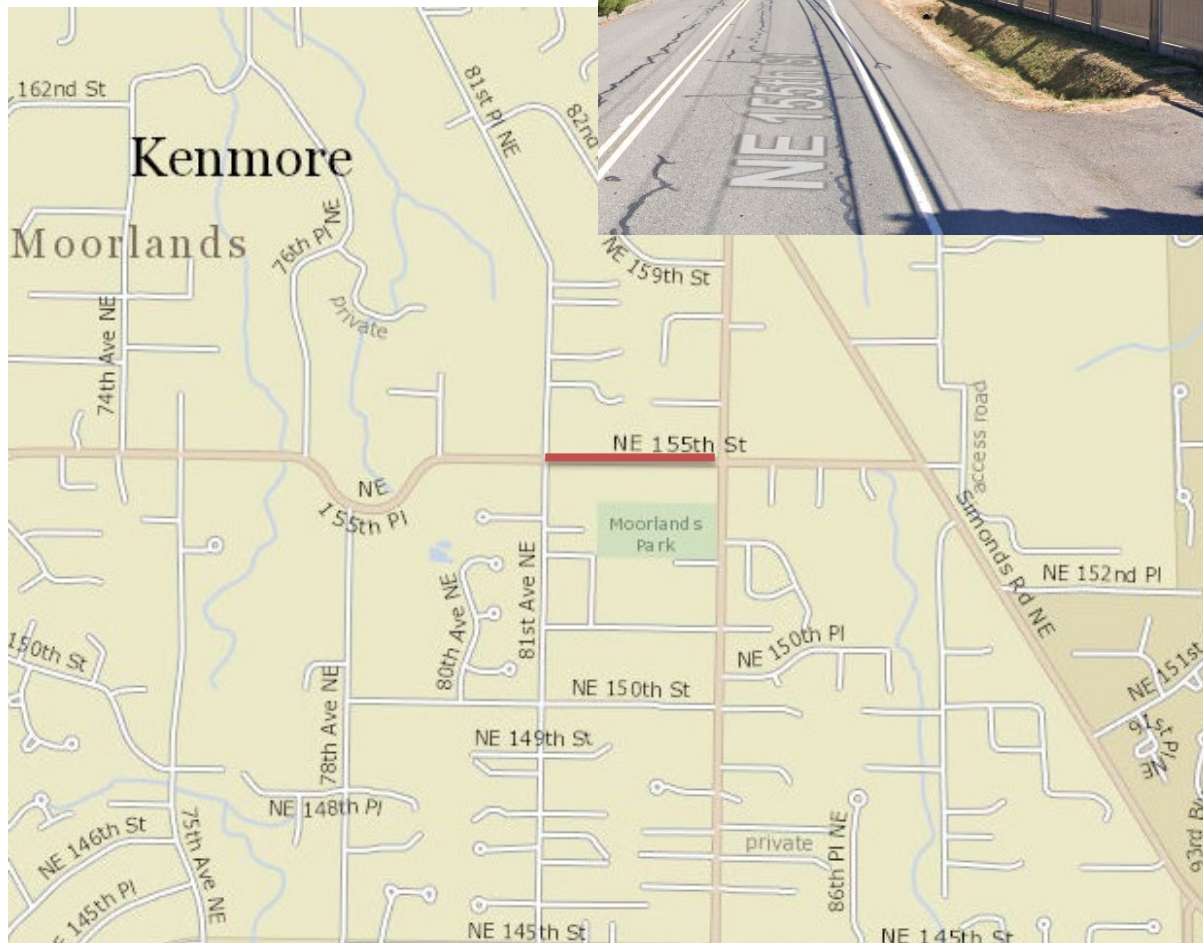
Project Name: NE 155th St (81st Ave NE - 84th Ave NE) Pedestrian and Bicycle Project

Project No. TBD

Project Location: NE 155th St from 81st Ave to 84th Ave NE

Project Description: This project will provide sidewalk and bike lanes along the south side of NE 155th St from 81st Ave NE to 84th Ave NE. Project will also include a bike lane on the north side of NE 155th St.

Background: This section of NE 155th St is limited to pedestrian access via a sidewalk along the north side of the street. This road provides connection for students to Inglemoor High School and access to Moorlands Elementary school students.





City of Kenmore Capital Improvement Program

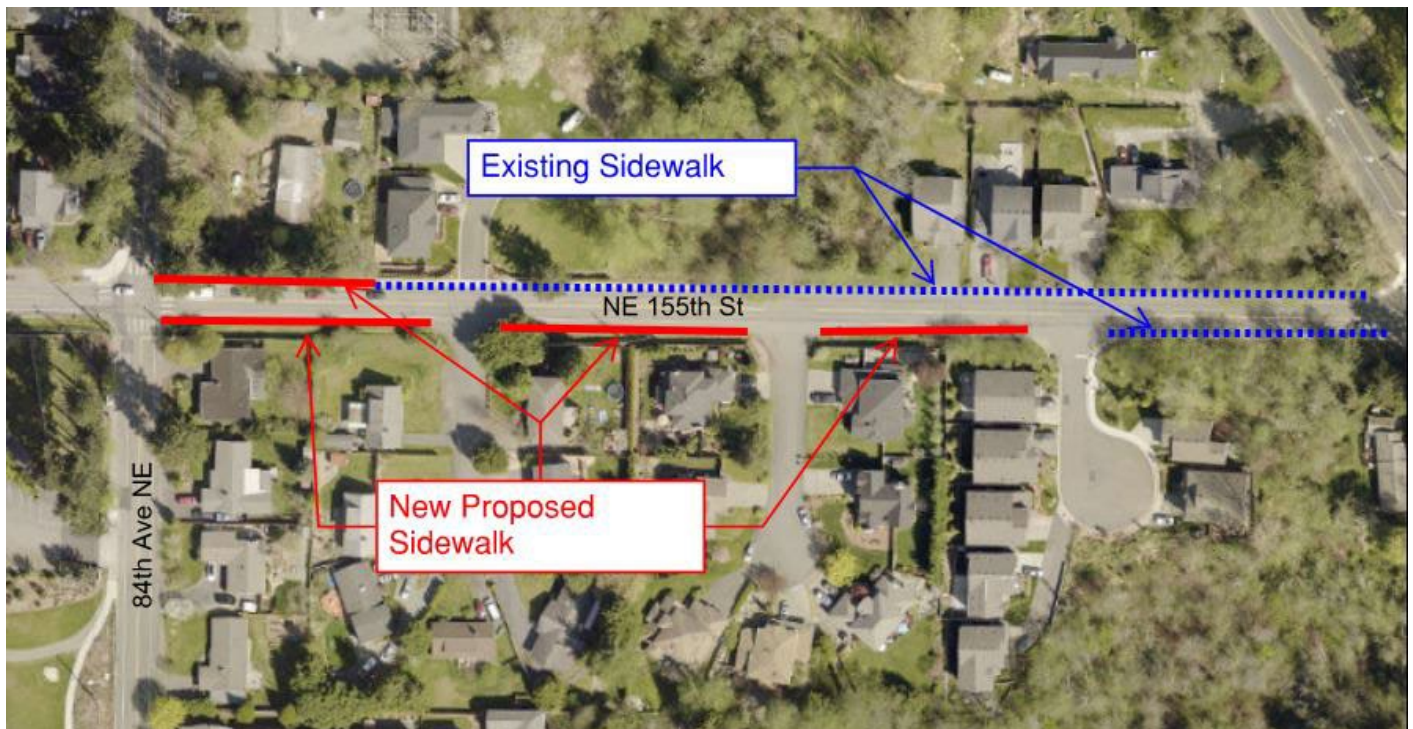
Project Name: NE 155th St (84th Ave NE – Simonds Rd) Pedestrian and Bicycle Project

Project No. TBD

Project Location: NE 155th St from 84th Ave NE to Simonds Rd

Project Description: This project will provide sidewalk on both sides of NE 155th St from 84th Ave NE to 87th Ave NE and bike lanes along both sides from 84th Ave NE to Simonds Rd.

Background: This section of NE 155th is limited to pedestrian access via a 5-foot shoulder with existing sidewalk on the east end within the project limits. There are no bike facilities on this stretch of road. This road provides connection for students to Inglemoor High School and access to Moorlands Elementary school students. This project will provide a continuous sidewalk and bike lanes between Simonds Rd to sidewalks and bike lanes on 84th Ave NE (planned for 2027) and sidewalk on NE 155th St.





City of Kenmore Transportation Improvement Program

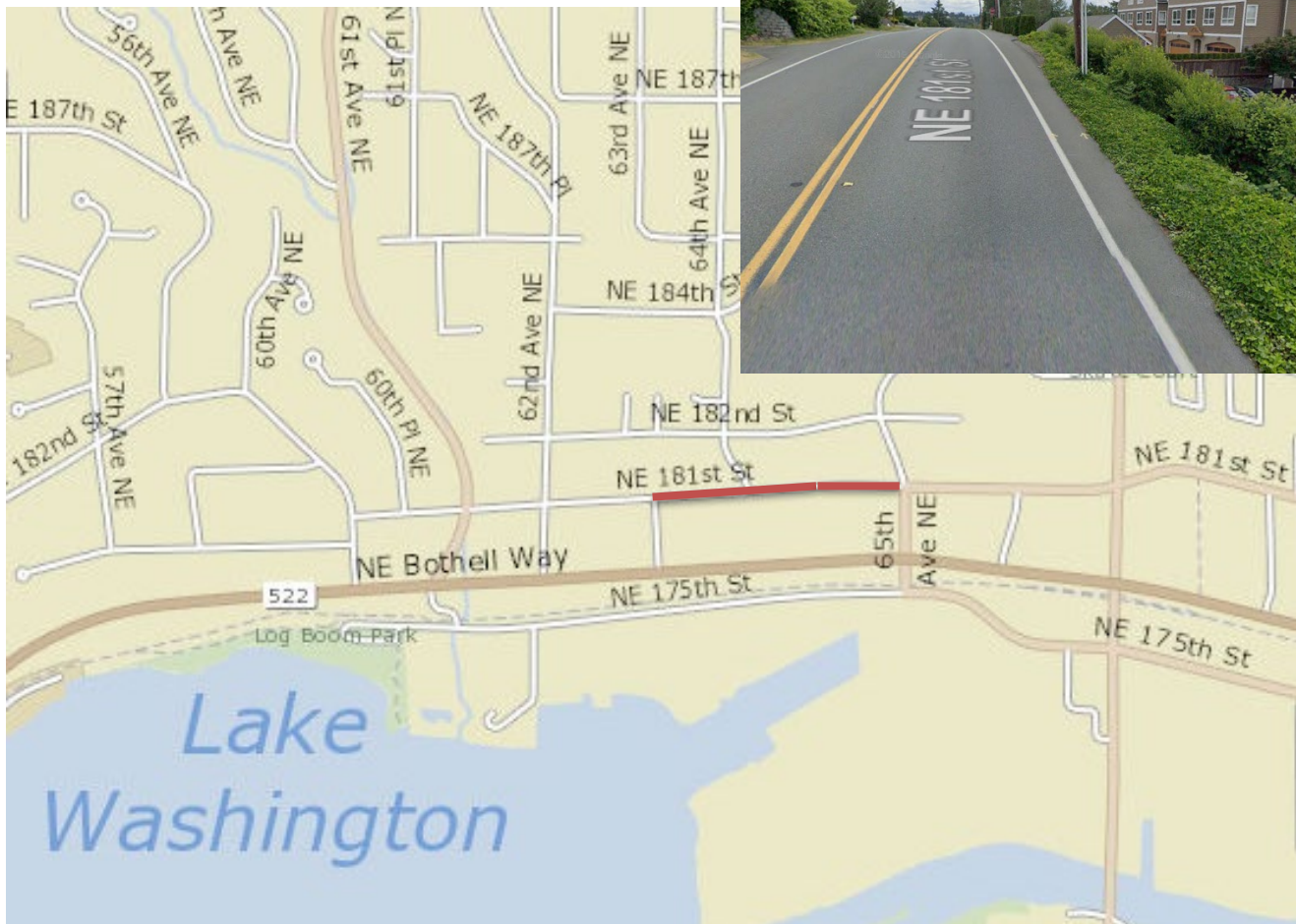
Project Name: NE 181st St Sidewalks (63rd Ave – 65th Ave)

Project No.: TBD

Project Location: NE 181st Street between 63rd Ave NE and 65th Avenue NE.

Project Description: This project builds approximately 1,115 LF of new sidewalks on south side of NE 181st Street from 63rd Ave – 65th Ave.

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





City of Kenmore Transportation Improvement Program

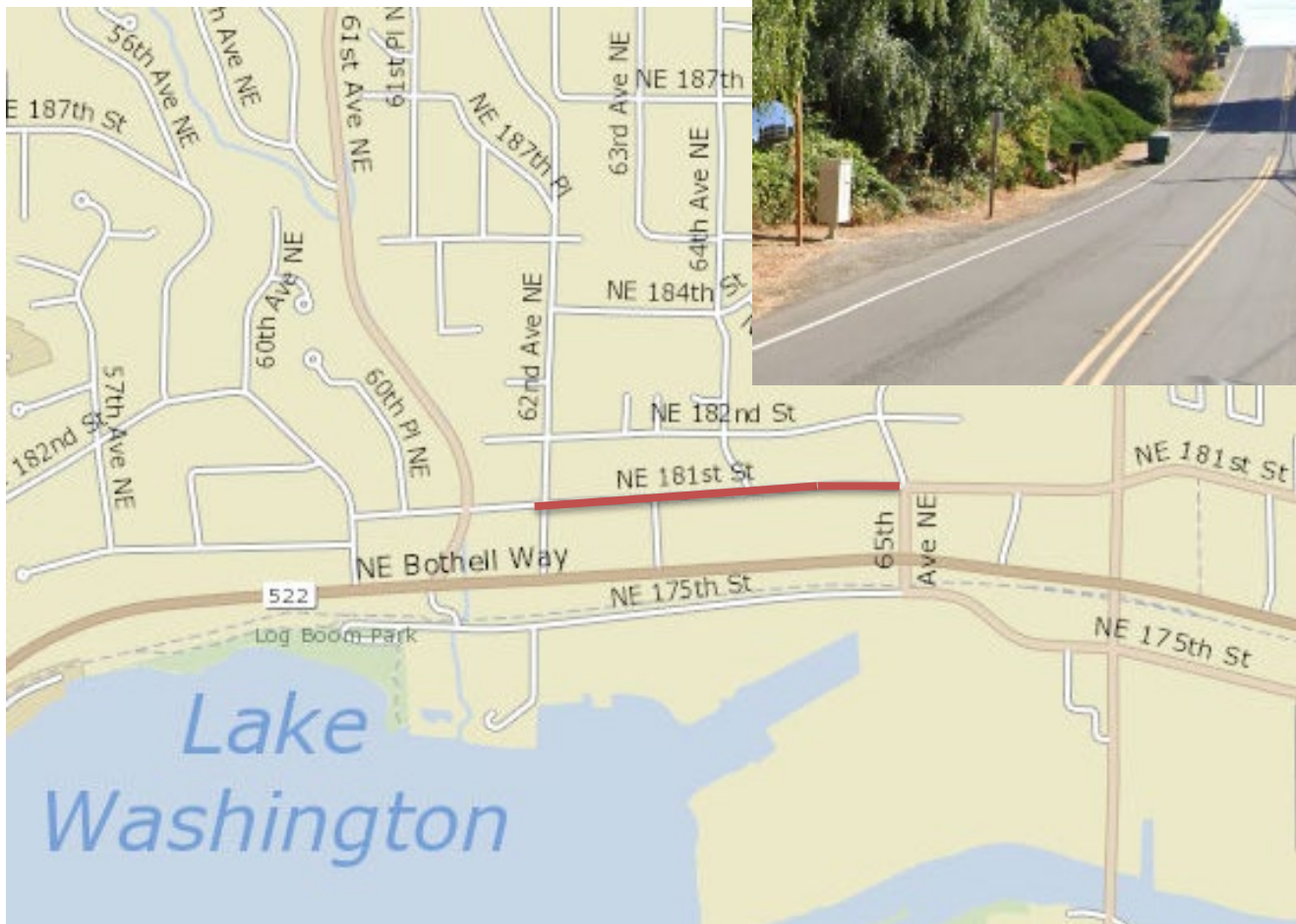
Project Name: NE 181st St Sidewalks (62nd Ave – 65th Ave)

Project No.: TBD

Project Location: NE 181st Street between 62nd Ave NE and 65th Avenue NE.

Project Description: This project builds approximately 1,650 LF of new sidewalks on north side of NE 181st Street from 62nd 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 along NE 181st and connect the City's downtown area to the east to this community business zoned area. This sidewalk would also provide connectivity to the neighborhood to the north with Downtown, City Hall, the library and other key public areas.



City of Kenmore Transportation Improvement Program

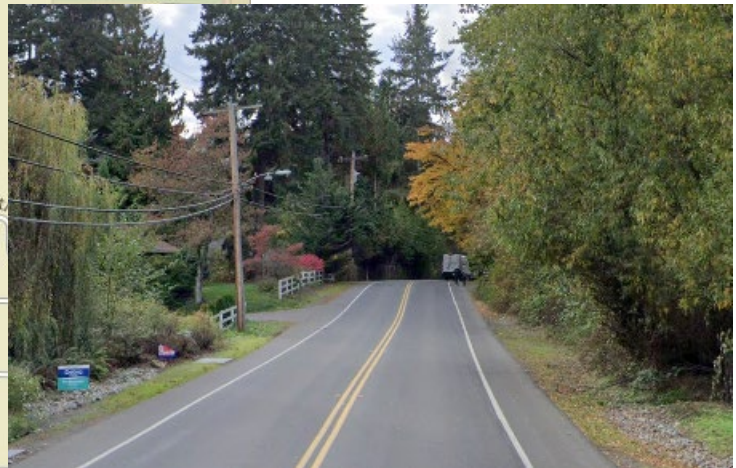
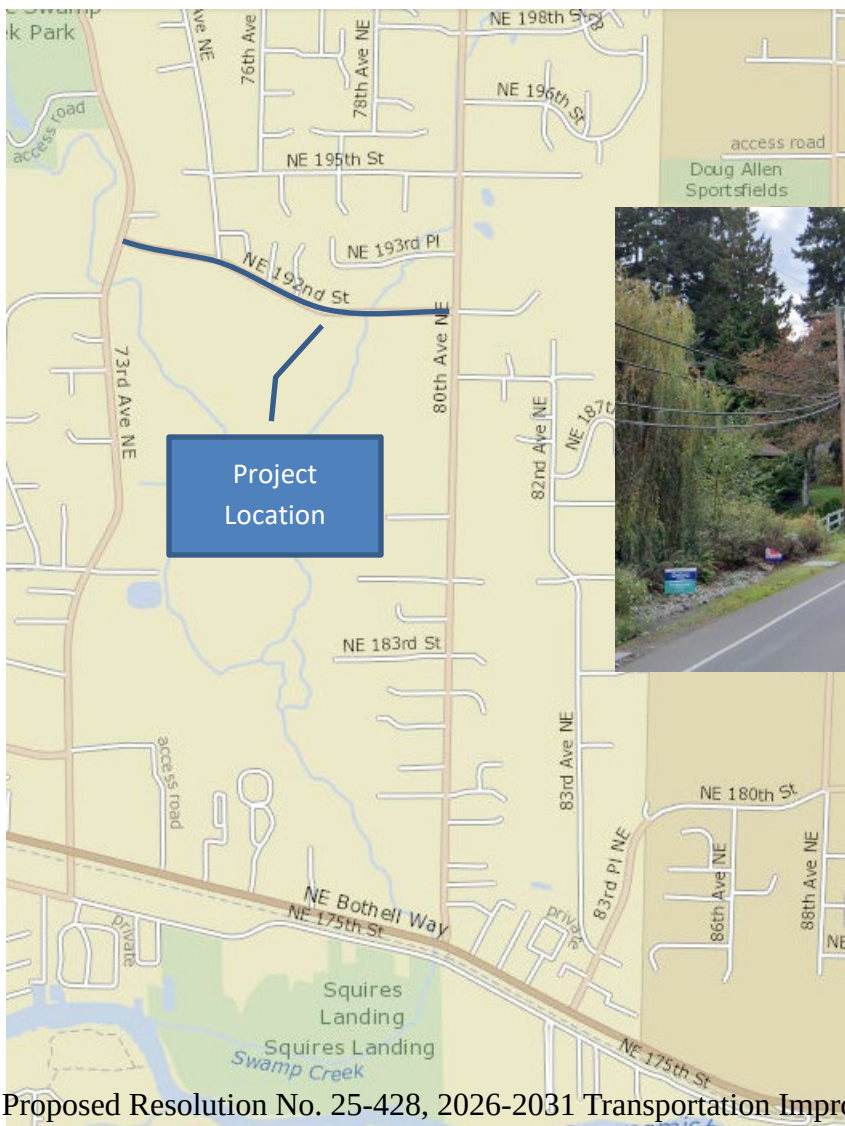
Project Name: NE 192nd St Pedestrian and Bicycle Project (73rd Ave – 80th Ave)

Project No.: TBD

Project Location: NE 192nd St between 73rd Ave NE and 80th Ave NE.

Project Description: This project builds approximately 3,190 LF of new sidewalks on both sides of NE 192nd St from 73rd Ave NE to 80th Ave NE. Project will also include buffered bike lanes on both sides of the street and other pedestrian/bicycle safety measures.

Background: A painted shoulder exists on both sides of NE 192nd St separating pedestrians from the travel lane. Sidewalk exists on the north side of NE 192nd St from 75th Ave NE to 76th PI NE. NE 192nd St and 80th Ave NE is currently an all-way stop. This project will add multimodal facilities, narrow intersection crossings where possible, add crossing treatments as needed, and the intersection of 80th/192nd will be evaluated for a possible roundabout, to either be constructed with this project or planned as a later project. NE 192nd St is the only direct east/west connection to bike lanes and sidewalk proposed along 80th Ave NE. NE 192nd St is designated as a Suggested Walk Route for Kenmore Elementary School students. Sidewalks at this location are identified in the Pedestrian Facilities Plan and NE 192nd St is a designated bike route and the alternative route to connect the future Tolt Trail on either side of Swamp Creek.





