

City of Kenmore



City of Kenmore - 18120 68th Avenue NE - P.O. Box 82607 - Kenmore, WA 98028
Phone: 425-398-8900 - Fax: 425-481-3236 - E-mail: cityhall@kenmorewa.gov

City of Kenmore
City Council Regular and Special Joint Planning Commission Meeting
7:00 p.m., Monday, April 21, 2014
Kenmore City Hall, Council Chambers
18120 68th Ave. NE, Kenmore, WA 98028

If you have any questions or to confirm agenda items prior to the meeting, or if you require special accommodations, please call the City Clerk at 425-398-8900. You may also stop by City Hall at 18120 68th Avenue NE, Kenmore. Council agendas are also available on our website at www.kenmorewa.gov.

I. CALL MEETING TO ORDER

II. ROLL CALL

III. FLAG SALUTE

IV. AGENDA APPROVAL

V. CITIZEN COMMENTS

- A. This is an opportunity to express your views on issues that are important to you and to the community. Please limit your comments to three (3) minutes.

VI. CONSENT AGENDA

- A. Adopt Minutes for the March 27, 2014 and March 31, 2014 City Council Meetings
[DRAFT 03 27 2014 Minutes](#)
[DRAFT 03 31 2014 Minutes](#)
- B. Receive and File February 2014 Financial Report
[Agenda Bill & Attachment](#)
- C. Approve Resolution No. 14-232 Authorizing a Grant Funding Application to the Washington State Recreation & Conservation Office (RCO), Washington Wildlife & Recreation Program (WWRP), for the Moorlands Park Renovation Project - Debbie Bent, Community Development Director, and Marc Connelly, Parks Project Manager
[Agenda Bill & Attachment](#)
- D. Approve Resolution No. 14-233 Authorizing a Grant Funding Application to the Washington State Recreation & Conservation Office (RCO), Aquatic Lands

Enhancement Account Program (ALEA), for the Log Boom Park Pedestrian Bridge - Debbie Bent, Community Development Director, and Marc Connelly, Parks Project Manager

[Agenda Bill & Attachment](#)

VII. SPECIAL JOINT PLANNING COMMISSION AGENDA

- A. Presentation and Discussion of the Transportation Element of the Comprehensive Plan - Debbie Bent, Community Development Director, and Planning Commissioners

[Agenda Bill & Attachment](#)

[PowerPoint Presentation](#)

VIII. STAFF REPORT

- A. Potential Park Property Acquisition - Rob Karlinsey, City Manager

IX. COUNCILMEMBER REPORTS & COMMENTS

X. COUNCILMEMBER INITIATIVES

XI. EXECUTIVE SESSION

Pursuant to RCW 42.30.110(1)(i), Potential Litigation

XII. POSSIBLE ACTION RELATING TO EXECUTIVE SESSION

XIII. ADJOURNMENT

Upcoming Meetings:

Monday, April 28, 2014 City Council Regular Meeting 7:00 p.m.

Monday, April 28, 2014 Transportation Benefit District Board Regular Meeting 8:30 p.m.

Tuesday, April 29, 2014 Planning Commission Regular Meeting 7:00 p.m.

**City of Kenmore, Washington
City Council Special Meeting
Minutes
Thursday, March 27, 2014**

CALL TO ORDER – The special meeting of the Kenmore City Council was called to order by Councilmember Milton Curtis at 7:00 p.m.

Councilmembers present: Councilmembers Brent Smith, Laurie Sperry, Milton Curtis, Nigel Herbig and Allan Van Ness; Deputy Mayor Glenn Rogers was present by conference phone

Councilmembers excused: Mayor David Baker

Staff present: Rob Karlinsey, City Manager; Nancy Ousley, Assistant City Manager; Bryan Hampson, Development Services Director; Andrew Bauer, Associate Planner; Marc Connelly, Parks Project Manager; and Rod Kaseguma, City Attorney

BUSINESS AGENDA

Adopt Ordinance No. 14-0377, Kenmore Montessori School Site Plan – Bryan Hampson, Development Services Director, and Andrew Bauer, Associate Planner, were present to give a brief staff report regarding the proposed use of the former Northshore Fire Station. Associate Planner Bauer gave a PowerPoint presentation. He stated that the 4.6-acre site is zoned public/semi-public, and that much of it is wetland with a permanent conservation easement. The Montessori School would make tenant improvements to the existing building, and no significant physical changes would be made to the property. He detailed the proposed improvements, including providing a new sidewalk on 181st Street to tie into the existing 73rd Avenue sidewalk in the front of the building. The Montessori School would have up to 135 students in seven classrooms, with an indoor/outdoor play area. He explained the process of approval, including the public notification process which has already taken place. He noted that Section 2 of the Ordinance has been changed and detailed the differences from the Council agenda packet version. They were also available to answer any questions.