City of Kenmore Capital Improvement Program

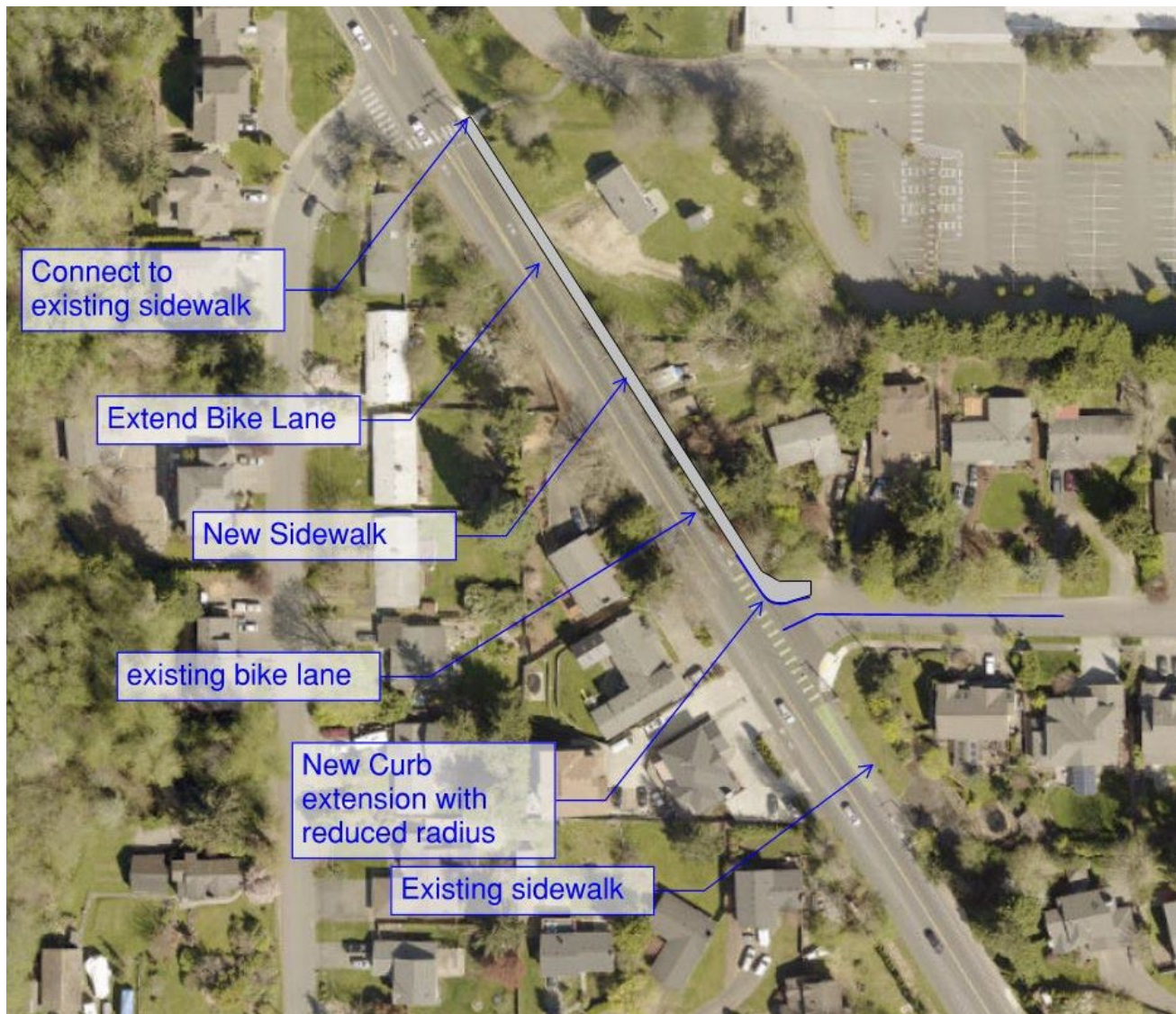
Project Name: Simonds Rd (NE 152nd St – 88th Ave NE) Sidewalk

Project No. TBD

Project Location: Simonds Rd between NE 152nd St and 88th Ave NE

Project Description: This project will provide sidewalk along the east side of Simonds Rd from NE 152nd St to 88th Ave NE connecting to existing sidewalk on the north end. This project will also reconfigure the intersection of 152nd St to provide a shorter crossing distance for pedestrians.

Background: This section of Simonds Rd is limited to pedestrian access via a 5 foot bike lane. This road provides connection for students to Inglemoor High School and access to elementary and middle school students to the school bus stop located just north of this project. Existing sidewalk exists north and south of this project filling a gap and providing continuous sidewalk south of the high school along this section.





City of Kenmore Transportation Improvement Program

Project Name: 66th/196th Slope Stability Project

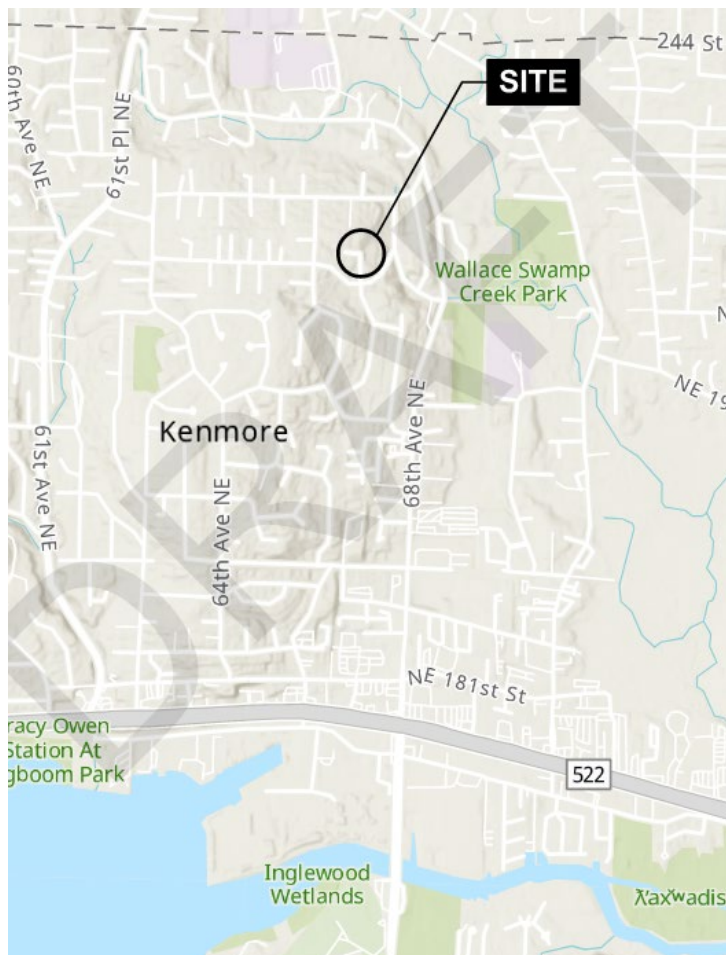
Project Location: 66th Ave NE between NE 196th St and NE 196th Pl

Project Description: Stabilize the slope east of 66th Ave NE

Background: Pavement along the northeast corner of the intersection of 66th Avenue NE and NE 196th Place has experienced noticeable horizontal and vertical displacement, visible in the form of tension cracks in the pavement surface and a vertical offset between pavement on either side of the tension crack.

Several previous evaluations have been performed for the project, dating back to initial observations of pavement cracking observed and documented in 2013. Since that time, the slope has been monitored for changes. Subsequent evaluations in 2017 and in 2022 showed an increase in movement (crack length and width). In 2017, the affected area was 40-feet long and in 2022 had grown to 55 feet long. In 2024, the crack displacement had grown 1 inch since 2017 (0.5 inch since 2022).

The most recent report performed in 2024 recommended stabilization of the slope with either spiral nails or a retaining wall.



CITY OF KENMORE

Engineering

Six Year Transportation Improvement Program: 2026-2031

Presented by: John Vicente, Engineering Director



Tonight's Discussion

- Review of the proposed Transportation Improvement Program (TIP)
- Review of new projects
- Summary of 2024 Improvements
- Public Hearing
- Recommendation to Adopt Resolution 25-428 and approve the 2026-2031 Six-Year Transportation Improvement Program



Background

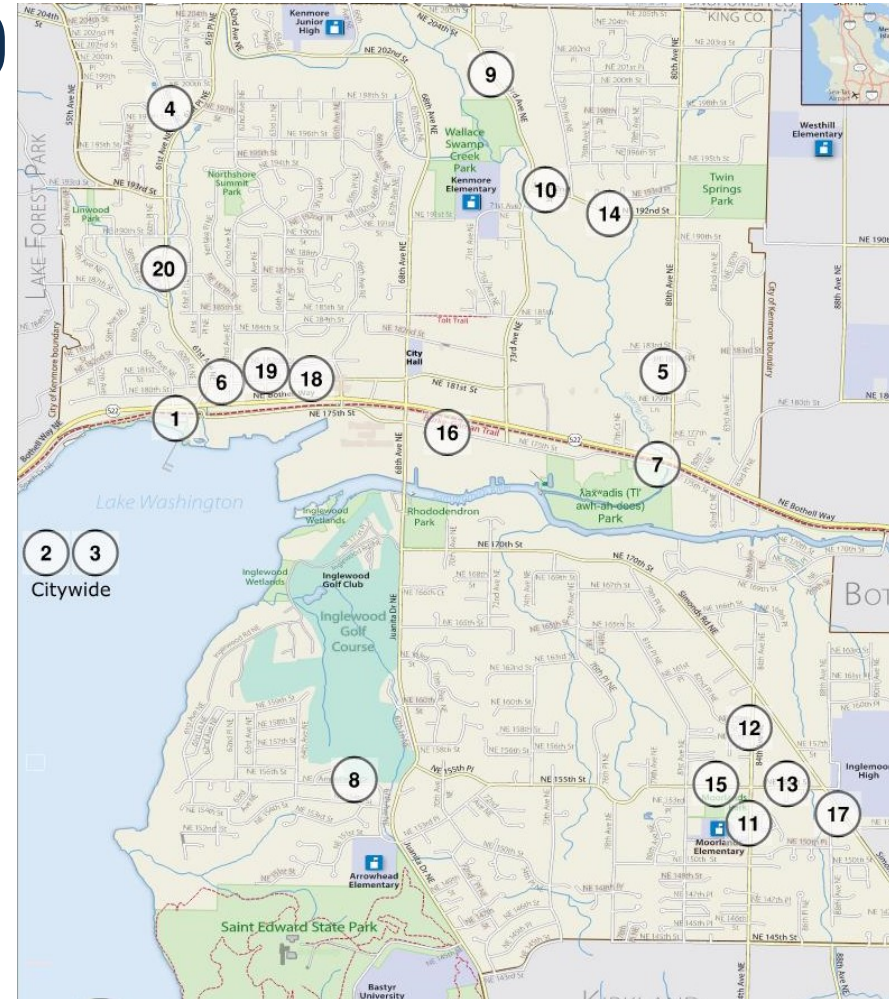
- RCW 35.77.010 requires municipalities to create a Transportation Improvement Program (TIP)
- Update must be performed each year
- TIP must show how a City proposes to utilize funds for transportation-related projects in the ensuing 6 years
- Consistent with the City's Comprehensive Plan
- TIP aligns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



Carryover Projects

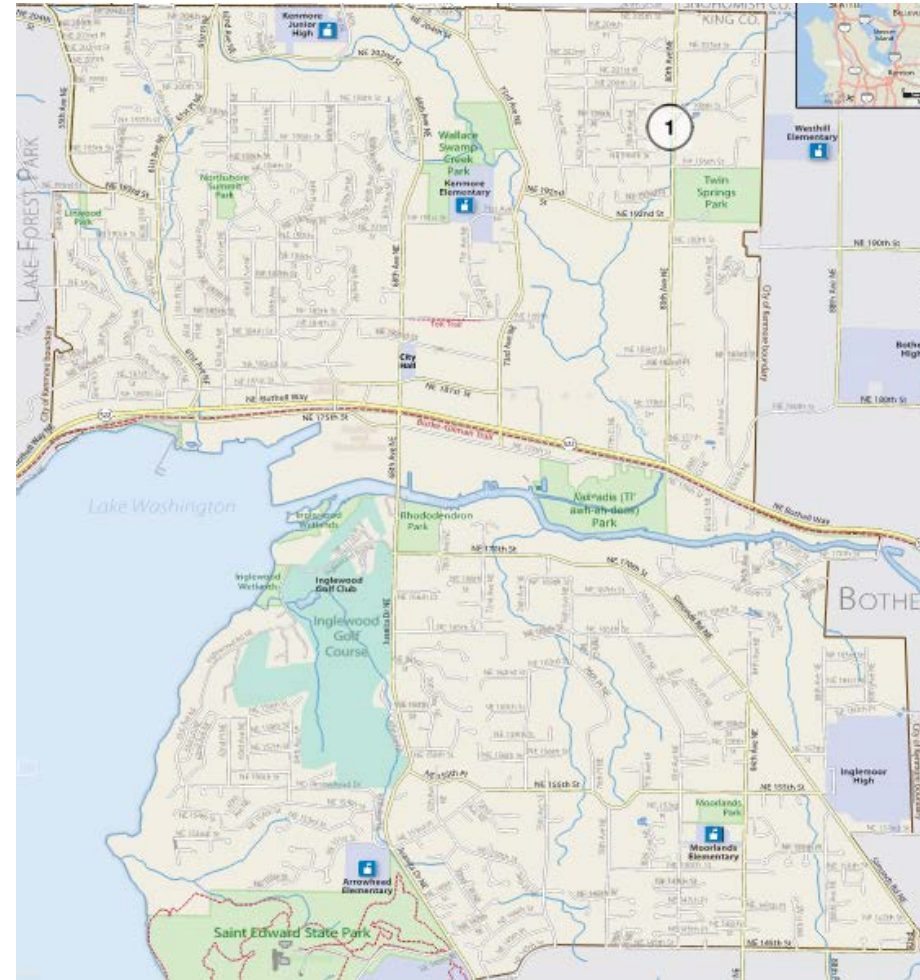
20 projects from 2025-2030

1. Burke Gilman/SR522 Accessibility
2. ADA Transition Program
3. Pavement Preservation
4. 61st Ave Sidewalk Replacement, Phase 1
5. 80th Ave NE Ped/Bike(SR522 - 185th)
6. NE 181st St Sidewalk (61st – 63rd)
7. Lower Swamp Creek Bridge Replacement
8. NE Arrowhead Dr Sidewalk (151st - 64th)
9. 73rd Ave Sidewalk (192nd – City Limits)
10. NE 192nd St Sidewalk (73rd – 75th)
11. 84th Ave NE Ped/Bike (150th – 155th)
12. 84th Ave NE Ped/Bike (155th – Simonds)
13. NE 155th St Sidewalk (84th – 87th)
14. NE 192nd St Ped/Bike (73rd – 80th)
15. NE 155th St Sidewalk (81st – 84th)
16. NE 175th Ped/Bike (68th – 73rd)
17. Simonds Road Sidewalk (152nd -88th)
18. NE 181st Sidewalk (63rd – 65th south side)
19. NE 181st Sidewalk (62nd – 65th north side)
20. 61st Ave Sidewalk Replacement Phase 2



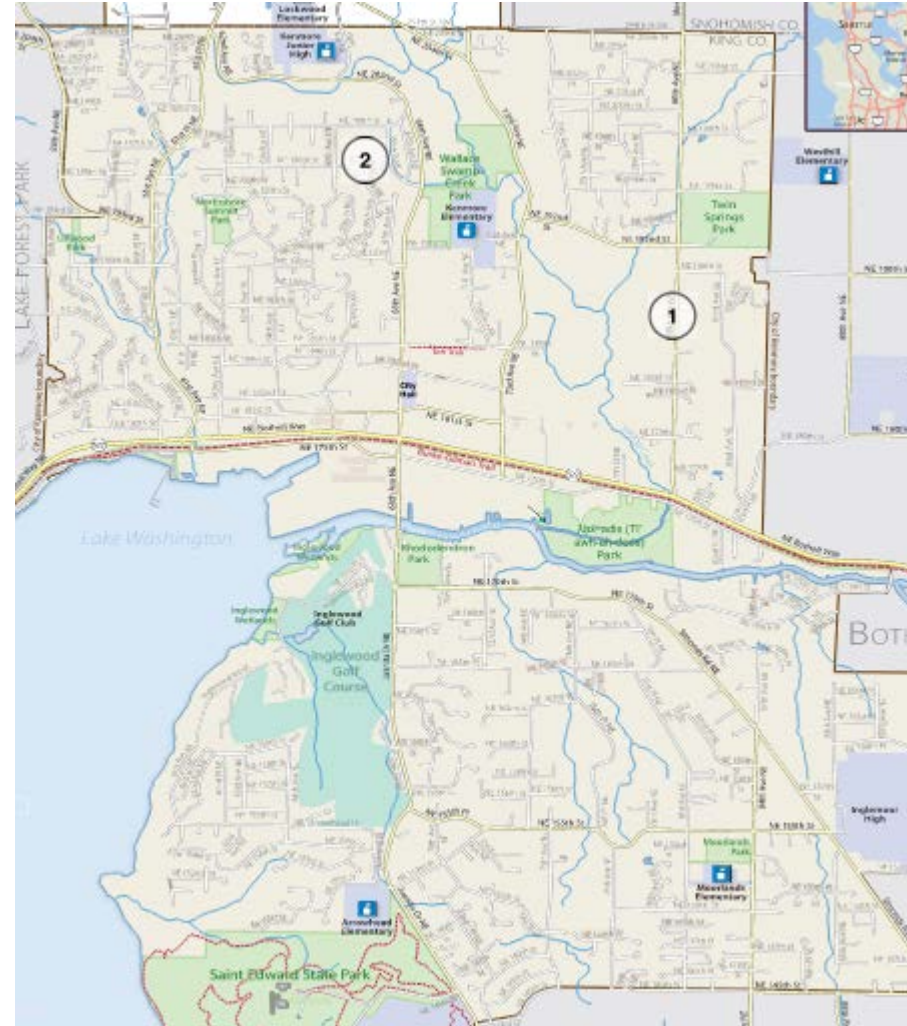
Projects Removed

1. 80th Ave Corridor Project (192nd – City Limits)



New Projects Added

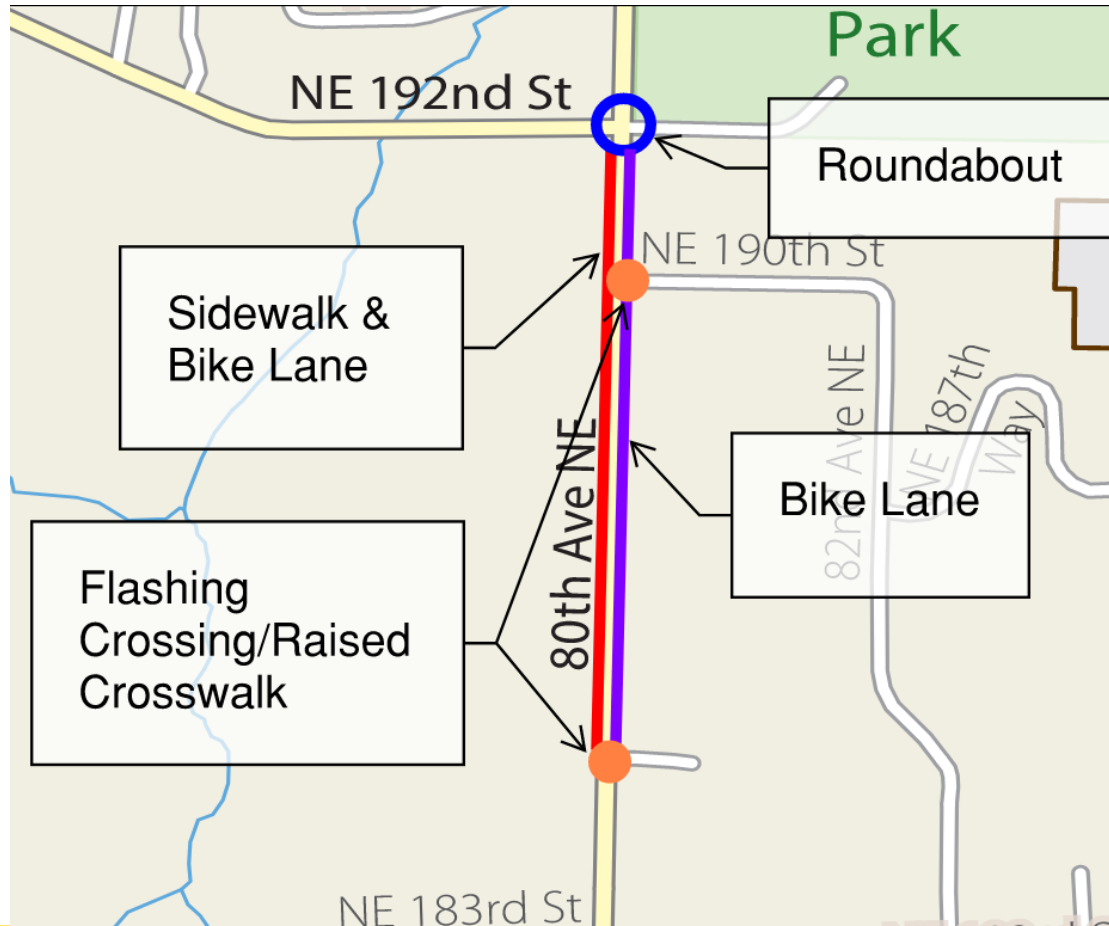
1. 80th Ave NE Ped/Bike (185th – 192nd)
2. 66th Ave NE/NE 196th Slope Stability



New Projects

80th Ave Ped/Bike (185th – 192nd)

- Sidewalk
- Buffered bike lanes
- Intersection treatments
 - Roundabout at 192nd
 - Raised crosswalks
- Flashing crossings



New Projects

66th Ave NE/NE 196th Slope Stability

- Retaining Wall
- Pavement Repair



2024 Summary of Improvements

Complete Streets Policy

- 2024 Advances towards implementation of the Complete Streets Policy
 - Total LF of new bike lanes: 1,040
 - Total LF of new sidewalk: 620



PUBLIC HEARING



City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 5/19/2025

Subject/Topic:	Proposed Council Action/Motion:
Public Hearing and Resolution Adopting the 2026-2031 Six-Year Transportation Improvement Program Department: Engineering Prepared by: John Vicente, P.E. Engineering Director Attachments: A: Resolution No 25-428	☐ Information Only ☐ Receive and File ☐ Discuss ☐ Provide Direction ☒ Public Hearing ☒ Adopt/Approve ☐ Authorize ☐ Other: Public Hearing and Adoption of Resolution No. 25-428 for the 2026-2031 Six-Year Transportation Improvement Program

Approvals:

Department Head	4/25/2025	City Attorney	5/6/2025	Finance Director	N/A	City Manager	4/29/2025	Optional	N/A
-----------------	-----------	---------------	----------	------------------	-----	--------------	-----------	----------	-----

Summary/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 25-428 (Exhibit A).

A public hearing has been scheduled for May 19, 2025 to receive public comments 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; reasonably 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 and Target Zero such as maintaining our City infrastructure (pavement), adding new sidewalks (Pedestrian Facilities Plan), replacing/repairing existing infrastructure (ADA Transition Plan), and maintaining the City’s transportation Level of Service.

Previous Council Action(s):

The Transportation Improvement Plan update is presented to the City Council annually. This is the first action on this year's update.

Fiscal Consideration:

Funding secured for projects is noted on the attached TIP. For projects with unsecured funding, additional local funds would 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 during the Capital Improvement Program update, they will be pushed out to subsequent years with each TIP amendment.

City Council Priorities or Budget Objective Being Addressed:

Core Mission Fulfillment: pavement preservation

Priority #4: Promote sustainable Economic Development Strategies that enhance downtown and attract residents, small businesses, and visitors.

Priority #5: Enhance multimodal transportation, including pedestrian and bicycle safety.

Priority #8: Continue to implement Diversity, Equity, Inclusion, and Accessibility (DEIA) Strategic Plan, including social justice reform.

**CITY OF KENMORE
WASHINGTON
RESOLUTION NO. 25-428**

**A RESOLUTION OF THE CITY COUNCIL OF KENMORE,
WASHINGTON, ADOPTING THE 2026-2031 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 May 19, 2025, the City Council held a public hearing and took public comment on the proposed 2026-2031 Six-Year Transportation Improvement Program; and

WHEREAS, the City Council finds that the proposed 2026-2031 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 2026-2031 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 19th DAY OF MAY 2025

CITY OF KENMORE

Nigel Herbig, Mayor

ATTEST/AUTHENTICATED:

Anastasiya Warhol, City Clerk

APPROVED AS TO FORM:

Dawn Reitan, City Attorney



CITY OF KENMORE

2026-2031 Transportation Improvement Program

Project name	Ped. Priority Number	Funding	Year							2026-2031 Totals	Project Totals
			Prior Years	2026	2027	2028	2029	2030	2031		
Burke Gilman Trail/SR522 Accessibility Project	NA	Local	\$ 8,246							\$ -	\$ 8,246
		Federal/State	\$ 476,981	\$ 1,288,075	\$ 234,944					\$ 1,523,019	\$ 2,000,000
		Unsecured		\$ 1,000,000						\$ 1,000,000	\$ 1,000,000
		Subtotal	\$ 485,227	\$ 2,288,075	\$ 234,944	\$ -	\$ -	\$ -	\$ -	\$ 2,523,019	\$ 3,008,246
ADA Transition Program	NA	Local	\$ 900,000	\$ 150,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 3,400,000	\$ 4,300,000
		Federal/State								\$ -	\$ -
		Unsecured								\$ -	\$ -
		Subtotal	\$ 900,000	\$ 150,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ 3,400,000	\$ 4,300,000
Pavement Preservation Program	NA	Local	\$ 9,339,016	\$ 1,100,000	\$ 225,000	\$ 1,100,000	\$ 225,000	\$ 1,100,000	\$ 225,000	\$ 3,975,000	\$ 13,314,016
		Federal/State	\$ 1,255,351							\$ -	\$ 1,255,351
		Unsecured								\$ -	\$ -
		Subtotal	\$ 10,594,367	\$ 1,100,000	\$ 225,000	\$ 1,100,000	\$ 225,000	\$ 1,100,000	\$ 225,000	\$ 3,975,000	\$ 14,569,367
61st Ave NE Sidewalk Replacement Project, Phase 1	NA	Local	\$ 190,177	\$ 53,553						\$ 53,553	\$ 243,730
		Federal/State	\$ 4,314,255	\$ -						\$ -	\$ 4,314,255
		Unsecured								\$ -	\$ -
		Subtotal	\$ 4,504,432	\$ 53,553	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,553	\$ 4,557,985
80th Ave NE Pedestrian and Bicycle Project (SR522-NE 185th)	38, 51, 53, 107, 108, 117	Local	\$ 6,626	\$ 349,551						\$ 349,551	\$ 356,177
		Federal/State	\$ 532,348	\$ 1,730,822						\$ 1,730,822	\$ 2,263,170
		Unsecured		\$ 1,000,000	\$ 855,064					\$ 1,855,064	\$ 1,855,064
		Subtotal	\$ 538,974	\$ 3,080,373	\$ 855,064	\$ -	\$ -	\$ -	\$ -	\$ 3,935,437	\$ 4,474,411
NE 181st St Sidewalk Project (61st Ave NE - 63rd Ave NE) - South Side	10, 44	Local	\$ 32,986	\$ 124,935	\$ 109,534					\$ 234,469	\$ 267,455
		Federal/State	\$ 250,650	\$ 1,249,350						\$ 1,249,350	\$ 1,500,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 283,636	\$ 1,374,285	\$ 109,534	\$ -	\$ -	\$ -	\$ -	\$ 1,483,819	\$ 1,767,455
Lower Swamp Creek Bridge Replacement	NA	Local	\$ 22,410							\$ -	\$ 22,410
		Federal/State	\$ 789,767	\$ 634,801	\$ 3,028,257	\$ 274,175				\$ 3,937,233	\$ 4,727,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 812,177	\$ 634,801	\$ 3,028,257	\$ 274,175	\$ -	\$ -	\$ -	\$ 3,937,233	\$ 4,749,410
NE Arrowhead Drive Sidewalk Project (NE 151st St - 64th Ave NE)	74	Local	\$ 6,344	\$ 292,381	\$ 163,499					\$ 455,880	\$ 462,224
		Federal/State	\$ 530,283	\$ 1,467,172						\$ 1,467,172	\$ 1,997,455
		Unsecured								\$ -	\$ -
		Subtotal	\$ 536,627	\$ 1,759,553	\$ 163,499	\$ -	\$ -	\$ -	\$ -	\$ 1,923,052	\$ 2,459,679
80th Ave NE Ped/Bike Project (NE 185th - NE 192nd)		Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured			\$ 15,000	\$ 300,000	\$ 350,250	\$ 3,200,000		\$ 3,865,250	\$ 3,865,250
		Subtotal	\$ -	\$ -	\$ 15,000	\$ 300,000	\$ 350,250	\$ 3,200,000	\$ -	\$ 3,865,250	\$ 3,865,250
73rd Ave NE Pedestrian and Bicycle Project (NE 192nd St - City Limits) - East Side	7, 63	Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured			\$ 250,000	\$ 304,840	\$ 300,000	\$ 4,000,000	\$ 1,395,000	\$ 6,249,840	\$ 6,249,840
		Subtotal	\$ -	\$ -	\$ 250,000	\$ 304,840	\$ 300,000	\$ 4,000,000	\$ 1,395,000	\$ 6,249,840	\$ 6,249,840
192nd St Sidewalk Project (73rd - 75th) - North Side	40	Local	\$ 64,641		\$ 322,011	\$ 112,150				\$ 434,161	\$ 498,802
		Federal/State	\$ 282,393	\$ 171,582	\$ 306,925					\$ 478,507	\$ 760,900
		Unsecured								\$ -	\$ -
		Subtotal	\$ 347,034	\$ 171,582	\$ 628,936	\$ 112,150	\$ -	\$ -	\$ -	\$ 912,668	\$ 1,259,702



CITY OF KENMORE

2026-2031 Transportation Improvement Program

Project name	Ped. Priority Number	Funding	Year							2026-2031 Totals	Project Totals
			Prior Years	2026	2027	2028	2029	2030	2031		
84th Ave NE Pedestrian and Bicycle Project (NE 150th St - NE 155th St)	5, 12, 17, 37	Local	\$ 5,000			\$ 262,000	\$ 30,000			\$ 292,000	\$ 297,000
		Federal/State	\$ 10,000	\$ 315,000	\$ 425,000	\$ 2,350,000				\$ 3,090,000	\$ 3,100,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 15,000	\$ 315,000	\$ 425,000	\$ 2,612,000	\$ 30,000	\$ -	\$ -	\$ 3,382,000	\$ 3,397,000
84th Ave NE Pedestrian and Bicycle Project (NE 155th St-Simonds Rd) - West Side	28, 29, 60, 61	Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured				\$ 15,000	\$ 300,000	\$ 300,000	\$ 3,000,000	\$ 3,615,000	\$ 3,615,000
		Subtotal	\$ -	\$ -	\$ -	\$ 15,000	\$ 300,000	\$ 300,000	\$ 3,000,000	\$ 3,615,000	\$ 3,615,000
NE 175th St Sidewalk and Bicycle Project (68th Ave NE - 73rd Ave NE) - South Side	32	Local	\$ 5,000			\$ 100,000	\$ 50,000			\$ 150,000	\$ 155,000
		Federal/State		\$ 314,415	\$ 314,415	\$ 2,021,170				\$ 2,650,000	\$ 2,650,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 5,000	\$ 314,415	\$ 314,415	\$ 2,121,170	\$ 50,000	\$ -	\$ -	\$ 2,800,000	\$ 2,805,000
NE 155th St (81st - 84th) Sidewalk Project	11	Local	\$ 5,000			\$ 150,000	\$ 30,000			\$ 180,000	\$ 185,000
		Federal/State		\$ 300,000	\$ 300,000	\$ 1,046,000				\$ 1,646,000	\$ 1,646,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 5,000	\$ 300,000	\$ 300,000	\$ 1,196,000	\$ 30,000	\$ -	\$ -	\$ 1,826,000	\$ 1,831,000
NE 155th St (84th - 87th) Sidewalk Project	9, 19	Local	\$ 5,000			\$ 150,000	\$ 30,000			\$ 180,000	\$ 185,000
		Federal/State		\$ 300,285	\$ 300,285	\$ 2,204,430				\$ 2,805,000	\$ 2,805,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 5,000	\$ 300,285	\$ 300,285	\$ 2,354,430	\$ 30,000	\$ -	\$ -	\$ 2,985,000	\$ 2,990,000
NE 181st St Sidewalk Project (63rd Ave NE -65th Ave NE) - South Side	41	Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured					\$ 400,000	\$ 400,000	\$ 3,974,945	\$ 4,774,945	\$ 4,774,945
		Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ 3,974,945	\$ 4,774,945	\$ 4,774,945
NE 181st St Sidewalk Project (62nd Ave NE - 65th Ave NE) - North Side	49, 50	Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured					\$ 600,000	\$ 600,000	\$ 5,000,000	\$ 6,200,000	\$ 6,200,000
		Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ 5,000,000	\$ 6,200,000	\$ 6,200,000
NE 192nd St (73rd - 80th) Pedestrian and Bicycle Project	31, 79	Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured					\$ 500,000	\$ 500,000	\$ 5,000,000	\$ 6,000,000	\$ 6,000,000
		Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 5,000,000	\$ 6,000,000	\$ 6,000,000
61st Ave NE Sidewalk Replacement Project, Phase 2	NA	Local	\$ 5,000							\$ -	\$ 5,000
		Federal/State		\$ 350,000	\$ 350,000	\$ 2,800,000				\$ 3,500,000	\$ 3,500,000
		Unsecured								\$ -	\$ -
		Subtotal	\$ 5,000	\$ 350,000	\$ 350,000	\$ 2,800,000	\$ -	\$ -	\$ -	\$ 3,500,000	\$ 3,505,000
Simonds Rd (NE 152nd -88th Ave) Sidewalk Project	1	Local								\$ -	\$ -
		Federal/State								\$ -	\$ -
		Unsecured			\$ 5,000	\$ 320,000	\$ 280,000	\$ 690,000	\$ 11,000	\$ 1,306,000	\$ 1,306,000
		Subtotal	\$ -	\$ -	\$ 5,000	\$ 320,000	\$ 280,000	\$ 690,000	\$ 11,000	\$ 1,306,000	\$ 1,306,000
66th Ave NE/NE 196th St Slope Stability Project	NA	Local				\$ 350,000	\$ 700,000			\$ 1,050,000	\$ 1,050,000
		Federal/State								\$ -	\$ -
		Unsecured								\$ -	\$ -
		Subtotal	\$ -	\$ -	\$ -	\$ 350,000	\$ 700,000	\$ -	\$ -	\$ 1,050,000	\$ 1,050,000



City of Kenmore Transportation Capital Improvement Program

Project Name: Burke Gilman Trail/SR522 Accessibility Project

Project No. T-8

Project Location: Burke Gilman Trail to SR 522 at 61st Avenue NE

Project Description: This project will provide an American's with Disabilities Act (ADA) connection for pedestrians and beginning cyclists to/from the Burke Gilman Trail and Log Boom Park to/from SR522, BRT, shops, residential dwellings, and medical facilities. This project will also close remove the eastbound to southbound right turn pocket on 61st Ave NE. Work also includes updating the gateway sign entering Kenmore at the west border.

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 (61st Ave NE to the western city limits) was originally scoped to include new sidewalk with buffer, utility undergrounding, adding a dual left turn lane at 61st Ave NE, and closing off left turn access to 60th Ave NE. After re-evaluating priorities and with funding reduced for this project, the scope was modified to focus on accessibility to the Burke Gilman Trail and Log Boom Park. The above description reflections these changes to the project.





City of Kenmore Transportation Capital Improvement Program

Project Name: ADA Transition Program

Project No.: T-252

Project Location(s): Citywide

Project Description: This program is intended to replace curb ramps, sidewalks, crosswalks, pedestrian push buttons and marked on-street parking that are not compliant with ADA guidelines with ADA compliant facilities per the ADA Transition Plan.

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. The ADA Transition Plan was adopted in June 2022 and contains a list of all facilities that are out of compliance and the approximate cost to replace those facilities. The ADA Transition Plan is a living document that will updated regularly when changes are made to the City's infrastructure.





City of Kenmore Transportation Capital Improvement Program

Project Name: Pavement Preservation 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 revised or restored 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. 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 (Goal 1);
2. Promote a transportation system that contributes to fiscal and environmental sustainability (Goal 3);
3. Facilitate freight mobility and economic prosperity (Goal 6).



City of Kenmore Transportation Capital Improvement Program

Project Name: Pedestrian Facilities Program

Project No.: T-27

Project Location(s): Citywide

Project Description: This program is intended to provide matching funds for pedestrian improvements identified in the Pedestrian Facilities Plan. Projects would consist of extending existing sidewalks, filling gaps, or adding new facilities to connect to existing networks. Typical projects include new 6-foot-wide sidewalk with 4-foot amenity strip but each site will be evaluated independently for the most appropriate pedestrian facility improvement. If no grant funds are secured, these funds would be consolidated and used to build small sections of sidewalk identified in the Pedestrian Facilities Plan.

Background: In 2022, the City completed an update to its Pedestrian Facilities Plan (previously known as the Sidewalk Priority Plan). This Plan includes a priority list for completing sidewalk projects within the City. Staff will utilize this plan to determine where to fund projects and where to focus resources on grant applications.



Figure A

City of Kenmore Transportation Capital Improvement Program

Project Name: 61st Avenue Sidewalk Replacement Project, Phase 1
Project No. T-44

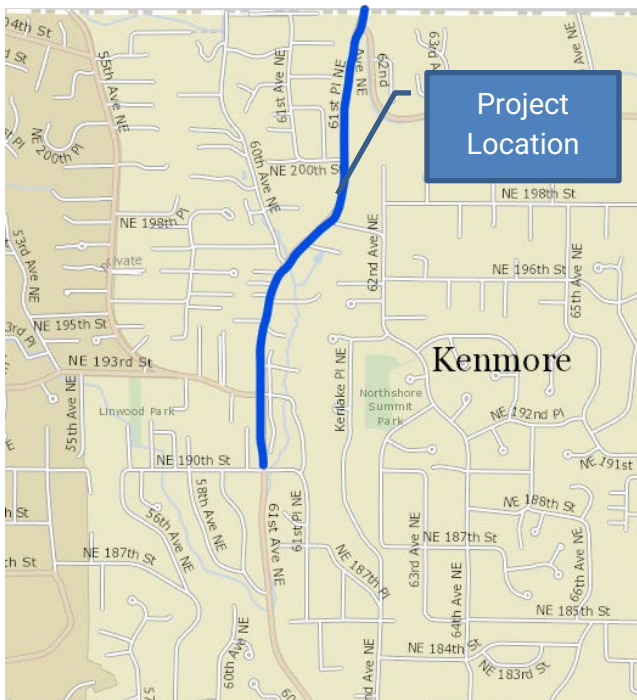
Project Location: 61st Ave/Pl NE (NE 190th Street north to 62nd Ave NE)

Project Description:

Through an extensive alternatives analysis which included possible scenarios for sidewalk replacement and tree retention, the sidewalk will be replaced on the both sides of 61st Avenue NE between NE 190th St and 60th Avenue NE with new sidewalk relocated as needed to preserve as many trees as possible. Sidewalk panels on 61st Place NE from 60th Avenue NE to the northern city limits will be replaced where needed. In addition to replacing sidewalk panels, the following will also be included in the project:

- A 2-inch grind and HMA overlay
- New bike lanes.
- On-street parking will be removed within this section
- Right turn pockets at NE 193rd St, 60th Ave NE, and 62nd Ave NE will be removed
- Rectangular Rapid Flashing Beacon (RRFB) at 193rd St, 60th Ave, and 200th St Intersections.
- Intersection improvements at 193rd St and 60th Ave NE
- Permanent closure of the NE 193rd “slip lane” onto 61st Ave NE

Background: 61st Avenue/Place 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 with many location having gaps or uplift issues. 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 Capital Improvement Program

Project Name: 80th Ave NE Ped/Bike Project (SR522 – NE 185th St)

Project No.: T-260

Project Location: 80th Ave NE between SR522 and NE 185th St (Tolt line).

Project Description: This project builds approximately 1,175 LF of new sidewalks on both sides of 80th Ave NE between NE 179th PI and NE 185th St (the Tolt water line corridor) with buffered bike lanes on both sides. This project also includes a flashing crosswalk at NE 177th PI, NE 179th PI, and NE 182nd PI. All on-street parking will be eliminated within the project limits. This project will also add bicycle crossing features at State Route 522 and connect the bike lanes on 80th Ave NE to the Burke Gilman Trail.

Background: Sidewalk exists at sporadic location along 80th Ave NE within the project limits. This project will close gaps and create continuous sidewalk and bike lanes on both sides of the street connecting to SR522.





City of Kenmore Transportation Capital Improvement Program

Project Name: NE 181st St Sidewalks (61st Ave – 63rd Ave)

Project No.: T-253

Project Location: NE 181st Street between 61st Avenue NE and 63rd Avenue NE.

Project Description: This project builds approximately 615 LF of new sidewalks on south side of NE 181st Street from 61st Ave to 63rd Ave.

Background: There are limited sidewalks and pedestrian facilities along this section of NE 181st. Adding sidewalk would provide sidewalk connections along NE 181st to existing sidewalk on 62nd Ave NE and 61st Ave NE. This sidewalk is located in a community business zone and is being constructed in coordination with Sound Transit and their Bus Rapid Transit project for SR522.





City of Kenmore Transportation Capital Improvement Program

Project Name: Lower Swamp Creek Bridge Replacement

Project No.: T-38

Project Location: NE 175th Street/Swamp Creek Crossing

Project Description: Replacement of the existing bridge over Swamp Creek.

Background: The bridge over Swamp Creek at NE 175th Street is aging and is in need of replacement. 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 and revised in 2023 that recommended replacement of the bridge.