Councilmember Van Ness moved to Adopt Ordinance No. 14-0377, Kenmore Montessori School Site Plan, as modified. Councilmember Sperry seconded the motion. The motion passed 6-0.

Northshore Summit Park Budget Amendment, Contract No. 13-C1212, Amendment No. 1 – Marc Connelly, Parks Project Manager, was present to give a brief staff report regarding the amendment. He stated that it is necessary to increase the Northshore Summit Park budget in order to correct existing water issues on the site and complete the project. He detailed the water issues, the current budget, and the anticipated expenses to complete the project, including an optional amount for sodding so that the park can be used immediately. He was also available to answer any questions.

Councilmember Herbig moved to Approve the Northshore Summit Park Budget Amendment for Contract No. 13-C1212, Amendment No. 1. Councilmember Van Ness seconded the motion. The motion passed 6-0.

CITY COUNCILMEMBER REPORTS & COMMENTS

There were no Councilmember reports or comments.

EXECUTIVE SESSION

Councilmember Curtis recessed the regular meeting to an executive session at 7:53 p.m. to discuss Property Disposition, pursuant to RCW 42.30.110(1)(c). He stated that the executive session will last for approximately 40 minutes.

Councilmember Curtis extended the executive session for 15 minutes at 8:35 p.m. and for 10 minutes at 8:55 p.m.

ADJOURNMENT

Councilmember Curtis adjourned the special meeting at 9:03 p.m.

David Baker, Mayor

ATTEST:

Patty Safrin, City Clerk

City of Kenmore, Washington
City Council Special Joint Fire District Board Meeting
Minutes
March 31, 2014

CALL TO ORDER – The special meeting of the Kenmore City Council was called to order by Councilmember Curtis at 6:00 p.m.

Councilmembers present: Councilmembers Brent Smith, Laurie Sperry, Milton Curtis, Nigel Herbig and Allan Van Ness

Councilmembers excused: Mayor David Baker and Deputy Mayor Glenn Rogers

Fire District Board Members present: Chair Eric Adman, Vice Chair Carolyn Armanini, and Board Members Ron Gehrke and Dave Maehren.

Fire District Staff present: Jim Torpin, Fire Chief; Kinnon Williams, Attorney; and Andrea McDaniel, Secretary

City Staff present: Rob Karlinsey, City Manager; Nancy Ousley, Assistant City Manager; Joanne Gregory, Finance & Administration Director; Kris Overleese, Engineering & Environmental Services Director; Bryan Hampson, Development Services Director; Rod Kaseguma, City Attorney; and Patty Safrin, City Clerk

BUSINESS AGENDA

Potential Regional Fire Authority – Commissioner Eric Adman was present to give a PowerPoint presentation, which detailed the reasons for considering a regional fire authority (RFA), the results of a 2012 consultant study, and actions the Fire District Board took following the study. He also explained the concept of an RFA and the guiding principles which the Northshore Fire District would use for evaluating partnership opportunities. He outlined the process of forming an RFA. Currently the Northlake Regional Fire District Authority Planning Commission is evaluating the feasibility. He was available to answer any questions.

Emergency Preparedness & Development Services – Bryan Hampson, Development Services Director, was present to give a brief staff report. He detailed some of the ways in which the City and the Fire District continue to work together on various projects and tasks, including emergency procedures, training, and fire marshal services. He was available to answer any questions.

Pedestrian & Bicycle Safety – Rob Karlinsey, City Manager, was present to give a brief staff report. He stated that the City has experienced a rash of pedestrian vs. automobile accidents recently. The staff put together a plan for increasing pedestrian and bicycle safety and presented it to the public and the City Council at their March 24, 2014 meeting. He summarized the actions which the City is taking now and plans to take in the future. He stated that he appreciates very much the responses from the Fire District staff and board members to the recent events. He was available to answer any questions.

COUNCILMEMBER & COMMISSIONER REPORTS & COMMENTS

The Fire District Board Members and City Councilmembers all expressed their thanks and appreciation for the opportunity to have this dialogue and summarized their final thoughts.