Figure A: Existing Bridge

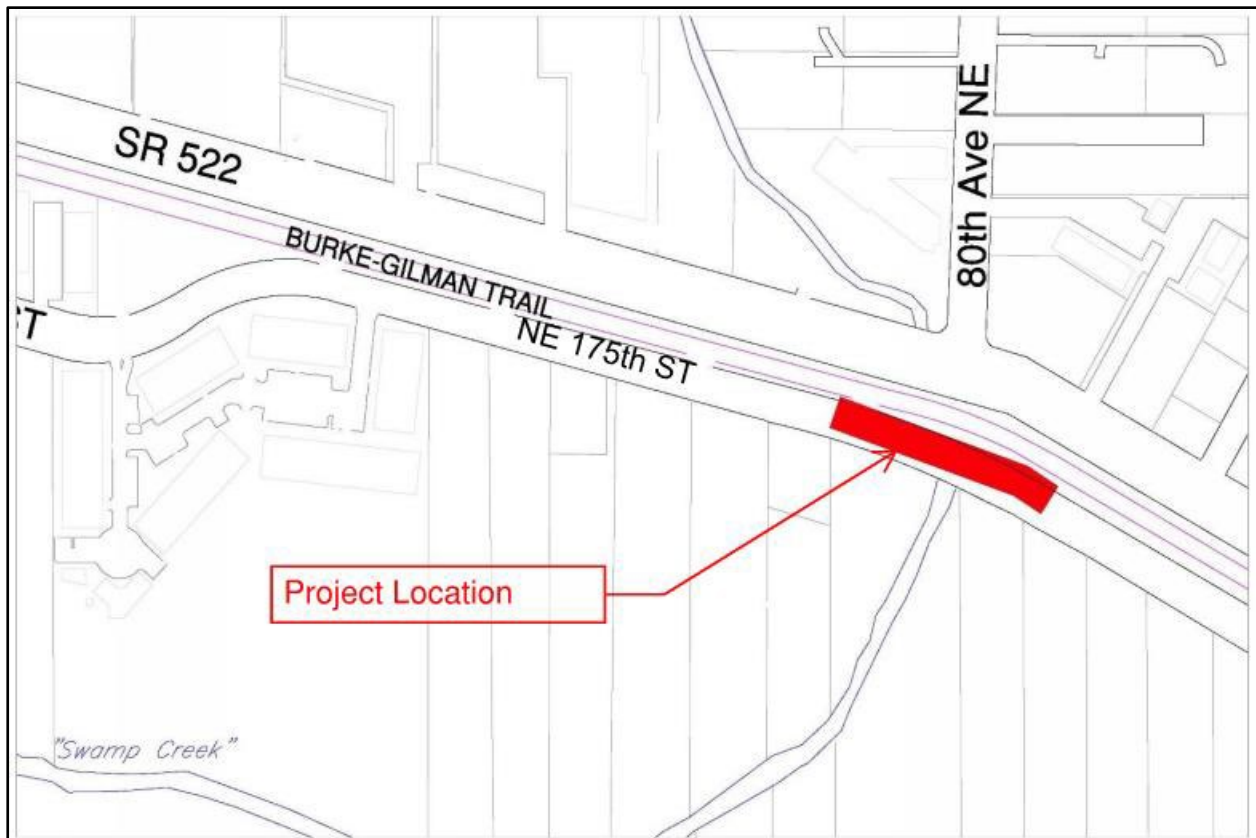


Figure B: Project Location

City of Kenmore Transportation Capital Improvement Program

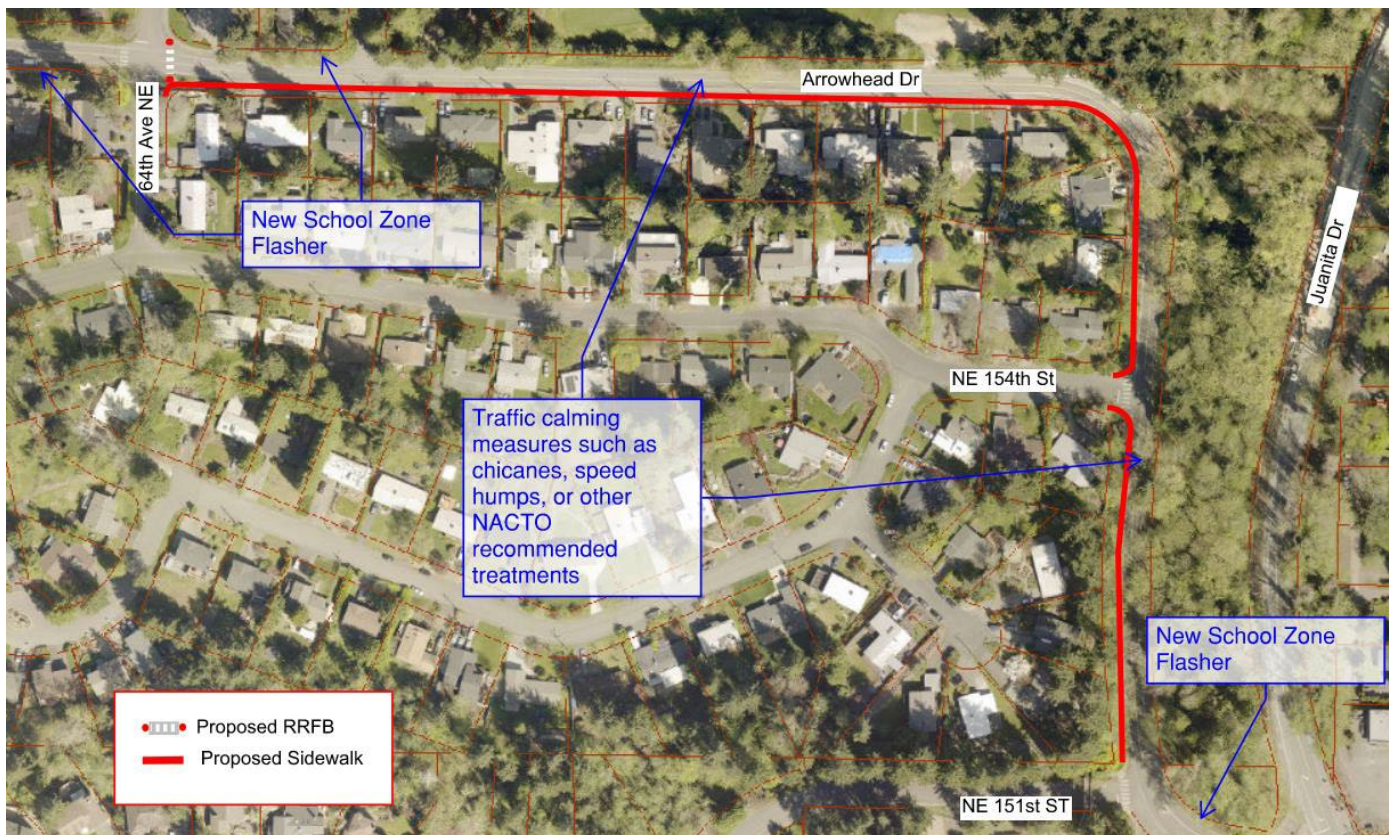
Project Name: NE Arrowhead Drive Sidewalks

Project No.: T-262

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 the west side/south side of NE Arrowhead drive from NE 151st St to 64th Ave NE. On-street parking adjacent to new sidewalk will be removed. The project will also include one rectangular rapid flashing beacon (RRFB), narrowing of street crossings, additional school zone signage, and several traffic calming features such as chicanes or speed humps.

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 Pedestrian Facilities Program.





City of Kenmore Transportation Improvement Program

Project Name: 80th Ave NE Pedestrian and Bicycle Project (185th St – 192nd St)

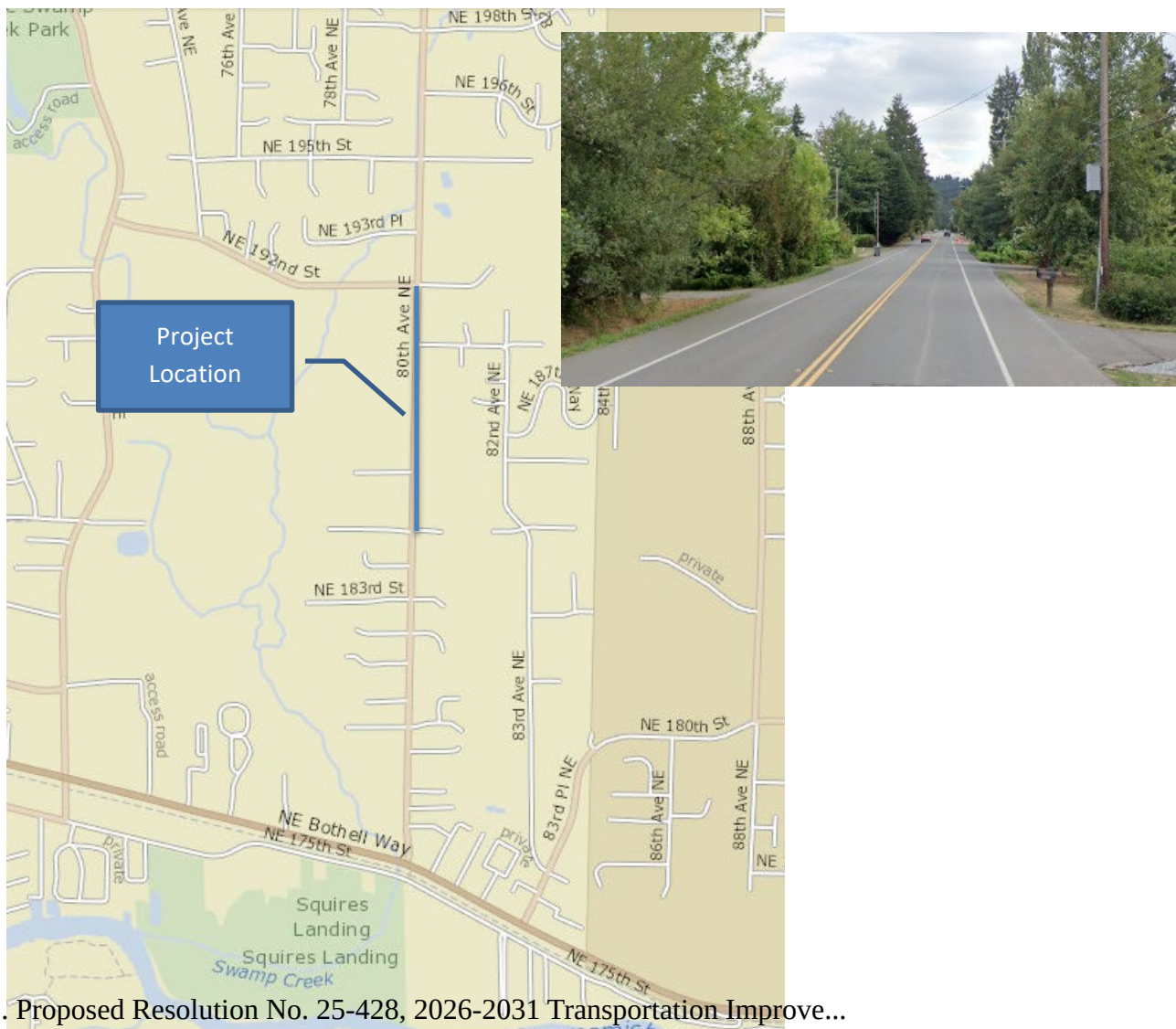
Project No.: TBD

Project Location: 80th Ave NE between NE 185th St and NE 192nd St.

Project Description: This project builds approximately 3,470 LF of new sidewalks on the west side of 80th Ave NE from NE 185th St to NE 192nd St. Project will also include buffered bike lanes on both sides of the street and other pedestrian/bicycle safety measures. This project will also look at future opportunities to construct a roundabout at the 80th Ave NE/NE 192nd St intersection.

Background: A painted shoulder exists on both sides of 80th Ave NE separating pedestrians from the travel lane. Intermittent sidewalk exists at locations within this area of 80th Ave NE. NE 192nd and 80th Ave is currently an all-way stop. This project will add multimodal facilities, narrow intersection crossings where possible, add crossing treatments as needed, and the intersection of 80th/192nd will be evaluated for a possible roundabout, to either be constructed with this project or planned as a later project. 80th Ave NE is a designated school bus stop corridor for students. Sidewalks at this location are identified in the Pedestrian Facilities Plan and 80th Ave NE is a designated bike route.

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





City of Kenmore Capital Improvement Program

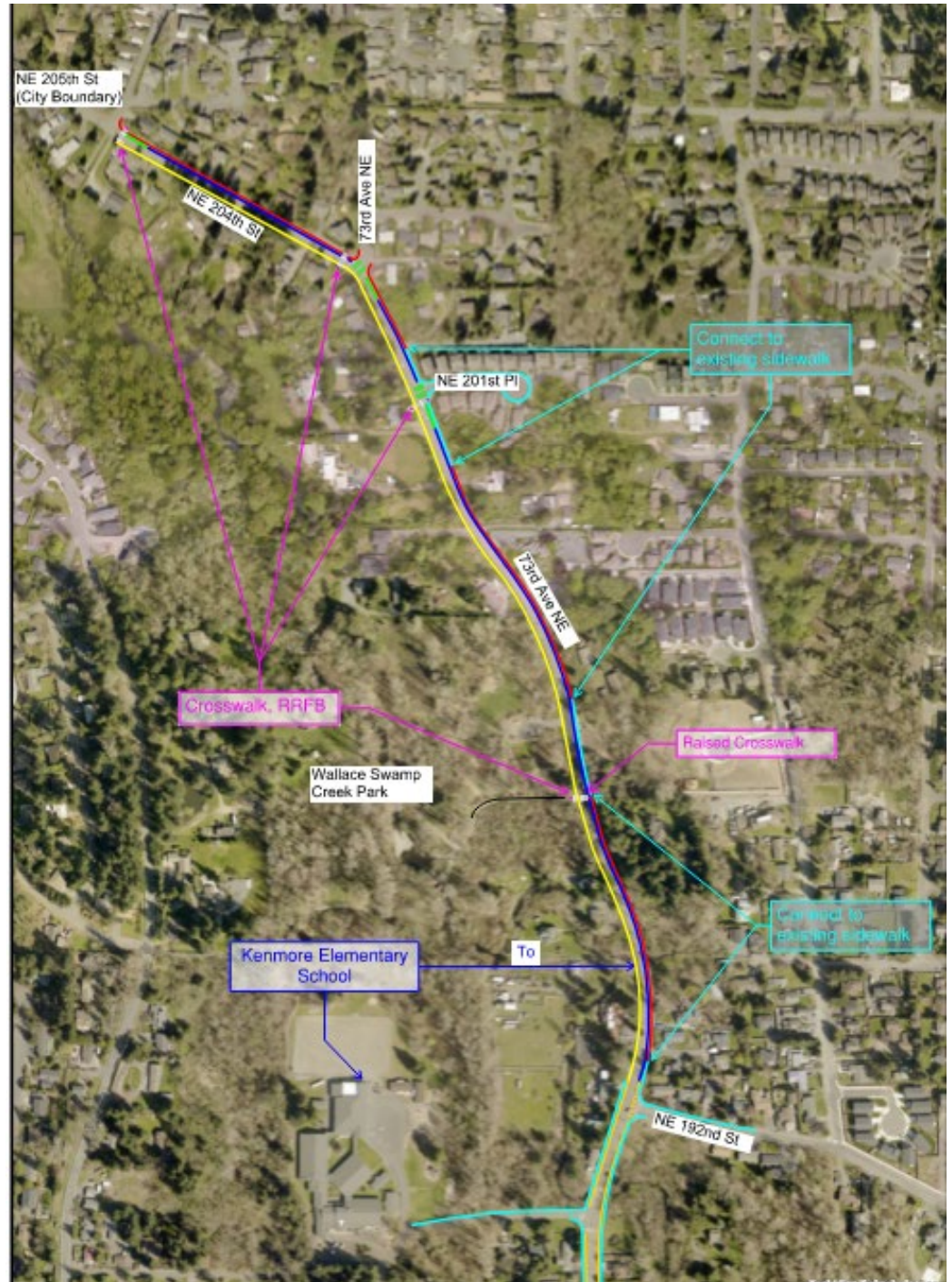
Project Name: 73rd Ave NE (NE 192nd St – NE 205th St) Sidewalk

Project No. TBD

Project Location: East side of 73rd Ave NE between NE 192nd St and NE 205th St.

Project Description: This project will provide sidewalk and a separated bike lane along the east side of 73rd Ave NE and a marked bike lane on the west side of 73rd Ave NE from NE 192nd St to NE 205th St. The project will also install marked crossings using flashing beacons at intersections and at the entrance to Wallace Swamp Creek Park.

Background: This section of 73rd Ave NE is limited to pedestrian access via a 5-foot shoulder. This road provides the only pedestrian connection for residents along 73rd Ave NE. 73rd Ave NE is a main connection to the City's downtown, parks, transit, and other public amenities. This project would close gaps in the sidewalk network nearly completing sidewalk along the east side of 73rd Ave NE within





City of Kenmore Transportation Capital Improvement Program

Project Name: NE 192nd St Sidewalks (73rd Ave – 75th Ave)

Project No.: T-261

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. This project will also install a new school zone sign just west of the 75th Ave NE. NE 192nd St intersection.

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 development. Sidewalk also exists along the east side of 75th Ave NE. This project will close gaps and improve sidewalk connectivity to Kenmore Elementary in this area. NE 192nd St is a designated walking route for Kenmore Elementary School students. Sidewalks at this location are identified as a high priority sidewalk in the Pedestrian Facilities Program.





City of Kenmore Transportation Capital Improvement Program

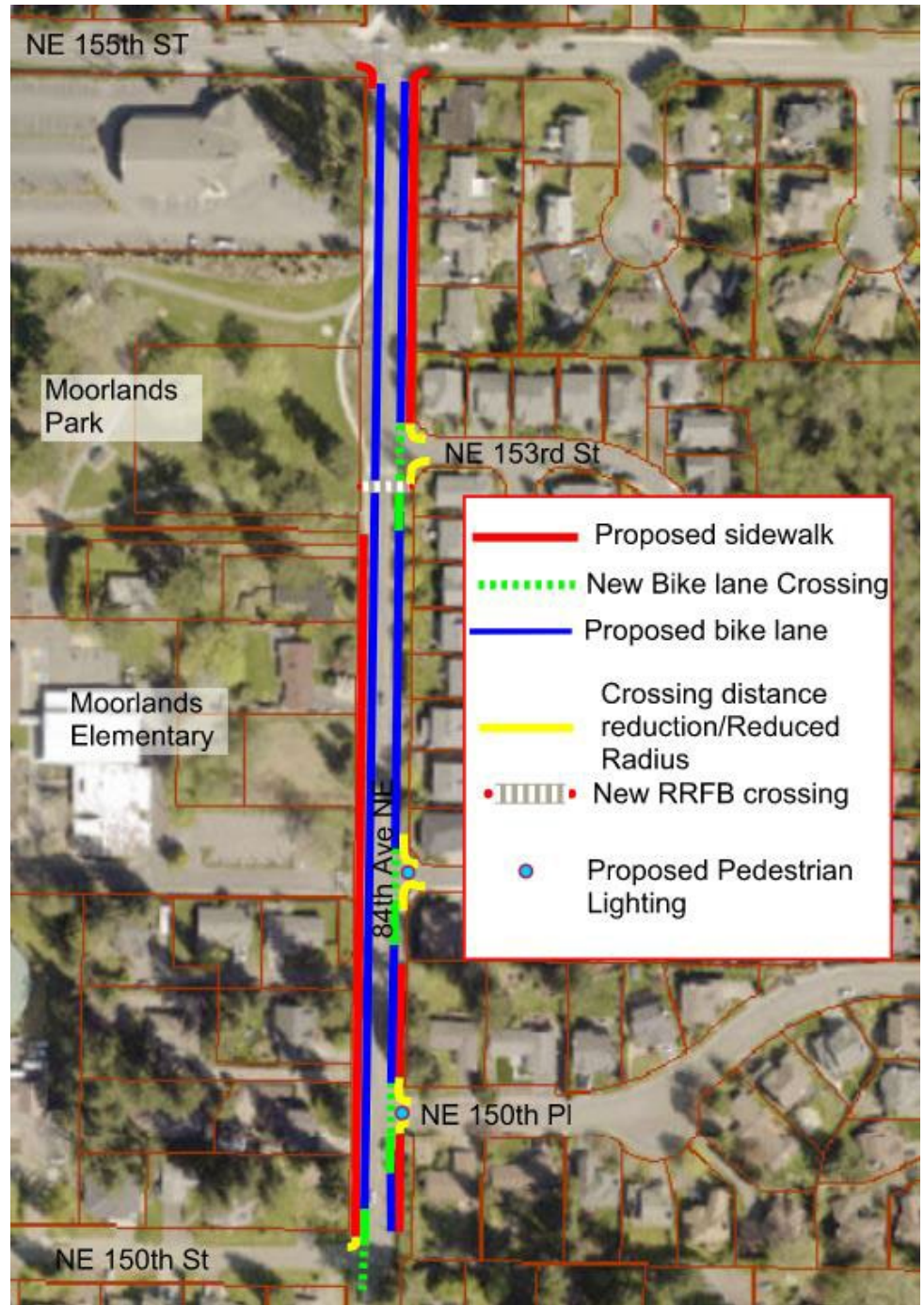
Project Name: 84th Ave NE Sidewalks (150th St – 155th St)

Project No.: T-266

Project Location: 84th Ave NE between 150th St and 155th St.

Project Description: This project builds approximately 742 LF of new sidewalks on west side of 84th Ave NE and 715 LF of new sidewalk on the east side of 84th Ave NE from NE 150th St – NE 155th St. Project will also include buffered bike lanes on both sides of the street, curb bulbs to reduce the crossing distances on side streets, and a new rectangular rapid flashing beacon (RRFB) at NE 151st Place.

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 and on the east side of 84th Ave NE between NE 151st Pl and NE 153rd St. This project will extend the sidewalk south and create a continuous sidewalk between NE 150th St and NE 155th St. 84th Ave NE is a designated walking route for Moorlands Elementary School students.





City of Kenmore Transportation Improvement Program

Project Name: 84th Ave NE Sidewalks (155th St – Simonds Rd)

Project No.: TBD

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 the west side of 84th Ave NE from NE 155th St to Simonds Rd. Project will also include a buffered bike lanes on both sides of the street and reconfigure the southern intersection with Simonds Rd to reduce the crossing distance of 84th.

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 top 10 priority project in the Pedestrian Facilities Plan left to be completed.





City of Kenmore Transportation Capital Improvement Program

Project Name: 61st Avenue Sidewalk Replacement Project, Phase 2 Project No. T-276

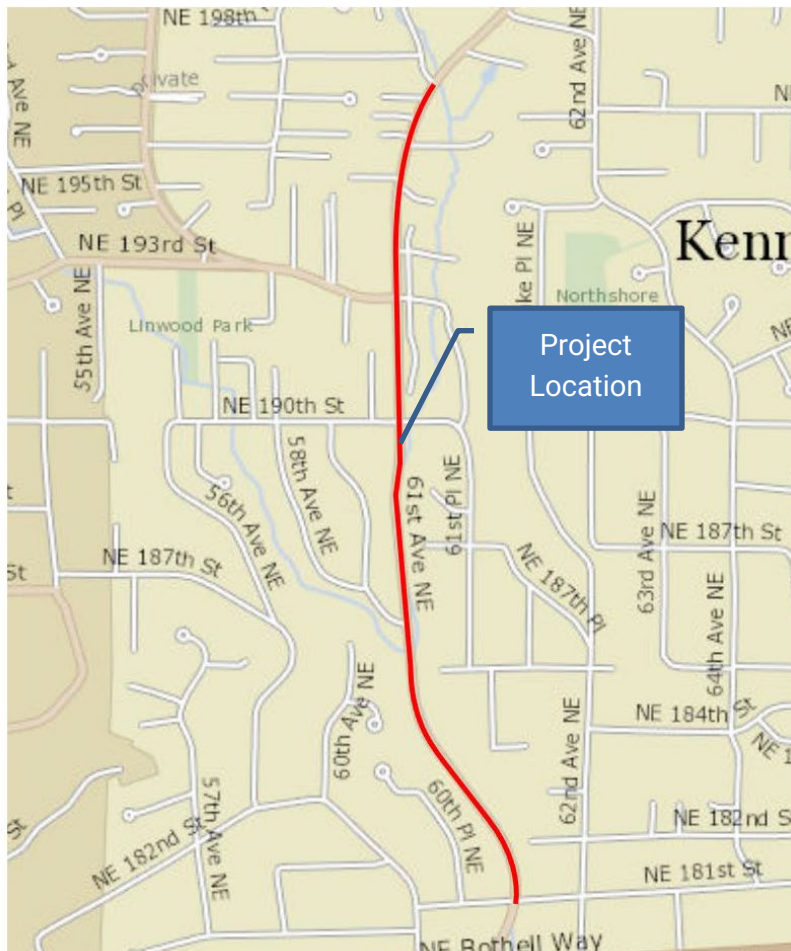
Project Location: 61st Ave NE (NE 181st St to NE 190th St)

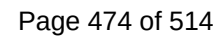
Project Description:

This project will relocate the sidewalk on the east side of 61st Ave NE between NE 181st St and NE 190th St away from Cha Thl Creek (Tributary 0056). In addition to replacing sidewalk panels, the following will also be included in the project:

- A 2-inch grind and HMA overlay south of NE 190th St
- Center two-way left turn lane will be removed
- Rectangular Rapid Flashing Beacon (RRFB) at 61st Ave NE and 58th Ave NE Intersection.
- Stream corridor improvements (increased stream buffer, removal of invasive species, buffer plantings)

Background: 61st Avenue is an arterial that runs north to south (north of SR 522) to the city limits. Cha Thl Creek runs parallel to 61st Ave NE with minimal buffer. The roadway/sidewalk in the section has a history of damage from the creek and other issues involving the creek have caused erosion along the channel. Many sections of the sidewalks along this section of 61st Ave do not meet American with Disability Act (ADA) compliance. Phase 1 of this project replaced the panels on the 61st Ave north of NE 190th Street.







City of Kenmore Capital Improvement Program

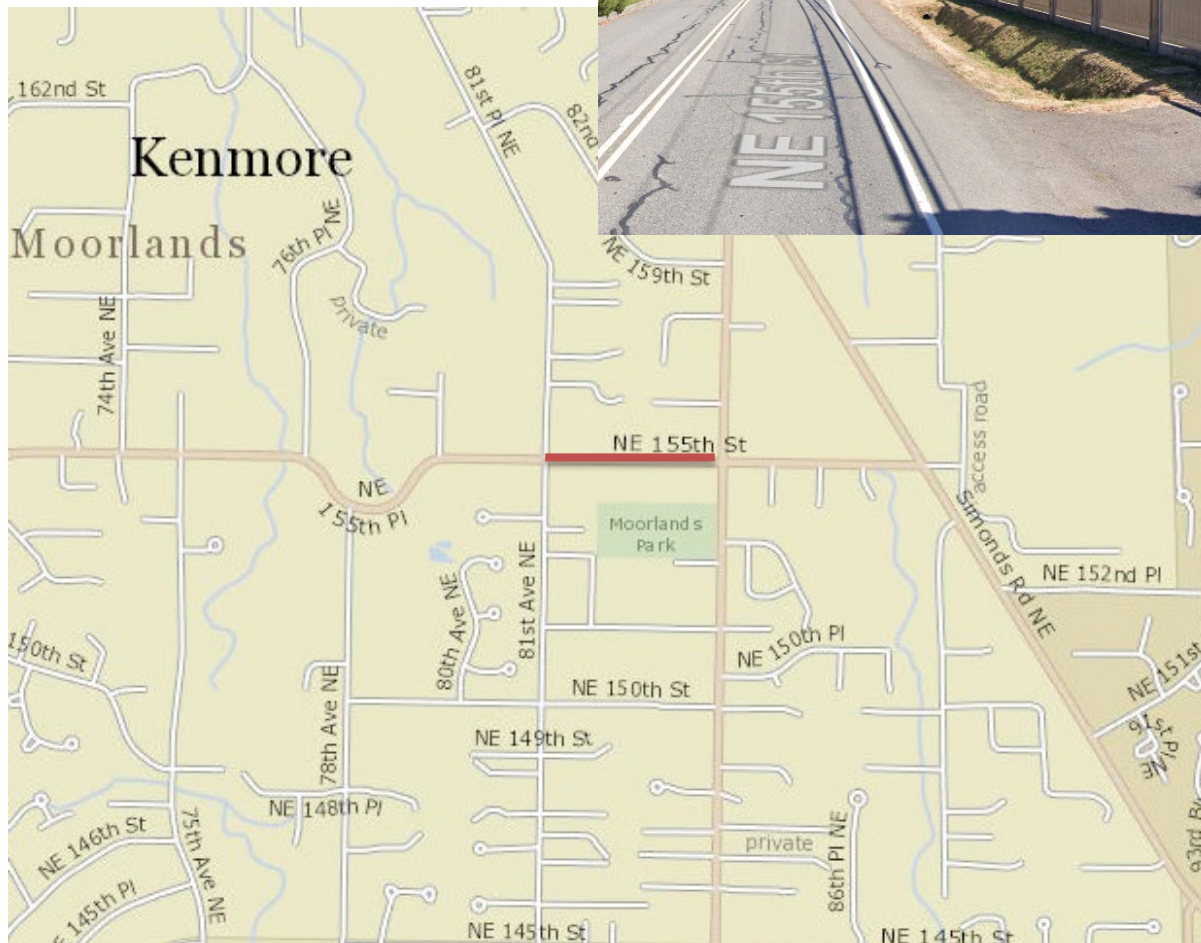
Project Name: NE 155th St (81st Ave NE - 84th Ave NE) Pedestrian and Bicycle Project

Project No. TBD

Project Location: NE 155th St from 81st Ave to 84th Ave NE

Project Description: This project will provide sidewalk and bike lanes along the south side of NE 155th St from 81st Ave NE to 84th Ave NE. Project will also include a bike lane on the north side of NE 155th St.

Background: This section of NE 155th St is limited to pedestrian access via a sidewalk along the north side of the street. This road provides connection for students to Inglemoor High School and access to Moorlands Elementary school students.





City of Kenmore Capital Improvement Program

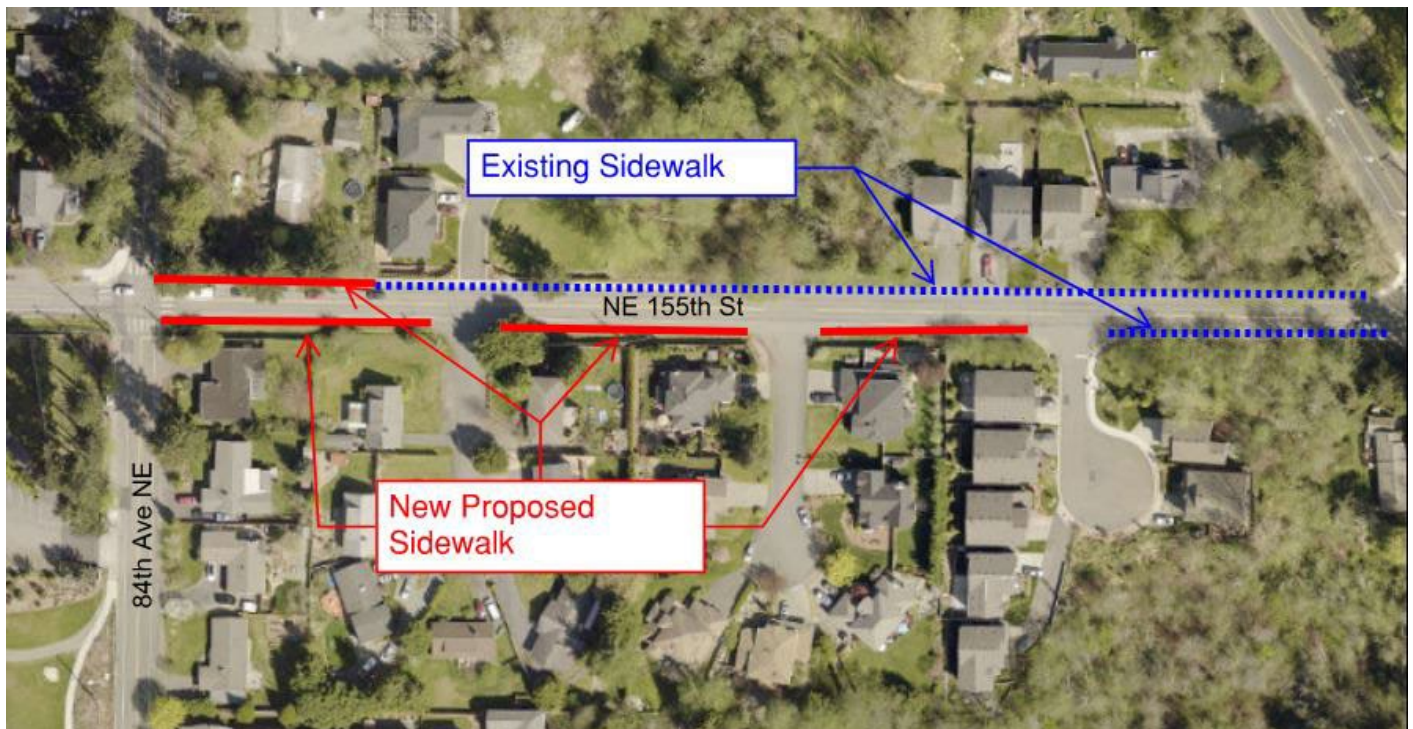
Project Name: NE 155th St (84th Ave NE – Simonds Rd) Pedestrian and Bicycle Project

Project No. TBD

Project Location: NE 155th St from 84th Ave NE to Simonds Rd

Project Description: This project will provide sidewalk on both sides of NE 155th St from 84th Ave NE to 87th Ave NE and bike lanes along both sides from 84th Ave NE to Simonds Rd.

Background: This section of NE 155th is limited to pedestrian access via a 5-foot shoulder with existing sidewalk on the east end within the project limits. There are no bike facilities on this stretch of road. This road provides connection for students to Inglemoor High School and access to Moorlands Elementary school students. This project will provide a continuous sidewalk and bike lanes between Simonds Rd to sidewalks and bike lanes on 84th Ave NE (planned for 2027) and sidewalk on NE 155th St.





City of Kenmore Transportation Improvement Program

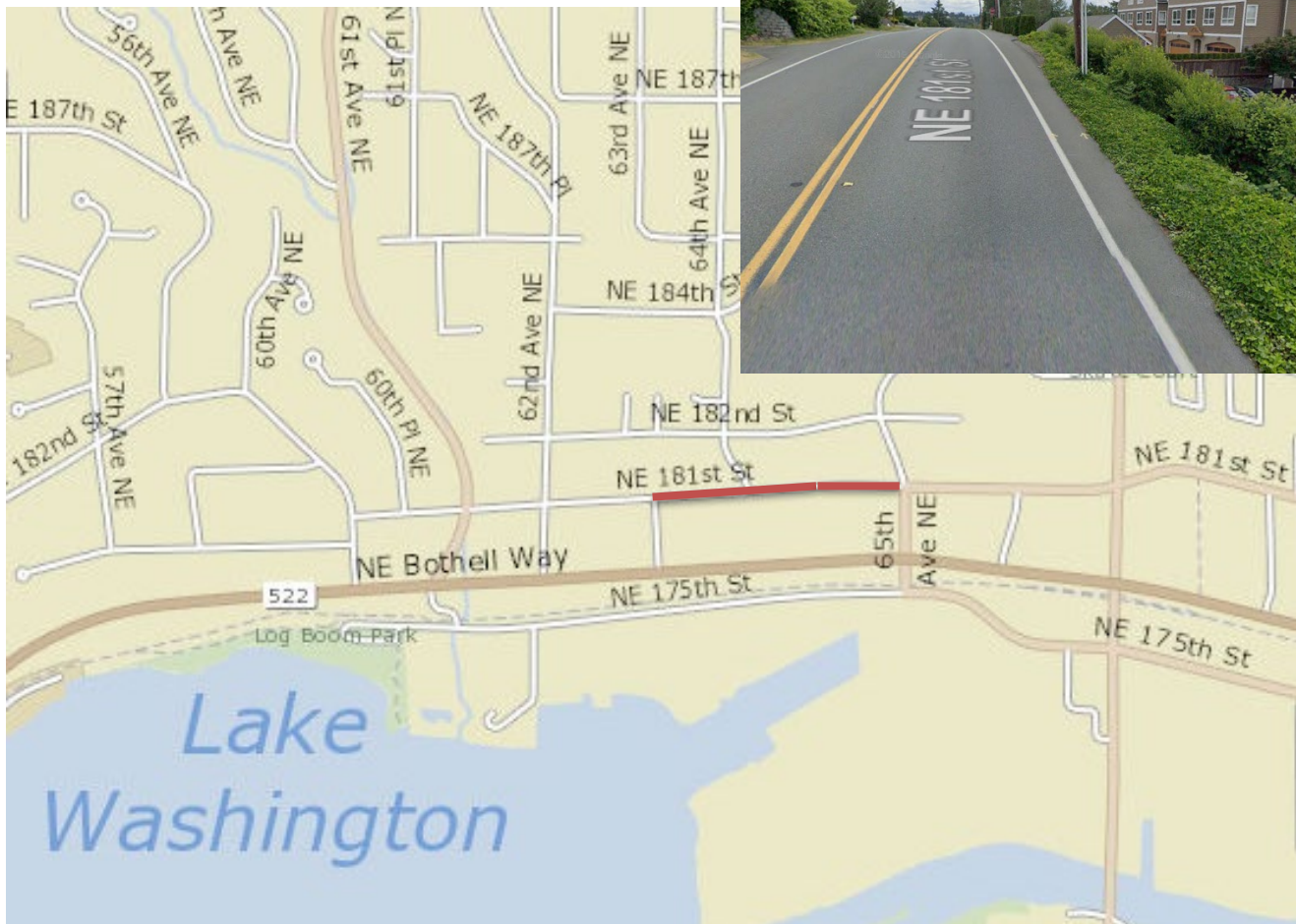
Project Name: NE 181st St Sidewalks (63rd Ave – 65th Ave)

Project No.: TBD

Project Location: NE 181st Street between 63rd Ave NE and 65th Avenue NE.

Project Description: This project builds approximately 1,115 LF of new sidewalks on south side of NE 181st Street from 63rd Ave – 65th Ave.

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





City of Kenmore Transportation Improvement Program

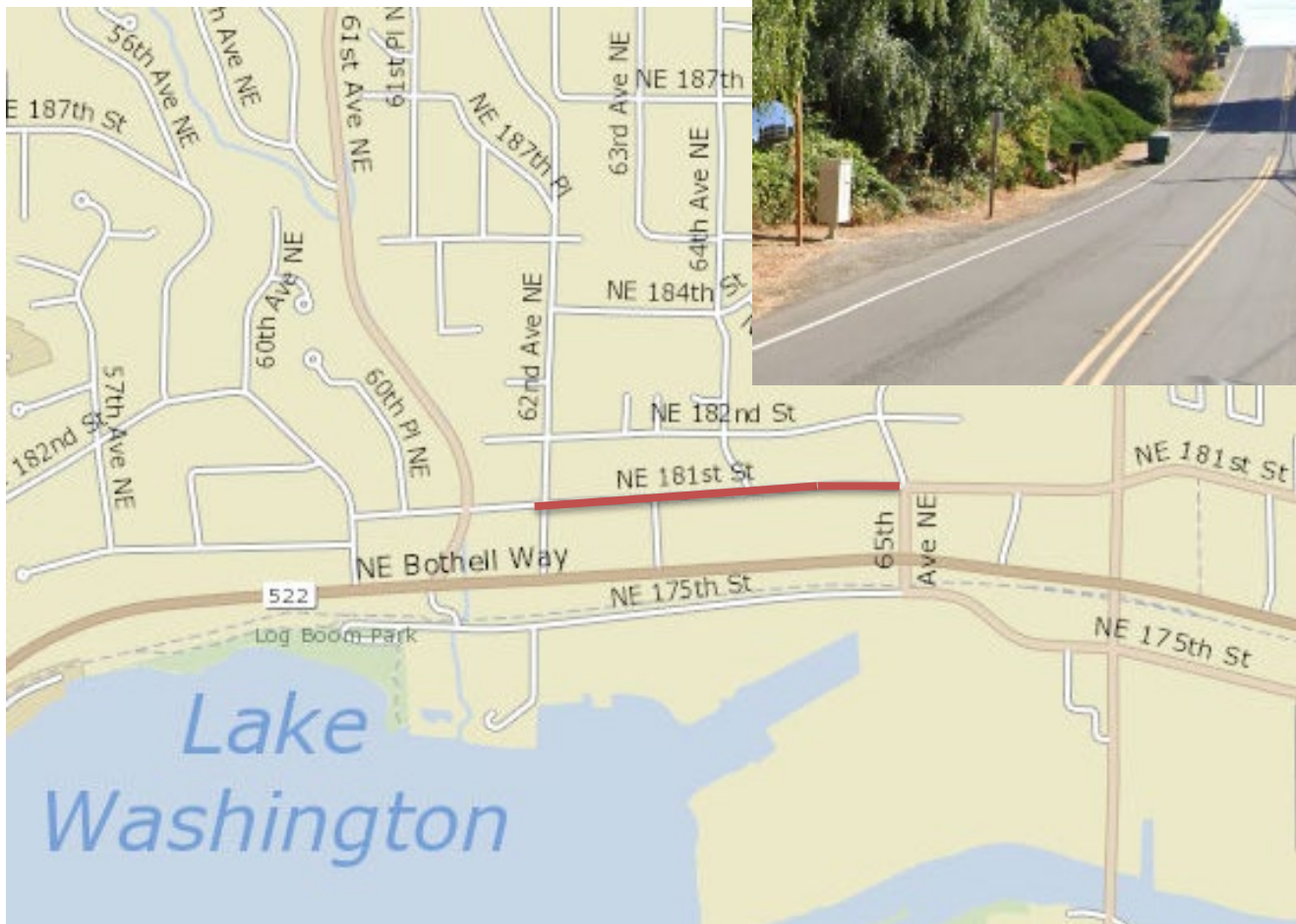
Project Name: NE 181st St Sidewalks (62nd Ave – 65th Ave)

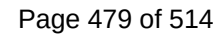
Project No.: TBD

Project Location: NE 181st Street between 62nd Ave NE and 65th Avenue NE.

Project Description: This project builds approximately 1,650 LF of new sidewalks on north side of NE 181st Street from 62nd 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 along NE 181st and connect the City's downtown area to the east to this community business zoned area. This sidewalk would also provide connectivity to the neighborhood to the north with Downtown, City Hall, the library and other key public areas.





Project Name: NE 192nd St Pedestrian and Bicycle Project (73rd Ave – 80th Ave)
Project No.: TBD

Project Description: This project builds approximately 3,190 LF of new sidewalks on both sides of NE 192nd St from 73rd Ave NE to 80th Ave NE. Project will also include buffered bike lanes on both sides of the street and other pedestrian/bicycle safety measures.

The figure consists of two parts. On the left is a map of a residential area in Everett, Washington. A blue line highlights a section of NE 192nd Street between 73rd Avenue NE and 80th Avenue NE. A blue box labeled "Project Location" points to this highlighted segment. The map shows various streets including NE 196th St, NE 195th St, NE 193rd Pl, NE 183rd St, NE Bothell Way, NE 175th St, 82nd Ave NE, 83rd Ave NE, 86th Ave NE, and 88th Ave NE. It also identifies Squires Landing and Swamp Creek. On the right is a photograph of a paved road with double yellow lines, flanked by trees and vegetation, representing the actual location shown on the map.



City of Kenmore Capital Improvement Program

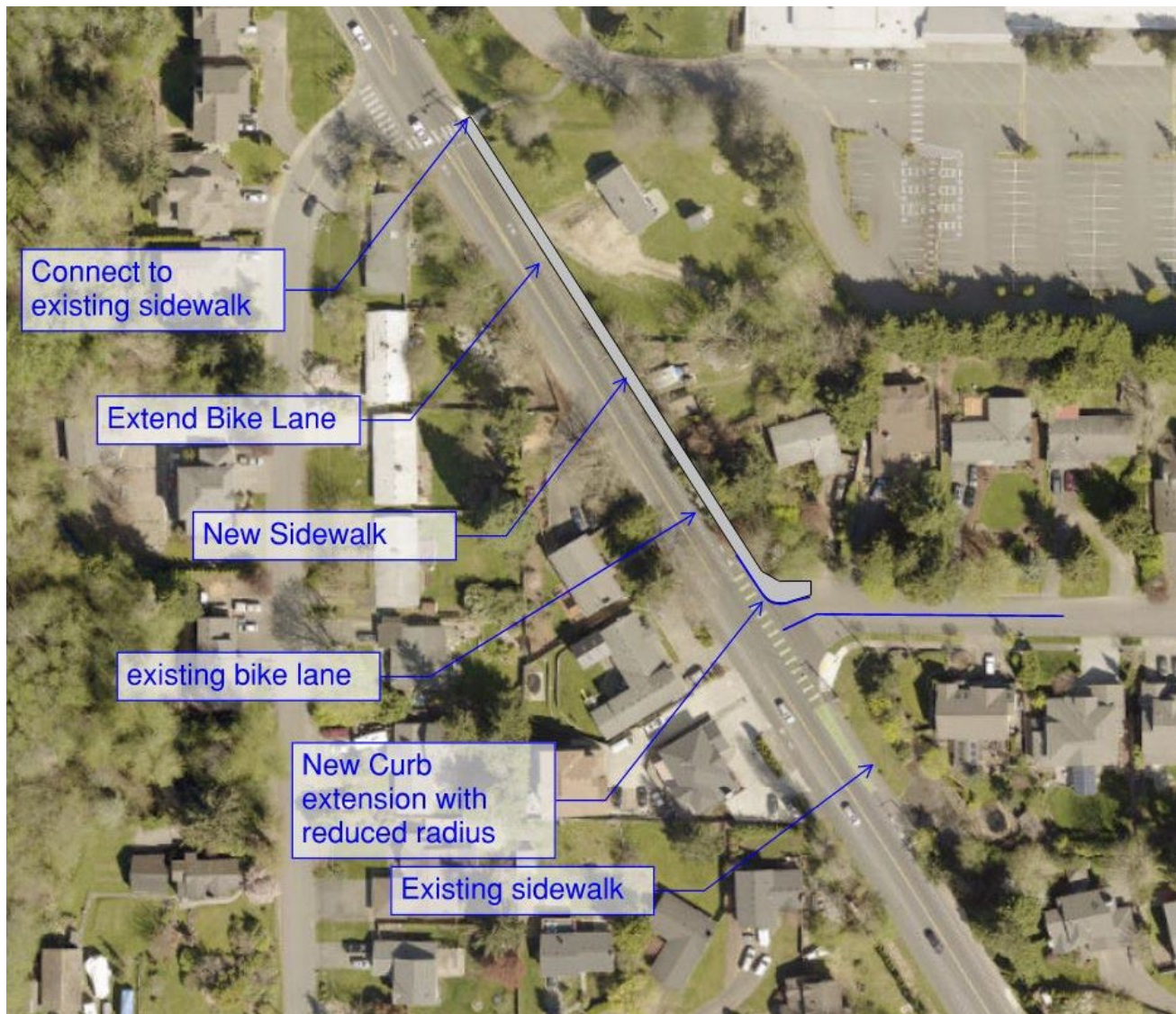
Project Name: Simonds Rd (NE 152nd St – 88th Ave NE) Sidewalk

Project No. TBD

Project Location: Simonds Rd between NE 152nd St and 88th Ave NE

Project Description: This project will provide sidewalk along the east side of Simonds Rd from NE 152nd St to 88th Ave NE connecting to existing sidewalk on the north end. This project will also reconfigure the intersection of 152nd St to provide a shorter crossing distance for pedestrians.