ADJOURNMENT

Councilmember Curtis adjourned the regular meeting at 7:30 p.m.

David Baker, Mayor

ATTEST:

Patty Safrin, City Clerk

DRAFT



City Council Business Agenda Item
City of Kenmore, WA

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Subject/Topic: February 2014 Financial
Report Presentation

For Council Meeting Agenda of: April 21, 2014

Department: Finance and Administration

Prepared by: Joanne Gregory

Proposed Council Action/Motion:

Receive and File February 2014 Financial
Report for the City of Kenmore, Washington

Initial & Date
Approved by Department Head: [Signature] 4/8/14
Approved by City Attorney: [Signature] 4/8/14
Approved by Finance Director: [Signature] 4/8/14
Approved by City Manager: [Signature] 4/8/14

Exhibits/Attachments:

February 2014 Financial Report for the City of
Kenmore, Washington.

Expenditure Required N/A

Amount Budgeted

Appropriation Required N/A

\$53,237,067 Revenues, as amended

\$54,932,142 Expenditures, as amended

INFORMATION/BACKGROUND:

The February 2014 monthly financial report is presented for Council review. This provides the opportunity for the City Council and the community to receive information on the City of Kenmore's biennium to date revenues and expenditures in comparison to the City's 2013-2014 amended biennial budget. The adopted budget was amended on March 25, 2013 and again on December 2, 2013 during the mid biennial review; and this report reflects the amended appropriations. It also provides an opportunity to identify any potential variances or fluctuations from the budget.

FISCAL CONSIDERATION:

This February marks the 14th month of the 24 month 2013-2014 biennium and, as a benchmark, the City is 58% through the budget period. The monthly schedules attached include the Transportation Benefit District Fund for informational purposes although it is a separate entity.

On the national level, the unemployment rate was 6.7% in February and the Dow Jones closed up from January at 16,322.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Kenmore Budget Policy 9a: A revenue/expenditure report will be produced monthly so that it can be directly compared to the actual results of the fiscal year to date. Kenmore Budget Policy 9b: All budget amendments, both revenues and expenditures, will be noted in the monthly report.



MEMORANDUM

TO: Rob Karlinsey, City Manager
FROM: Joanne Gregory, Finance Director
DATE: April 8, 2014
RE: February 2014 Financial Reports for the City of Kenmore, Washington

February 2014 financial information is presented for your review and delivery to the City Council. Attached you will find the following reports:

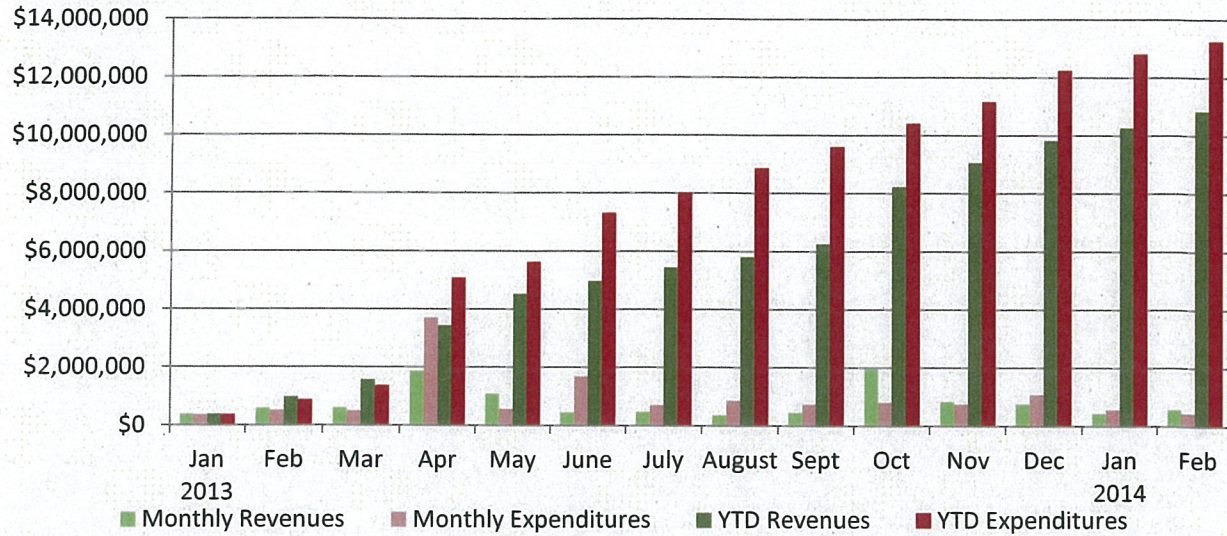
- General Fund Summary
- General Fund Revenue Graphs
- General Fund Expenditure Graphs
- All Funds Cash Summary
- Street Fund Summary - New
- Other Funds Monthly Activity
- Cash and Investment Report
- Schedule of Investments
- Sales Tax Receipts by Business Type
- Retail Sales and Use Tax Distribution
- Real Estate Excise Tax Report
- Monthly Report for Kenmore Village
- Monthly Report for Transportation Benefit District

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

GENERAL FUND

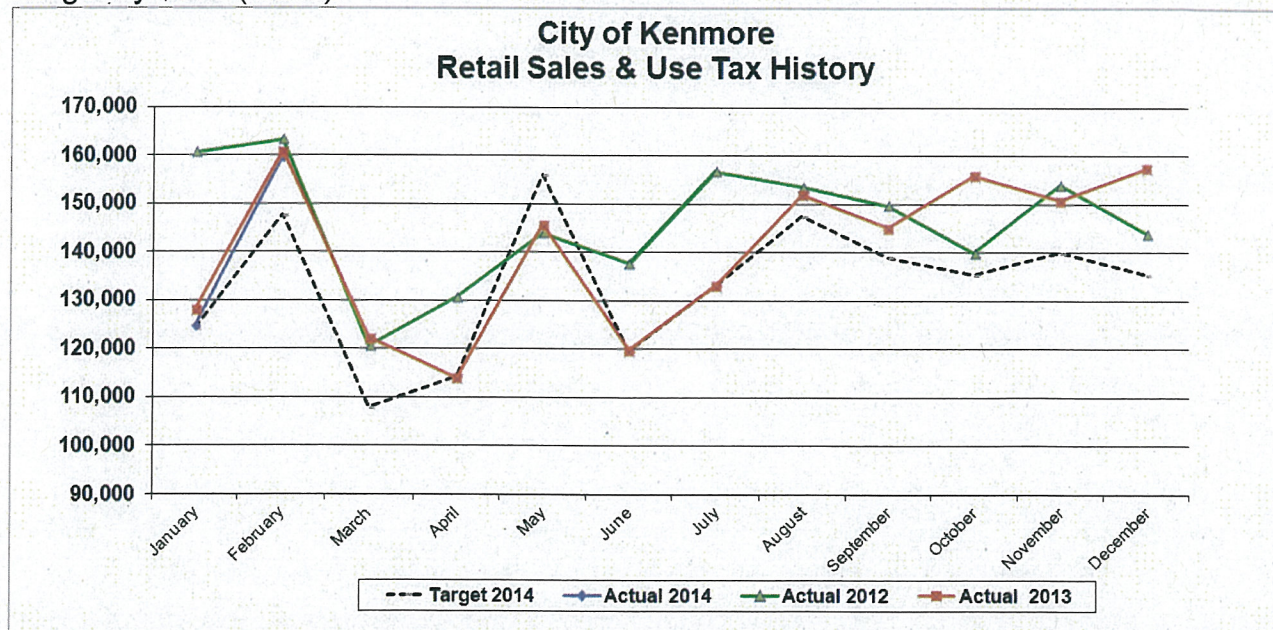
The first section of the monthly financial report is a review of the General Fund. This fund accounts for operational activities and includes all financial resources except those required or elected to be accounted for in another fund. Revenues include various taxes, per capita distributions from the State, fines and forfeitures, permits and licenses, and fees for service. In the context of the biennial budget, February is the fourteenth month (58%) of the 2013-2014 biennial budget period. For the month of February, revenues exceeded expenditures in the General Fund by \$129,533. Biennium expenditures exceed revenue by \$2,406,517, however removing the one-time \$2.5M transfer to the Strategic Opportunities Fund from the comparison shows that biennium to date revenues exceed expenditures by \$93,483.

The following chart illustrates the monthly revenue and expenditure activity in the General Fund through February 2014.