Background: This section of Simonds Rd is limited to pedestrian access via a 5 foot bike lane. This road provides connection for students to Inglemoor High School and access to elementary and middle school students to the school bus stop located just north of this project. Existing sidewalk exists north and south of this project filling a gap and providing continuous sidewalk south of the high school along this section.





City of Kenmore Transportation Improvement Program

Project Name: 66th/196th Slope Stability Project

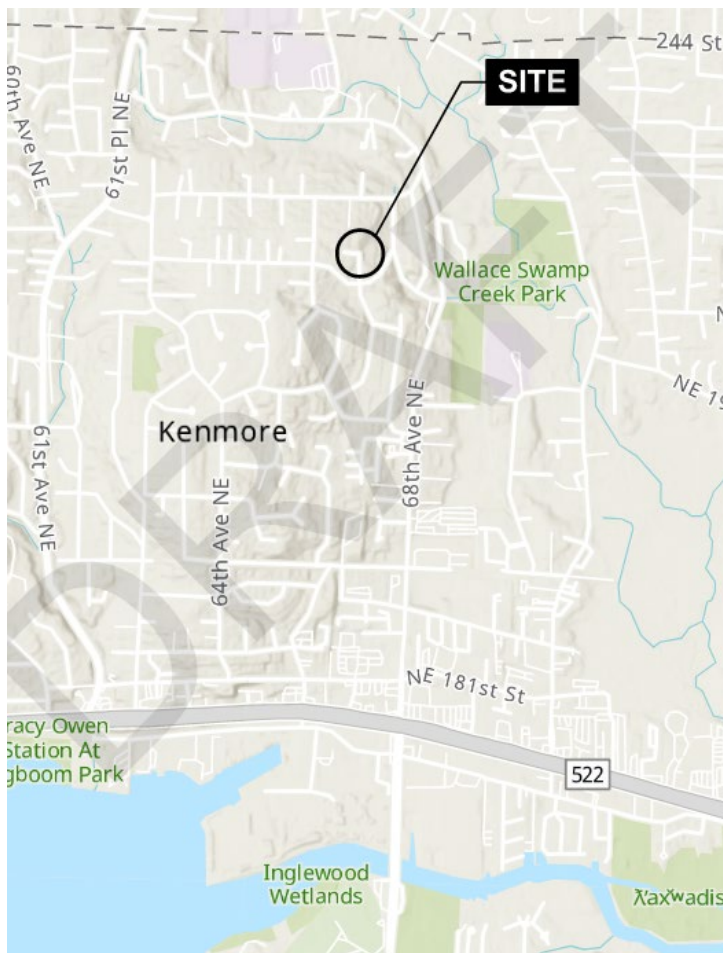
Project Location: 66th Ave NE between NE 196th St and NE 196th Pl

Project Description: Stabilize the slope east of 66th Ave NE

Background: Pavement along the northeast corner of the intersection of 66th Avenue NE and NE 196th Place has experienced noticeable horizontal and vertical displacement, visible in the form of tension cracks in the pavement surface and a vertical offset between pavement on either side of the tension crack.

Several previous evaluations have been performed for the project, dating back to initial observations of pavement cracking observed and documented in 2013. Since that time, the slope has been monitored for changes. Subsequent evaluations in 2017 and in 2022 showed an increase in movement (crack length and width). In 2017, the affected area was 40-feet long and in 2022 had grown to 55 feet long. In 2024, the crack displacement had grown 1 inch since 2017 (0.5 inch since 2022).

The most recent report performed in 2024 recommended stabilization of the slope with either spiral nails or a retaining wall.



CITY OF KENMORE

Engineering

Six Year Transportation Improvement Program: 2026-2031

Presented by: John Vicente, Engineering Director



Tonight's Discussion

- Review of the proposed Transportation Improvement Program (TIP)
- Review of new projects
- Summary of 2024 Improvements
- Public Hearing
- Recommendation to Adopt Resolution 25-428 and approve the 2026-2031 Six-Year Transportation Improvement Program



Background

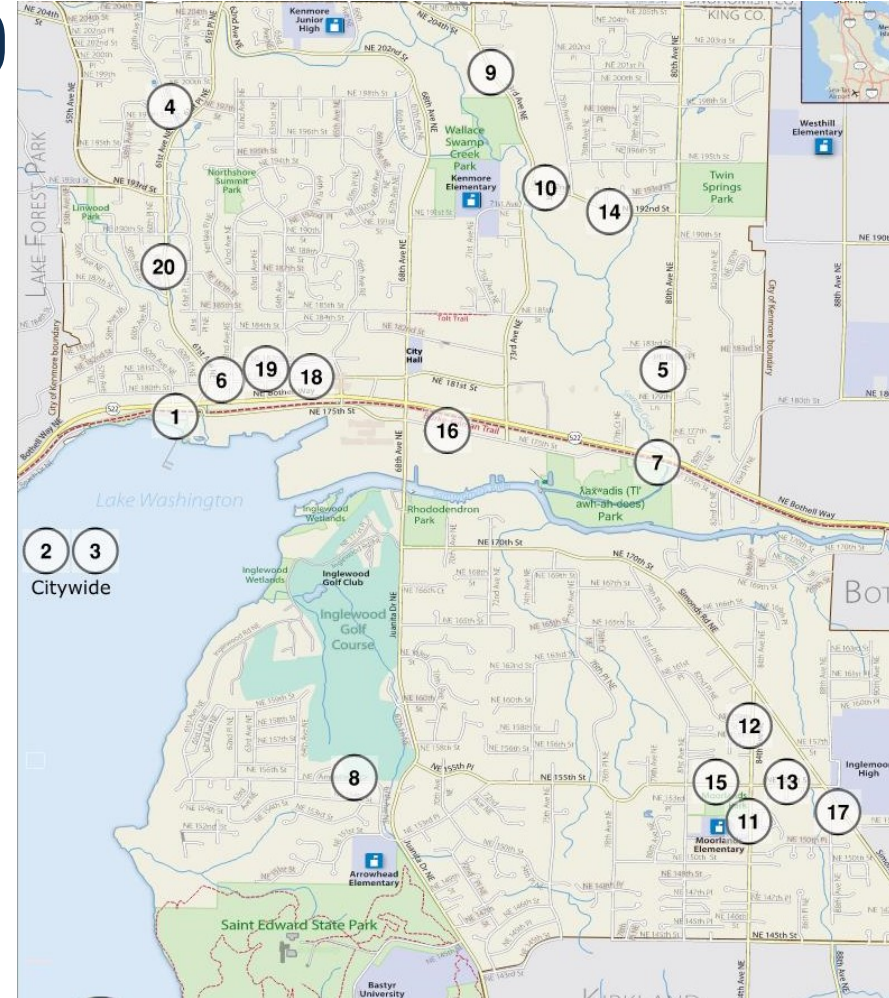
- RCW 35.77.010 requires municipalities to create a Transportation Improvement Program (TIP)
- Update must be performed each year
- TIP must show how a City proposes to utilize funds for transportation-related projects in the ensuing 6 years
- Consistent with the City's Comprehensive Plan
- TIP aligns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



Carryover Projects

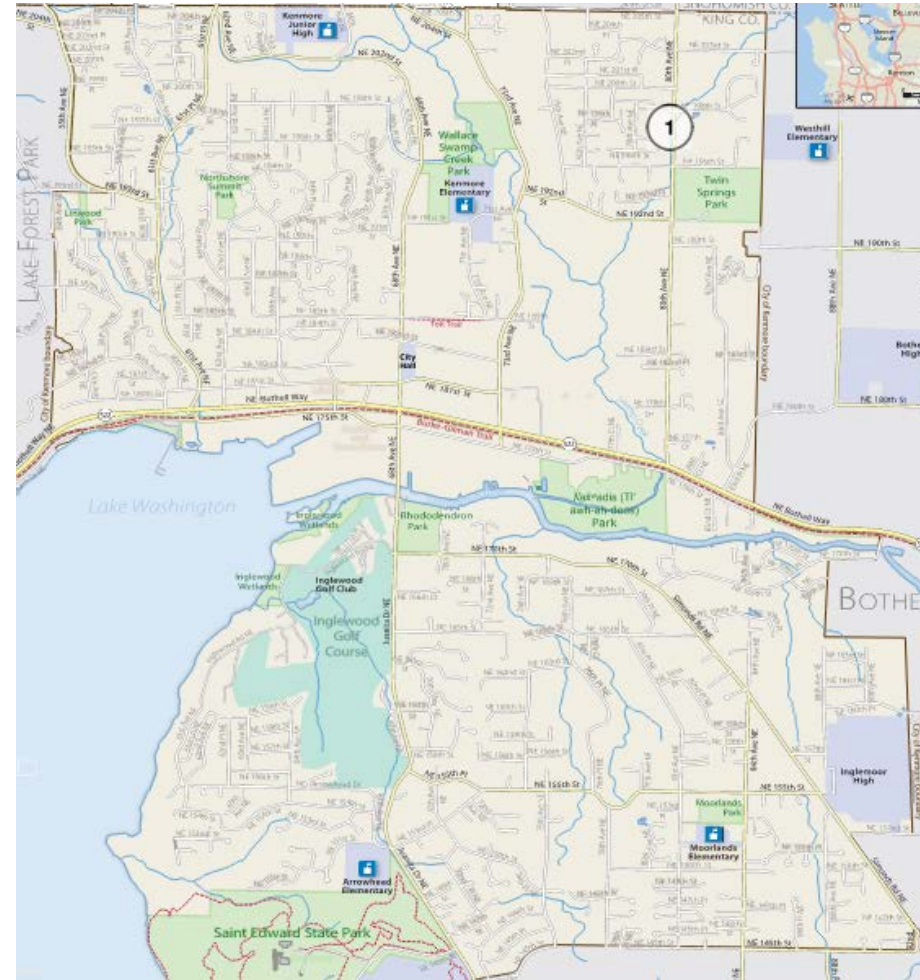
20 projects from 2025-2030

1. Burke Gilman/SR522 Accessibility
2. ADA Transition Program
3. Pavement Preservation
4. 61st Ave Sidewalk Replacement, Phase 1
5. 80th Ave NE Ped/Bike(SR522 - 185th)
6. NE 181st St Sidewalk (61st – 63rd)
7. Lower Swamp Creek Bridge Replacement
8. NE Arrowhead Dr Sidewalk (151st - 64th)
9. 73rd Ave Sidewalk (192nd – City Limits)
10. NE 192nd St Sidewalk (73rd – 75th)
11. 84th Ave NE Ped/Bike (150th – 155th)
12. 84th Ave NE Ped/Bike (155th – Simonds)
13. NE 155th St Sidewalk (84th – 87th)
14. NE 192nd St Ped/Bike (73rd – 80th)
15. NE 155th St Sidewalk (81st – 84th)
16. NE 175th Ped/Bike (68th – 73rd)
17. Simonds Road Sidewalk (152nd -88th)
18. NE 181st Sidewalk (63rd – 65th south side)
19. NE 181st Sidewalk (62nd – 65th north side)
20. 61st Ave Sidewalk Replacement Phase 2



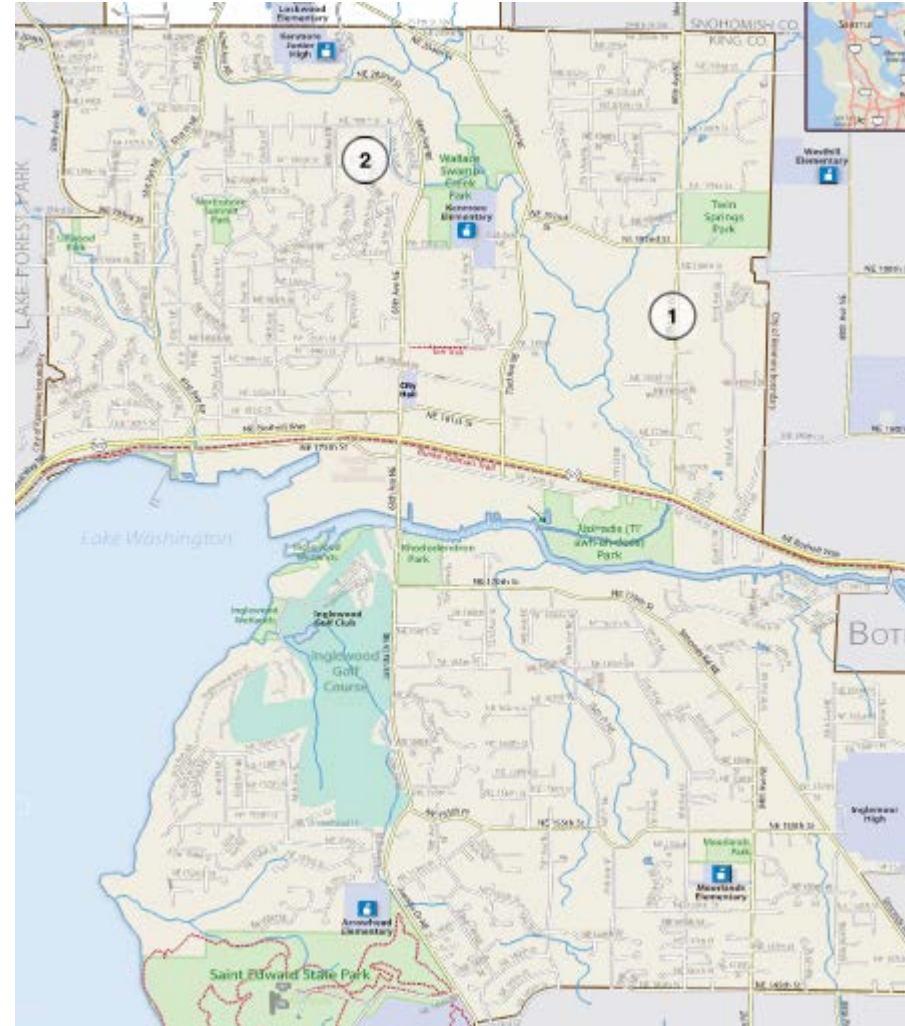
Projects Removed

1. 80th Ave Corridor Project (192nd – City Limits)



New Projects Added

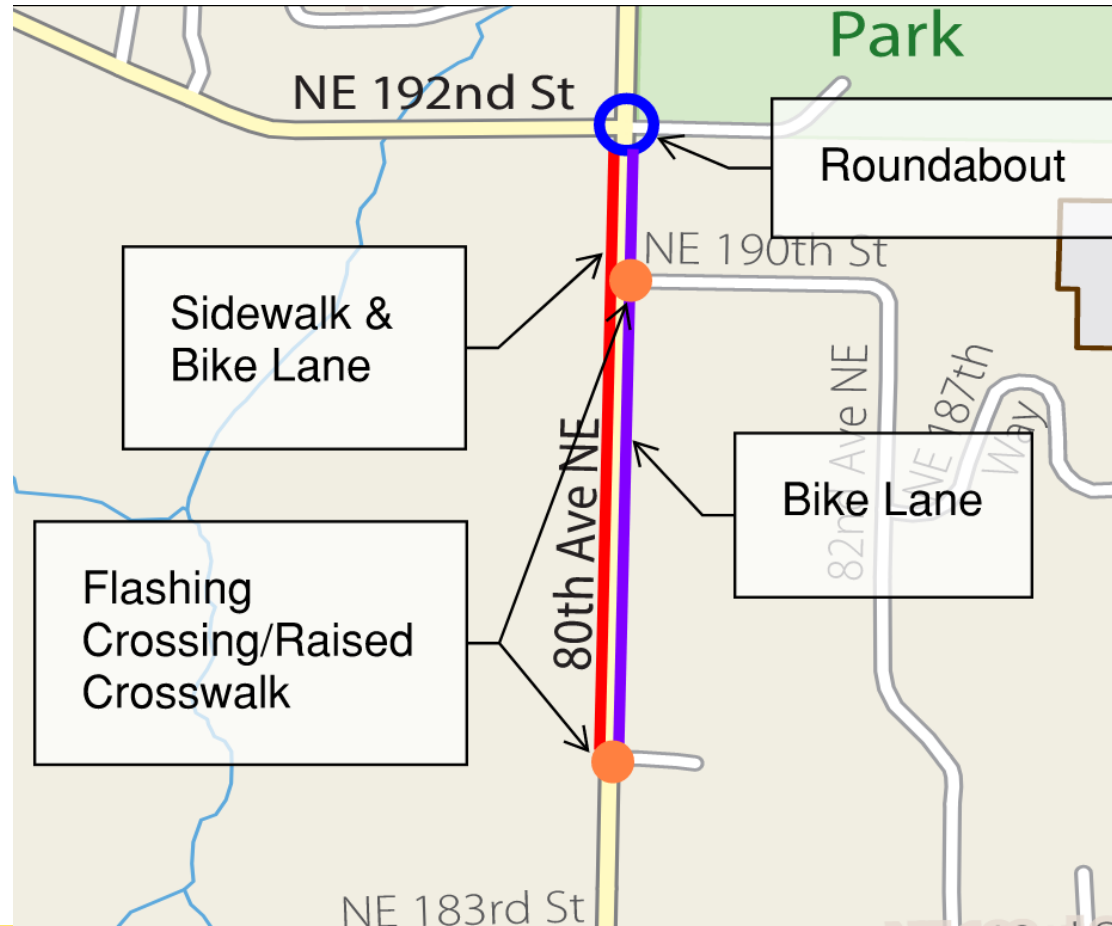
1. 80th Ave NE Ped/Bike (185th – 192nd)
2. 66th Ave NE/NE 196th Slope Stability



New Projects

80th Ave Ped/Bike (185th – 192nd)

- Sidewalk
- Buffered bike lanes
- Intersection treatments
 - Roundabout at 192nd
 - Raised crosswalks
- Flashing crossings



New Projects

66th Ave NE/NE 196th Slope Stability

- Retaining Wall
- Pavement Repair



2024 Summary of Improvements

Complete Streets Policy

- 2024 Advances towards implementation of the Complete Streets Policy
 - Total LF of new bike lanes: 1,040
 - Total LF of new sidewalk: 620



PUBLIC HEARING





City of Kenmore, Washington

Memorandum

Date: May 8, 2025

To: City of Kenmore City Council

From: Zeke Cohn
Traffic Engineering Intern

Neal Hicks
GIS Intern

Regarding: Online Bicycle and Pedestrian Facilities Map & GIS Assets

Executive Summary

This bicycle facility web map details bicycle facilities in Kenmore, supporting alternative transportation to residents. The map has color coded lanes indicating multiuse paths, protected bike lanes, buffered lanes, unbuffered lanes, sharrows, and sidewalks. Bikeable features such as parks, schools, and downtown areas like Kenmore City Hall, are also included. By having this map online, it will reach a larger audience, and its features will stay updated as City development expands and improves. Publication and upkeep of the Online Bicycle and Pedestrian Facilities Map supports Kenmore's DEIA Strategic Plan Objective 5.2: Improve transportation safety and accessibility for multiple modes of transportation so that owning an automobile isn't the only way to get around.

Purpose of Online Map

This map details routes and features that are within Kenmore. The target audience for this map is the Kenmore's residents, visitors, and commuters. For residents, it provides a visual representation of bike lanes and sidewalks throughout the City. For visitors, it encourages cyclists using the Burke Gilman Trail to depart the trail and spend time in the City. Finally, commuters can plan routes that fit their needs and comfort. Overall, it encourages alternative ways of travel.

GIS Asset Management

Map assets are broken into three categories: bike routes, bikeable features, and speed limits.

Bike routes are divided into five rating levels by type of support provided on the road:

- Level 5 is a multiuse path, which is separated from the road and is used by cyclists and pedestrians. Multiuse paths in Kenmore includes the Burke-Gilman Trail along the SR 522 alignment, a section of the Tolt Pipeline trail east of 68th Ave NE on the NE 185th St alignment, and the path across the West Sammamish Bridge along the 68th Ave NE alignment.
- Level 4 is protected bike lanes, which are bike lanes with physical barriers (like curbs or grade separation) between the bicycle lane and motor vehicle traffic.
- Level 3 is buffered bike lanes, which are designated bike lanes on the roadway that have a delineated buffer between the left-side lane line for the bicycle lane and the right-side lane line for the motor vehicle travel lane.
- Level 2 is bike lanes without buffers, which are marked bike lanes on the roadway that do not have any additional buffer or other separation between the bike lanes and cars.
- Level 1 is shared lane markings (“sharrows”), which are markings used to indicate gaps in higher support bicycle facilities. These markings are put in areas where bikes exiting a bike lane or other facility are expected to mix with traffic on the way to a higher support facility, or to indicate which lane a cyclist should occupy.
- Level 0 is no facilities, which indicates that there is no dedicated bicycle facility and no shared lane markings on that section of the corridor, and no symbolization provided (note: this does not mean that the facility is unsuitable for cyclists, only that no supporting facility is provided; many low-speed, low-volume streets are well-suited for mixed-use traffic without supporting facilities).