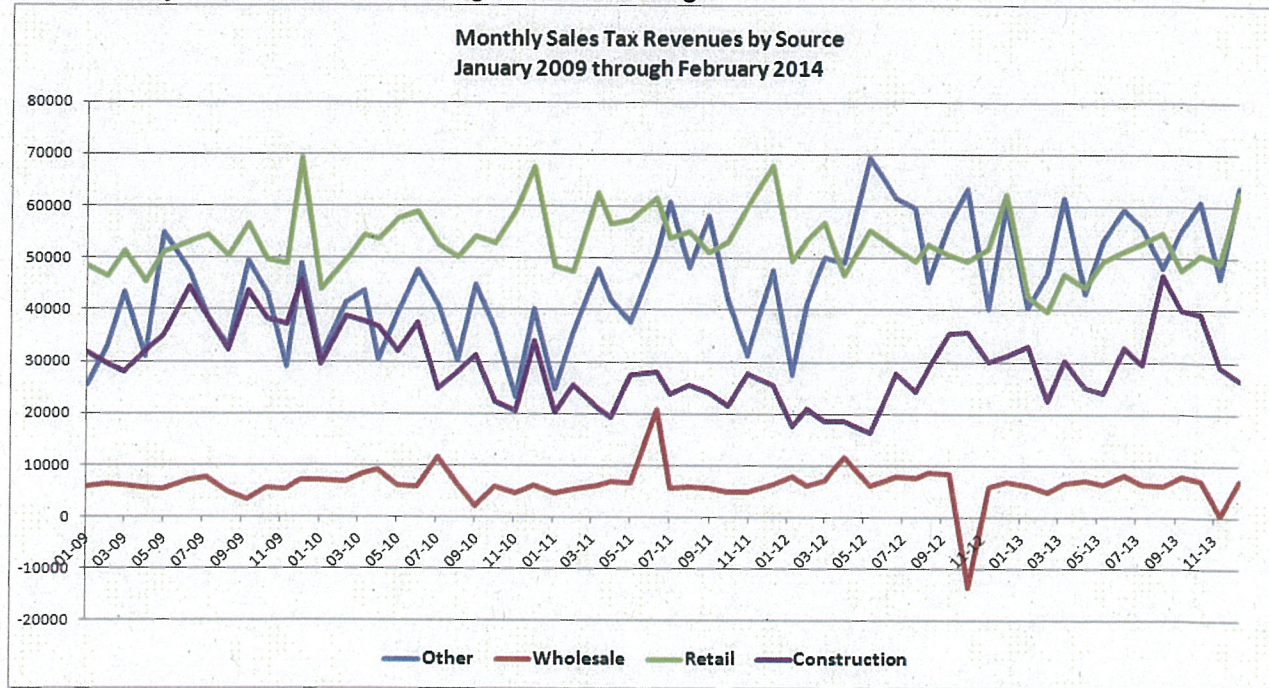
Total **revenues** for the month were **\$571,546**. Biennium to date revenues are \$10,835,183 which is 56.5% of the budgeted revenues of \$19,162,391. Primary sources of revenue for the month included property taxes in the amount of \$57,194, development fees & permits in the amount of \$60,133, retail sales and use taxes in the amount of \$159,705, franchise fees in the amount of \$71,285, and utility taxes in the amount of \$150,185.

A summary of sales tax revenues received in February is attached. These receipts are based on December sales activity. The chart below gives a historical perspective of monthly sales tax receipts over the last several years. The black dotted Target 2014 line is a monthly average of actual receipts during 2011, 2012, and 2013. The blue line represents 2014 actual receipts which are \$3,200 (2.5%) below 2013, but ahead of budget by \$595 (0.5%).