Bikeable features include downtown points of interest and landmarks like Kenmore Air, Kenmore Library, the post office, Kenmore City Hall, the fire station, and Northshore Utility District. Schools, parks, bike racks, and bus stops are also marked.

Speed limits are symbolized by a centerline feature and color coded to indicate speed.

As the assets are updated the Engineering and GIS team will work together to update the data. A web map is useful in this regard as the update process can be more dynamic and reach people quickly and provide a self-service portal for the current state of bicycle and pedestrian facilities in Kenmore.

Internal Value Added

In addition to the value provided to Kenmore travelers, this map supports many internal City programs. The underlying GIS assets supporting the map will also be used to perform analysis of safety and network connectivity for multi-modal users. The assets developed for this map will add value to our crash and risk factor analysis performed when updating our Local Road Safety Plan, supporting Council Priority 5, to enhance multimodal transportation including pedestrian and bicycle safety. The map will also function as a historical record of our bicycle facilities, allowing crash history to be better compared to the history of the facility. This also allows us to see how the facilities have changed over time, which can be compared to changing bike volumes to gather info supporting expanded investment in bike facilities. The map will also be a useful tool and a focus point in creating outreach media for bikes and pedestrians.

Bike and Pedestrian Facilities Map



Neal Hicks, GIS Intern
Zeke Cohn, Traffic Engineering Intern



May 19th, 2025

Facilities Scope	Underlying Assets	Resource Hub	Web Map
------------------	-------------------	--------------	---------

Facilities

- **Included: Roads with Classification of Collector or higher**
 - o As defined in Kenmore Road Standards
 - o 5 Levels of Bike Facilities
 - Corresponds to PSRC bike facility inventory types



Map of KRS Road Classifications

Facilities

Level 0: No Facility

- o No dedicated bike facility
- o No symbolization

Level 1: Shared Lane Markings

- o Markings in car lanes indicating that bikes are expected to mix with motor vehicle traffic



Shared Lane Markings ("Sharrows") on 68th Ave north of 185th St

Facilities

Level 2: Bike lanes, no Buffers

- o Marked lanes on the road
- o No buffer between bikes and cars

Level 3: Bike Lanes with Buffers

- o Marked lanes on the road
- o Marked buffer between bikes and cars



Unbuffered Bike Lane on 73rd Ave



Buffered Bike Lane on 73rd Ave

Facilities

Level 4: Protected Bike Lanes

- o Bike lanes with physical barriers
- o Ex. Curbs, grade separation



7th Ave Protected Bike Lane in Seattle (credit: Seattle Times)

Level 5: Multiuse Path

- o Separated from the road
- o Used by cyclists and pedestrians
- o Burke Gilman Trail, Tolt Pipeline, West Sammamish Bridge Path



West Sammamish Bridge Path

Facilities

- **Not Included In the Bike Facilities:**
 - o Shoulders
 - o Crossing/Turning Facilities
 - o Sidewalks/walking paths
 - Ex. 73rd Ave pedestrian path,
185th St pedestrian path (shown)



Left Turn Bike Box at 170th St & Juanita Dr



Pedestrian Path on 185th St west of 68th Ave

Facilities

Other Information Included:

- **Speed Limits**
- **Other Transportation Facilities**
 - Sidewalks, shoulders
- **Downtown Points of Interest**
 - Kenmore City Hall, Kenmore Library
- **Bike-Related Facilities**
 - Bus stops, parks, bike racks



Assets

LOCAL ROAD SAFETY PLAN



- **Internal Use**

- o Use of Underlying Assets
 - Analyzing Safety and Connectivity
 - Support Updates to the LRSP
- o Historical Record of Bicycle Facilities
- o Facilitating Outreach

Assets

Bike Events

Field:

Add

Calculate

Selection:

Select By Attributes

Zoom To

Switch

Clear

Delete

Copy

	OBJECTID *	FMEAS	TMEAS	RID	FULLNAME	OFFSET	FACILITY	YEAR_INSTALLED	RATING ▲
1	1	0	10816.01	0	NE BOTHELL WAY	RIGHT	NO FACILITY	< Null >	0
2	2	0	10816.01	0	NE BOTHELL WAY	LEFT	NO FACILITY	< Null >	0
3	5	9276.003678	9553.722137	1	68TH AVE NE	RIGHT	NO FACILITY	< Null >	0
4	6	9553.722137	11718.5209	1	68TH AVE NE	RIGHT	NO FACILITY	< Null >	0
5	10	9276.003678	9553.722137	1	68TH AVE NE	LEFT	NO FACILITY	< Null >	0
6	11	9553.722137	11718.5209	1	68TH AVE NE	LEFT	NO FACILITY	< Null >	0
7	13	0	3797.39	2	61ST AVE NE/61ST PL NE	RIGHT	NO FACILITY	< Null >	0
8	15	5943.12	7267.477343	2	61ST AVE NE	RIGHT	NO FACILITY	< Null >	0
9	16	0	3879.85	2	61ST AVE NE/61ST PL NE	LEFT	NO FACILITY	< Null >	0
10	18	5943.12	6774.128	2	61ST AVE NE	LEFT	NO FACILITY	< Null >	0
11	20	6901.757502	7267.477343	2	61ST AVE NE	LEFT	NO FACILITY	< Null >	0
12	21	0	1029.7453	3	NE 204TH ST	RIGHT	NO FACILITY	< Null >	0
13	22	1029.7453	3867.4908	3	73RD AVE NE	RIGHT	NO FACILITY	< Null >	0

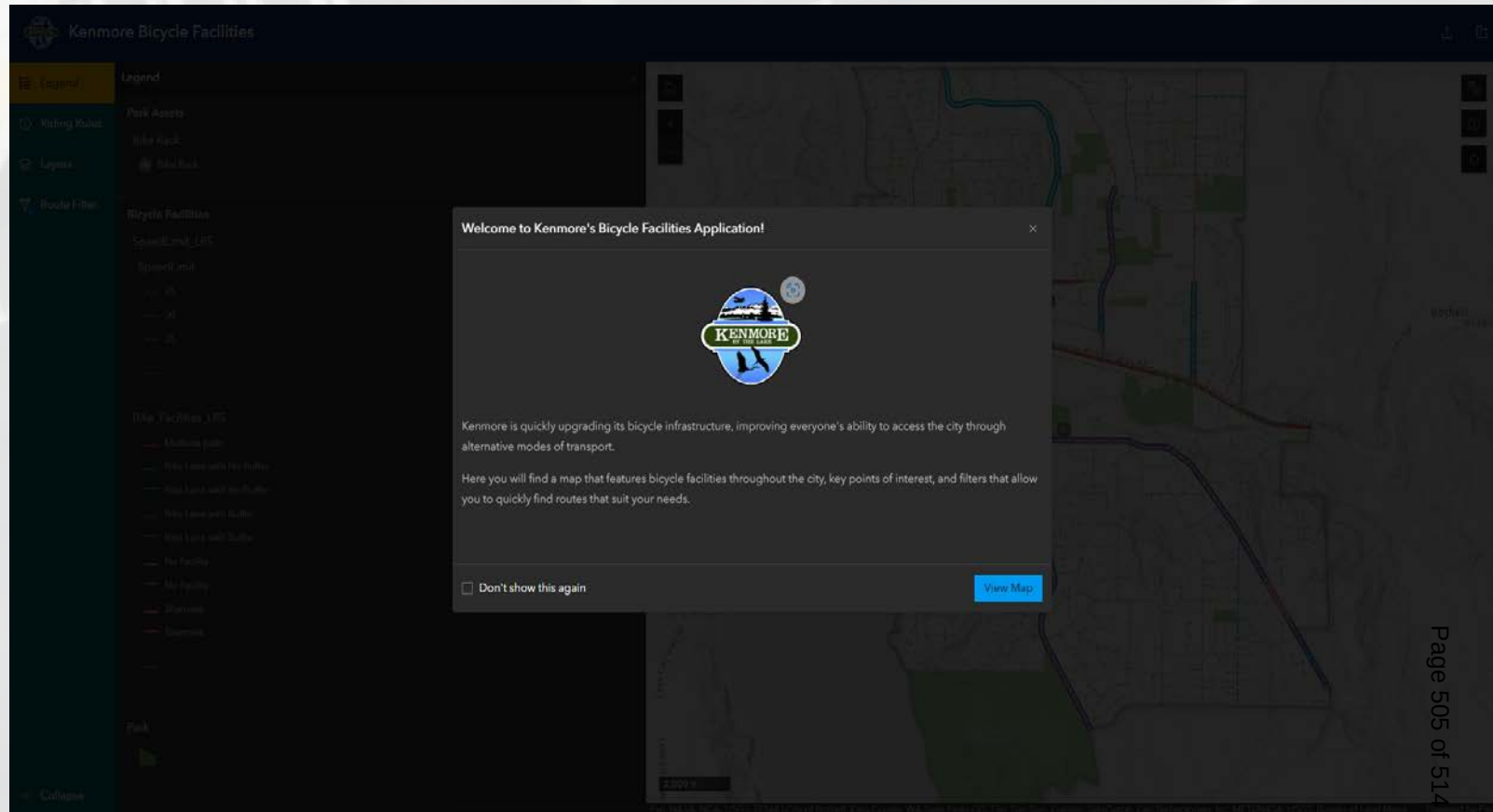
- **Info Connected to Data Tables** → Updated as facilities expand
- Bike Map is automatically updated when those tables are updated

Up Next

- **Walk through the applications resources**
 - **Learn about sidebar functions**
 - **Understand the embedded layers and filters**
- **Then we will try out the application on your computer or phone**

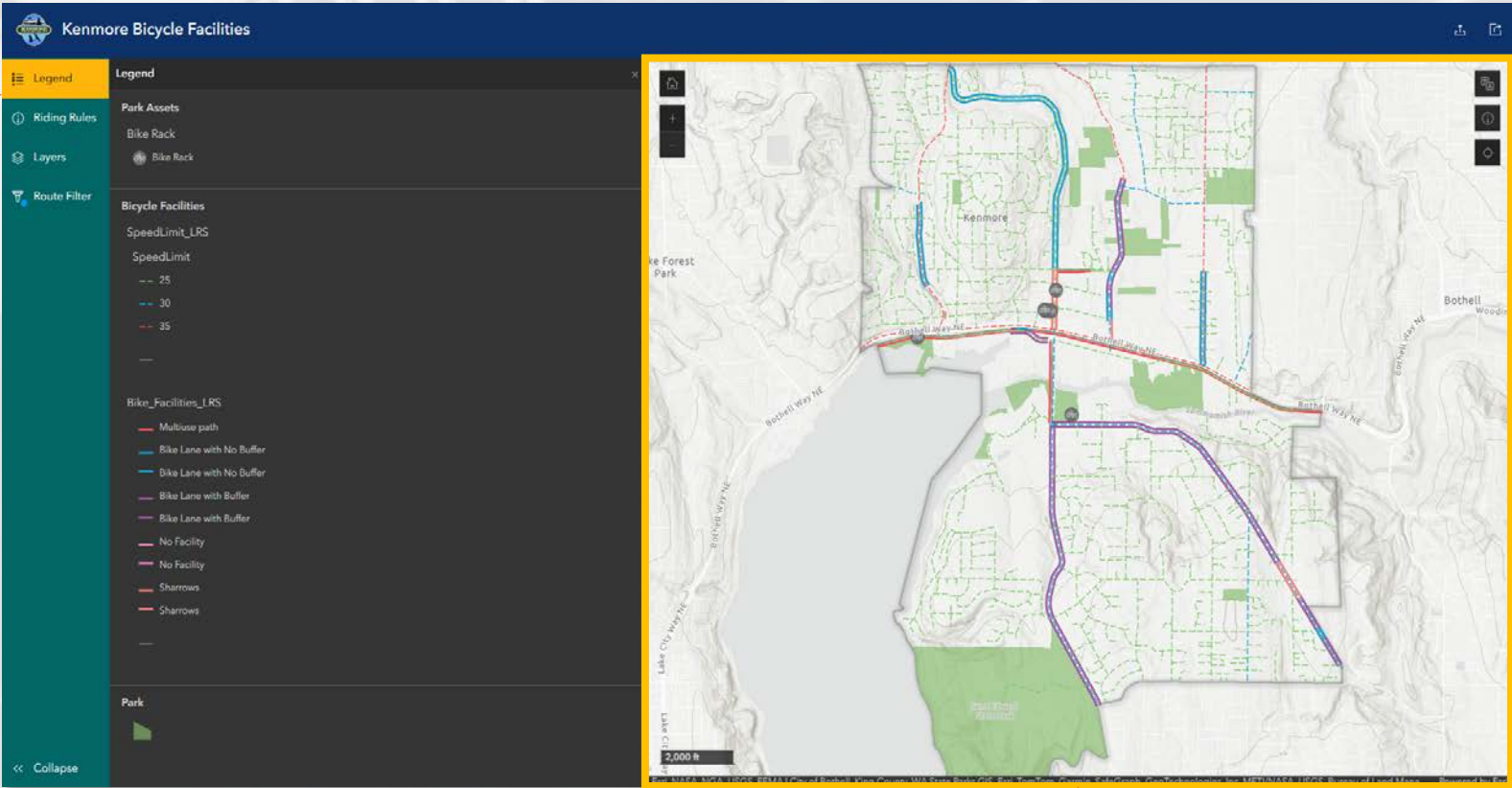
Information Page

- Introduces the map's purpose and app features.



Sidebar

Starts with the legend open

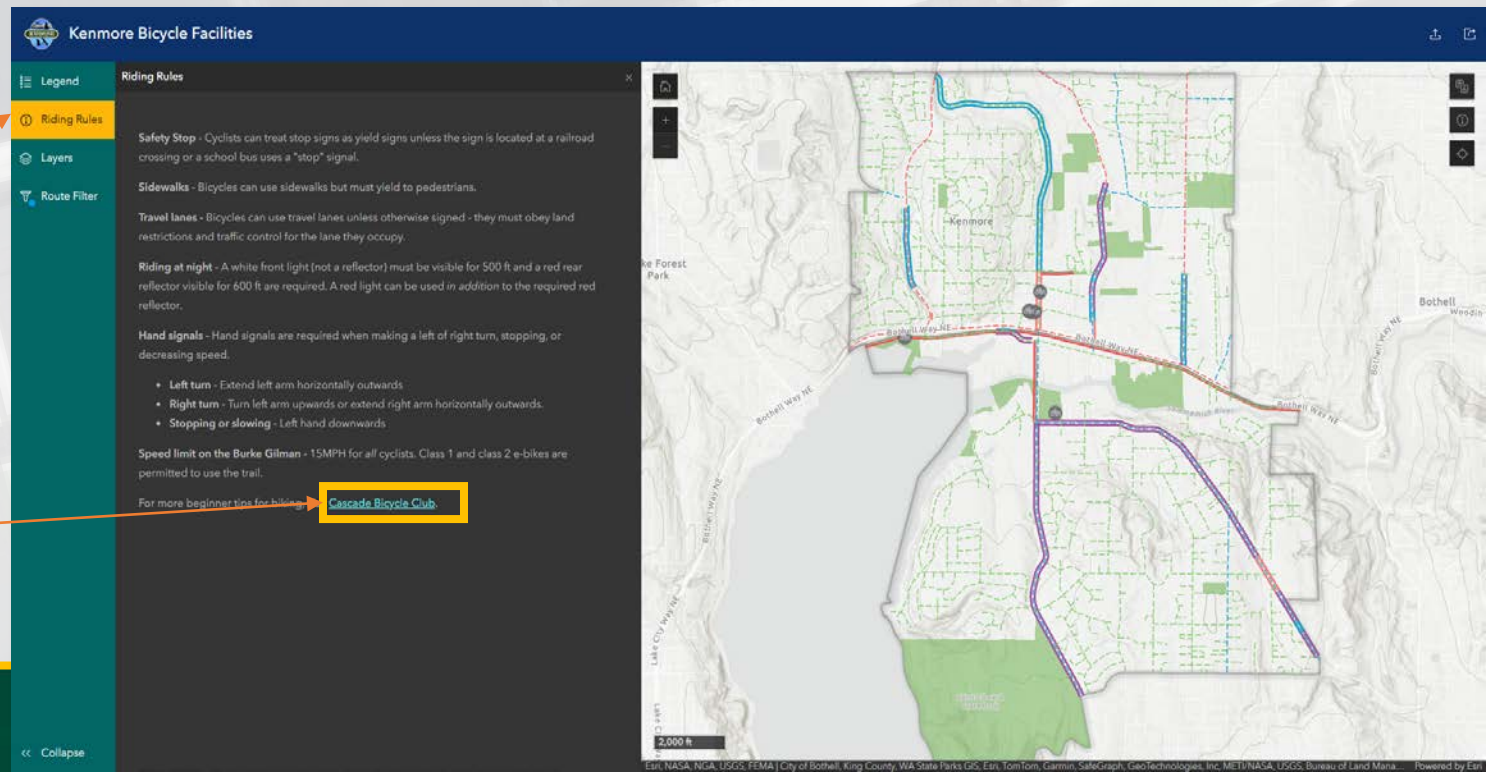


Initial map indicates all roads with bike facilities, road speed limits, multiuse paths, bike racks, and parks.

Sidebar

Riding Rules provide safe riding tips as well as pertain to state and local laws

A link to Cascade Bicycle Club has great information for bicyclists



Beginner Tips for Biking

Are you or your child ready to experience the freedom and joy of bicycling? You're in the right place! Explore our resources for youth and adults and the keys to unlock a pedal-powered future.



<https://cascade.org/resources/beginner-tips-biking>

Facilities Scope

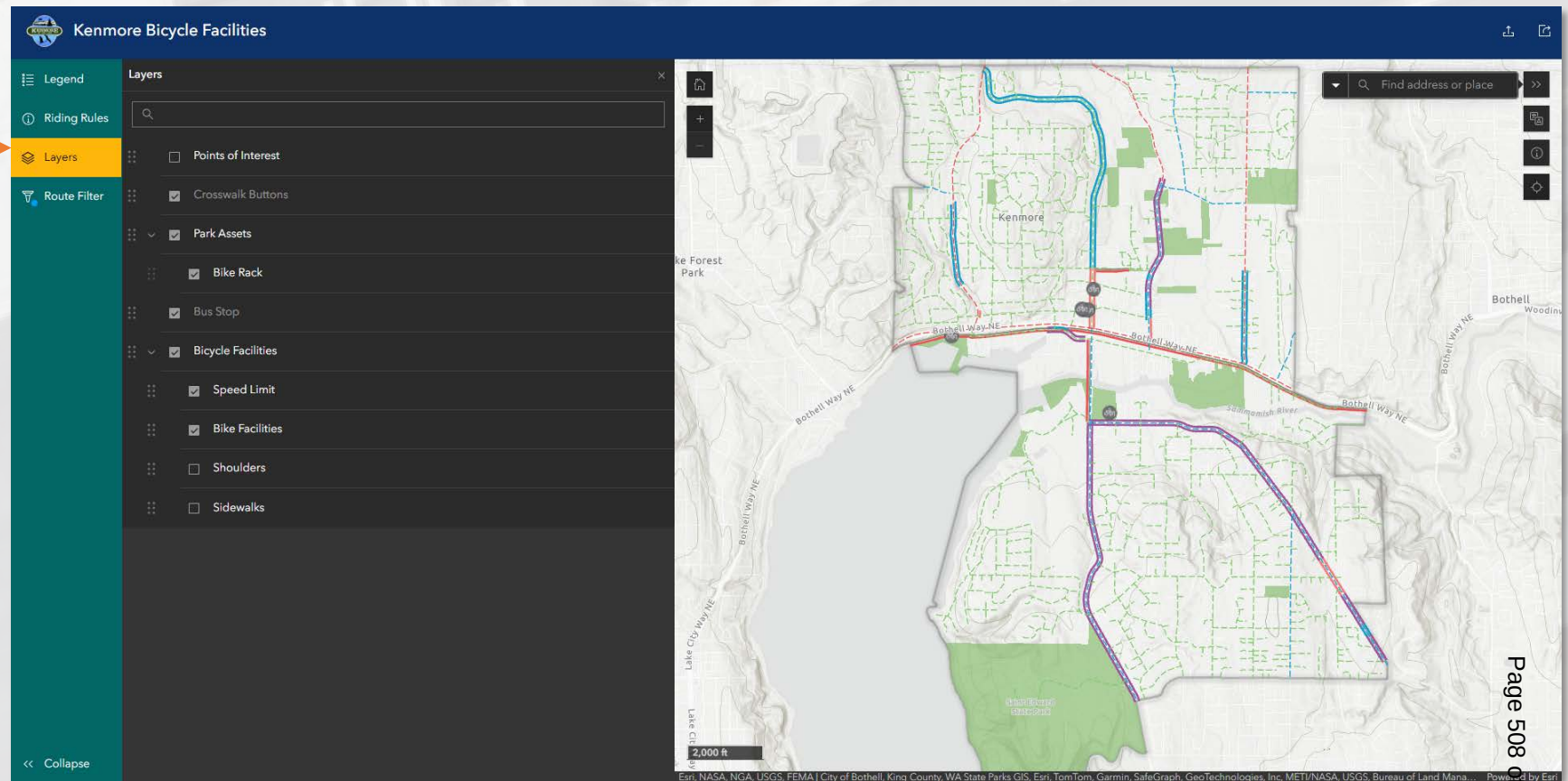
Underlying Assets

Resource Hub

Web Map

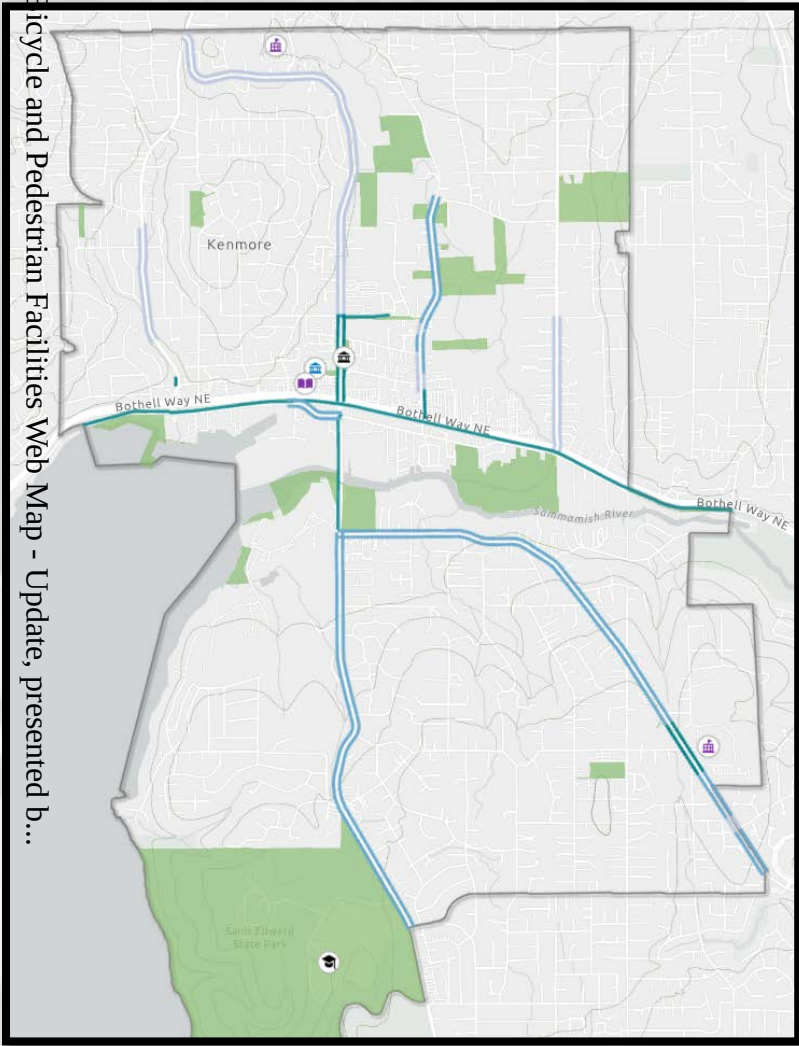
Sidebar

Layers allow the user to choose visible features including . . .

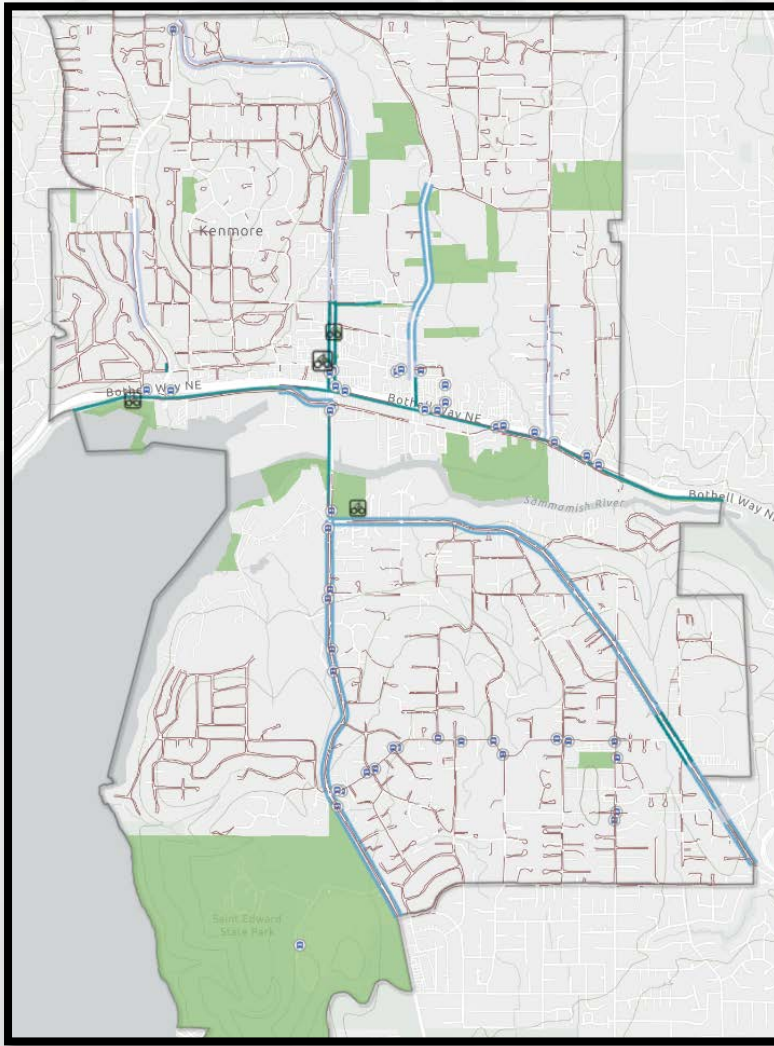


Route Features

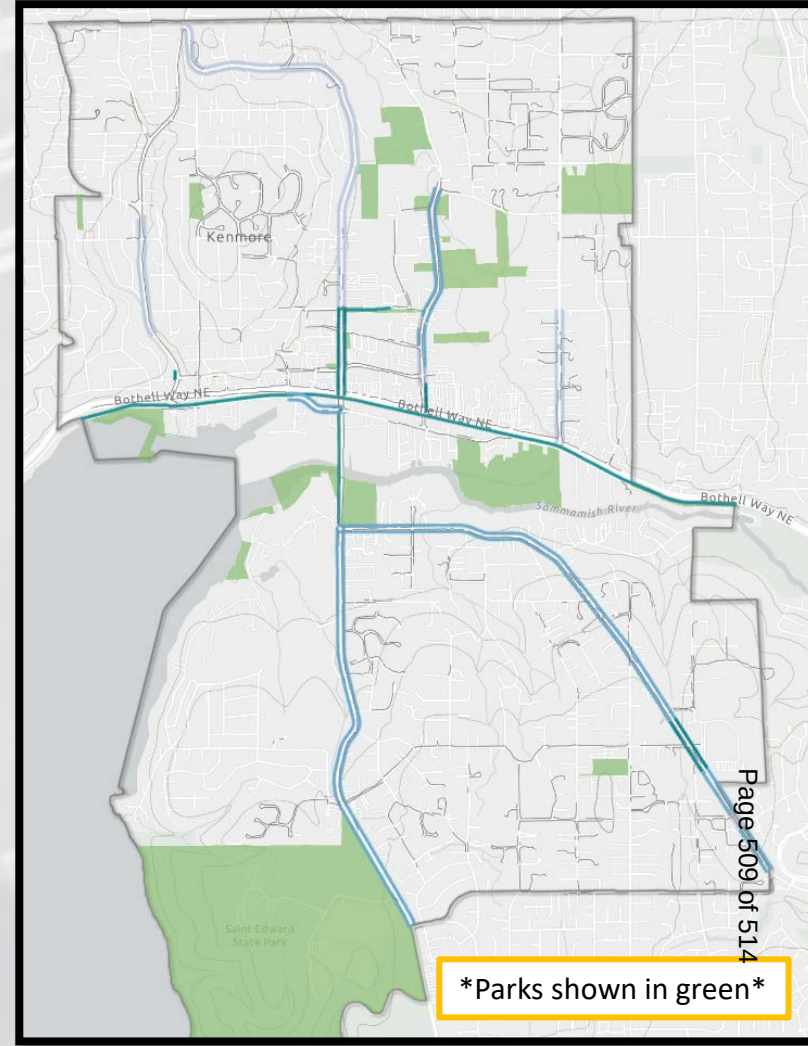
XVII. A. Bicycle and Pedestrian Facilities Web Map - Update, presented b...



Points of Interest



Shoulders



Sidewalks

Parks shown in green

Page 509 of 514

Facilities Scope

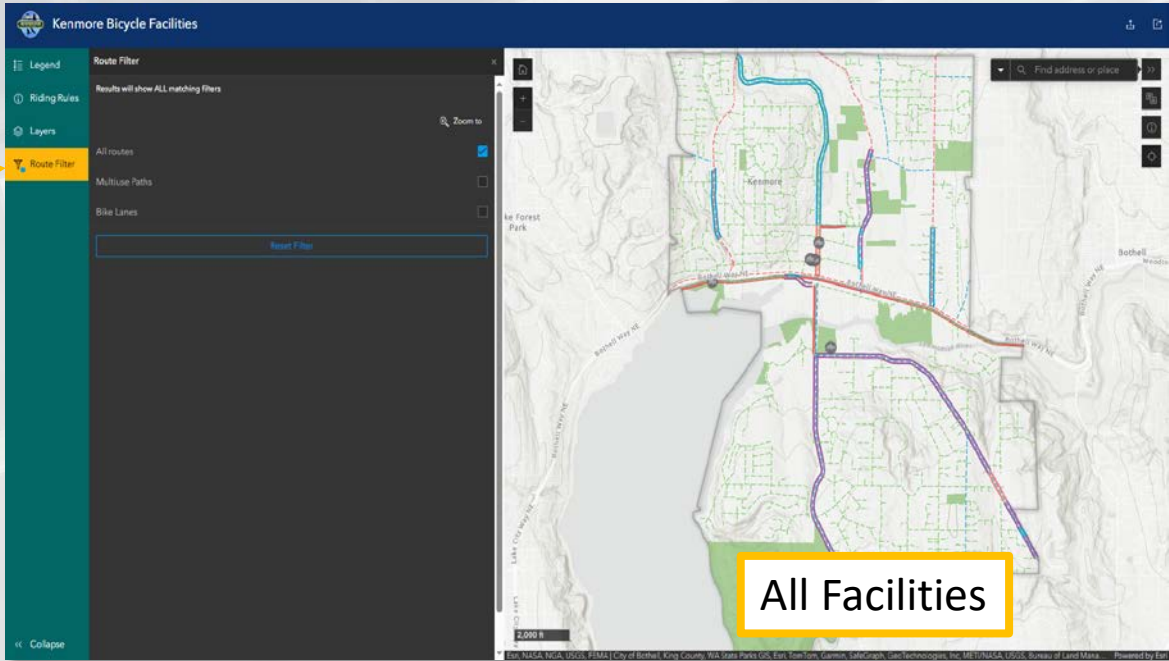
Underlying Assets

Resource Hub

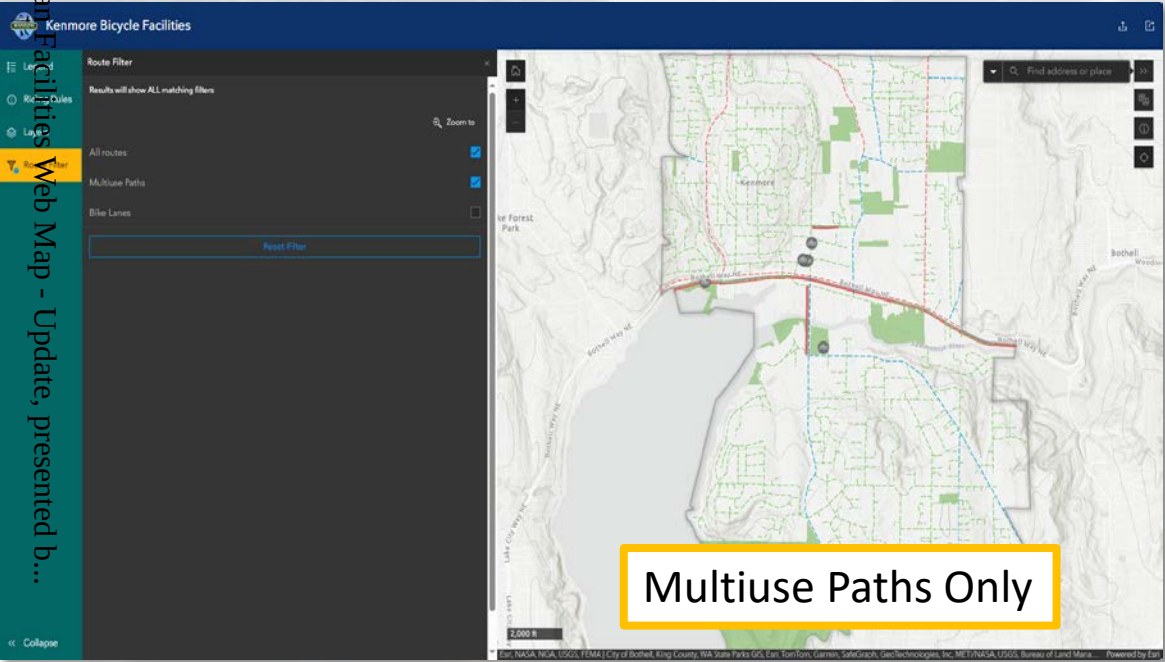
Web Map

Sidebar

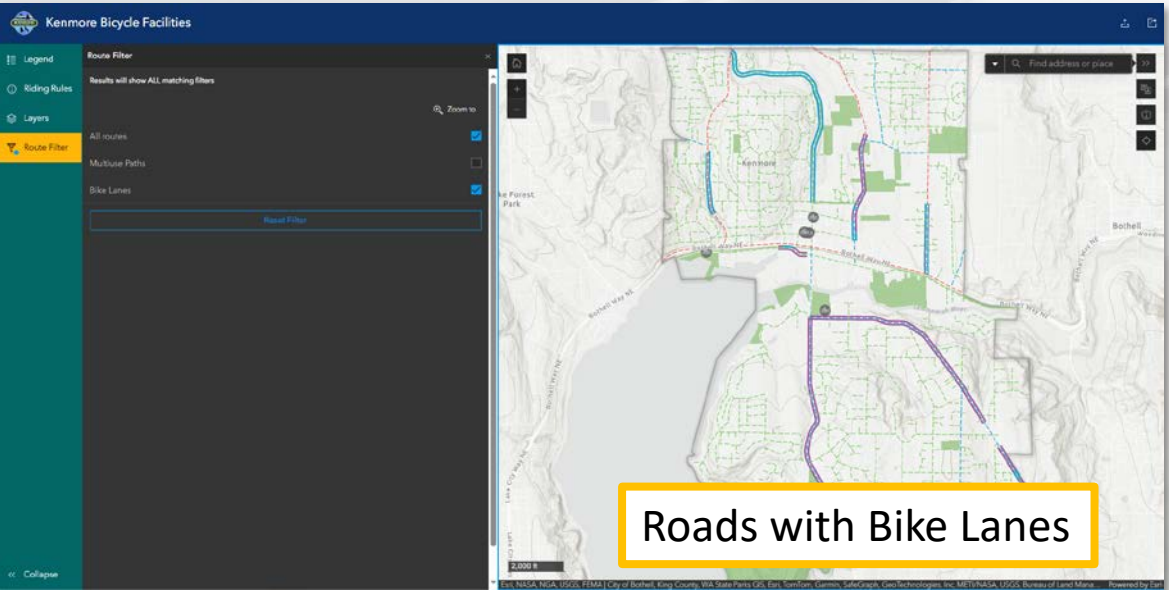
Filter tool allows users to choose visibility of features in a layer



All Facilities



Multiuse Paths Only



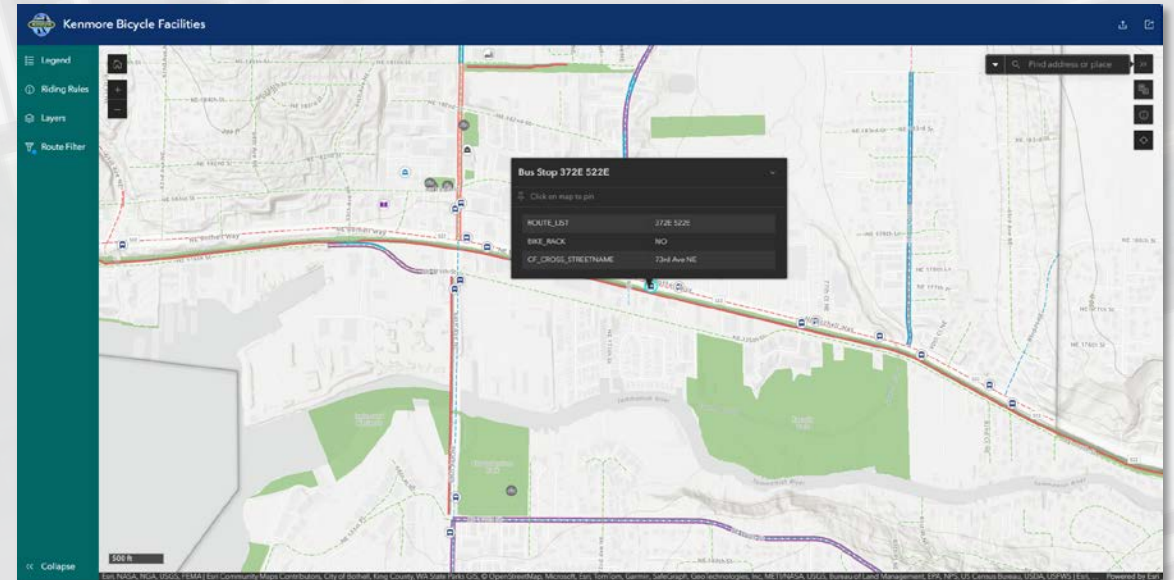
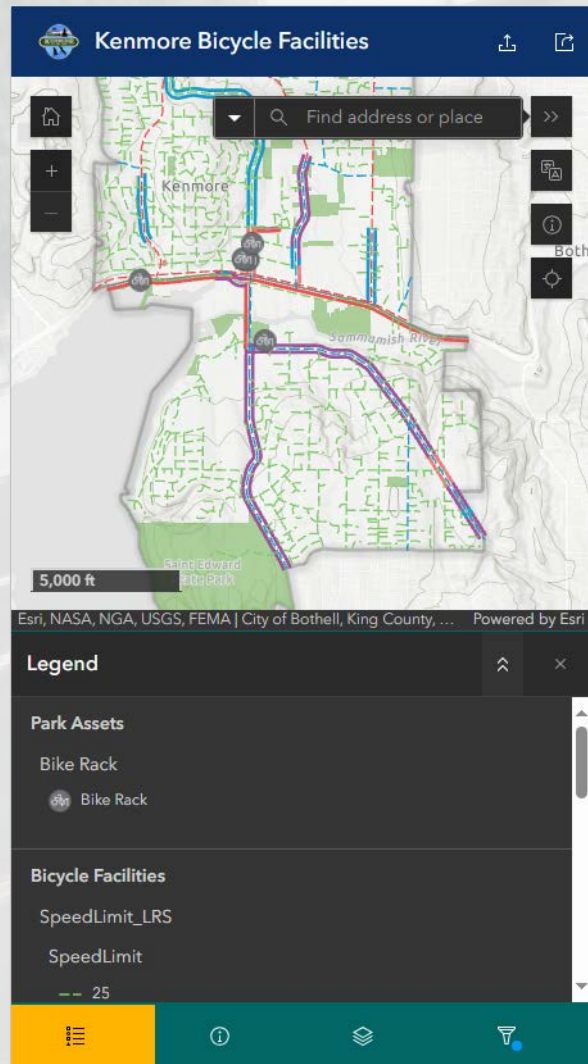
Roads with Bike Lanes

Let's Try

Kenmore Bicycle Facilities Application



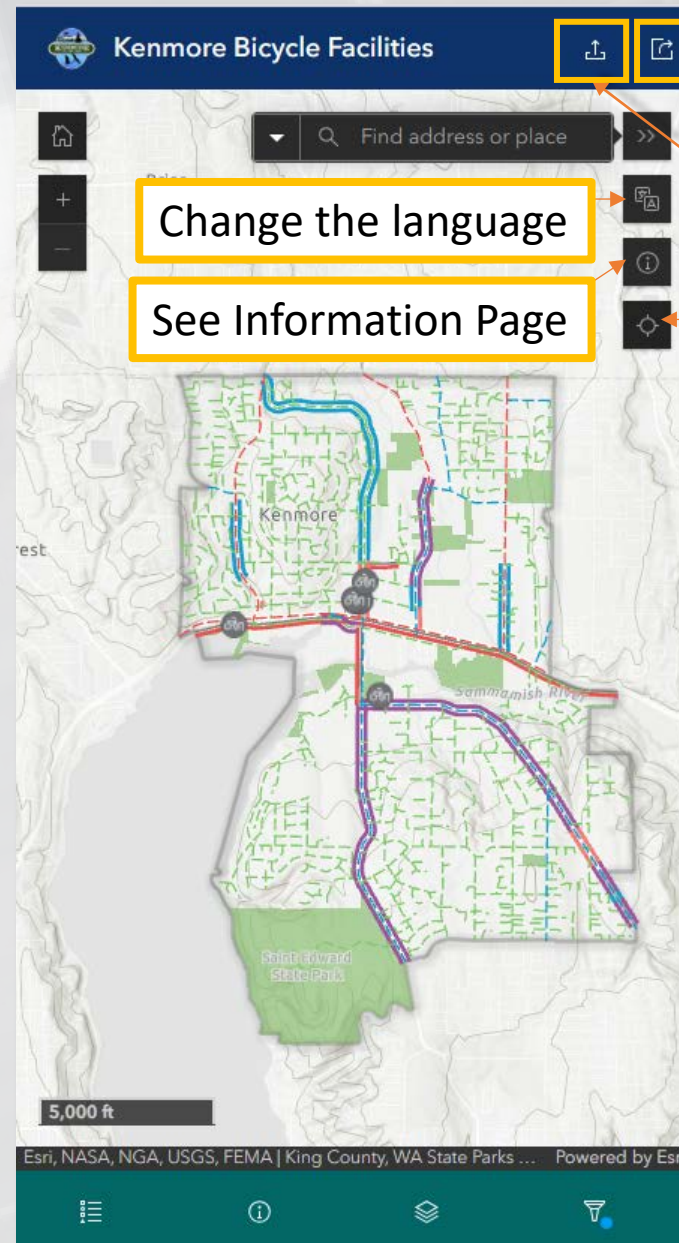
XVII.A. Bicycle and Pedestrian Facilities Web Map - Update, presented b... Let's Try



Hover over or click on features to get additional information.

Phones will have a different layout but the same content

Let's Try



Share with your friends

Export your map for printing or offline use

Zoom to your location

Change the language

See Information Page

Thank you for listening!

Any questions?