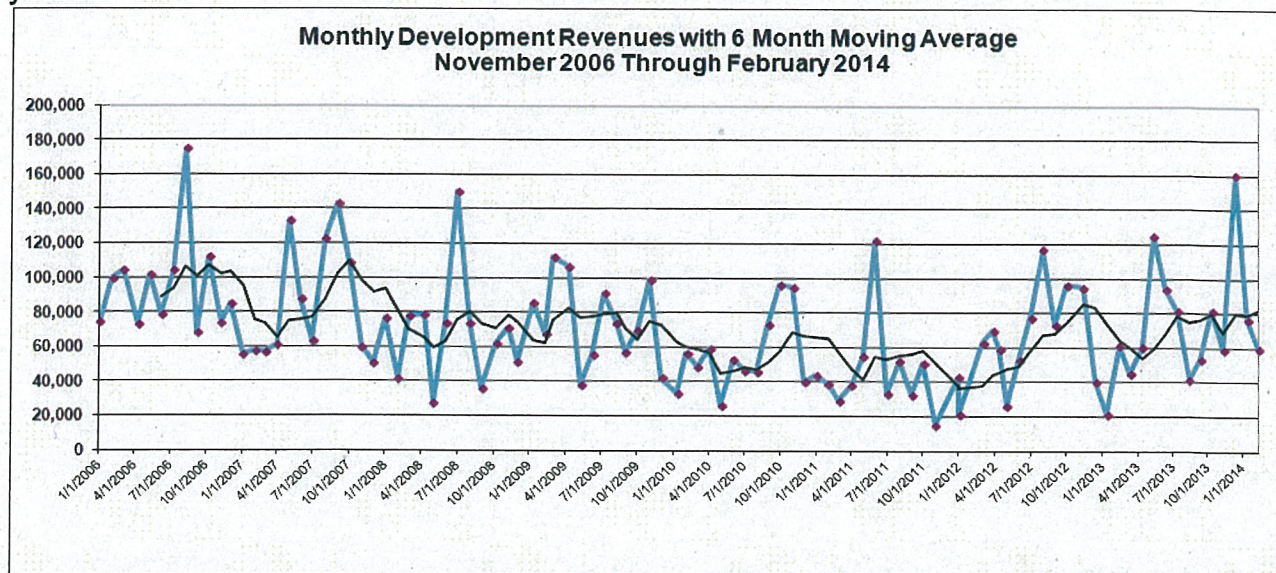


The following chart illustrates the historical trends of sales tax receipts from the major segments: construction, retail, wholesale, other (agriculture, services, manufacturing,

transportation and utilities) from January 2009 through February 2014. Construction sales taxes are shown without the benefit of the Brightwater construction project from prior years. The construction segment and "Other" (includes agriculture, services, manufacturing, transportation and utilities) are showing a positive trend of improvement recently. In December 2013, \$20,000 was deducted from the City's sales tax receipts by Department of Revenue to correct a prior error (see the dip in the wholesale line). The \$20k adjustment was related to a refund request received by the Department of Revenue to reclassify income from retailing to wholesaling.



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



February 2014 expenditures were **\$442,013**. Biennium to date expenditures are \$13,241,700, which is 60.4% of the amended budget expenditures of \$21,914,645, a high percentage due to the \$3M interfund transfers recorded in April 2013. Removing the one-time \$2.5M transfer to the Strategic Opportunities Fund from the expenditure balance indicates that expenditures are right at 49% of the biennial budget.

OTHER FUNDS

The February cash activity for all funds is presented on the attached All Funds Cash Summary. Total City cash (\$4,971,254) and investments (\$12,091,032), at the end of February, totaled \$17,062,286. The Other Funds Monthly Activity graphs compare biennium to date revenues and expenditures to the 2013-2014 biennial budget.

Total non-General Fund revenues were \$189,776 and total non-General Fund expenditures were \$484,810.

In the **Street Fund** revenue from gas tax distributions was \$36,653. The attached Street Fund Summary Report is a new report that illustrates the monthly and budget-to-date activity of the fund.

There was \$10,148 in revenues for the **Park Impact Fee** fund during the month of February. Revenues are not meeting budget projections and are presently at 52% of the biennial budget or about \$20,569 less than expected for biennium. This fund has a significant fund balance that is supporting current park projects so the shortfall does not have an immediate impact.

There was \$33,736 in revenues for the **Transportation Impact Fee** fund during the month of February. The revenues are at 65% of the budget or about \$56,933 more than the expected amount for the biennium. There are adequate funds available for the projects currently budgeted and proposed in the CIP.

The **Real Estate Excise Tax** Fund received \$54,038 of real estate excise taxes (REET) in February from sales activity that occurred in January. 28 transactions were reported this month. Year to date revenue exceeds the 2013-14 budget by \$354,567.

The **Transportation Benefit District** Fund received \$25,918 in vehicle license fees during the month bringing the biennium to date revenues to \$201,632 which is 38% of the \$535,000 budgeted for biennium.

The **Surface Water Fund** revenues are tracking ahead of budget (55%) and operating expenditures are at 42%.

SUMMARY

This concludes the financial report for the City of Kenmore as of **February 28, 2014**. I appreciate your feedback and encourage you to contact me if you have any questions prior to the City Council meeting.



	CURRENT PERIOD 2013-2014				PRIOR PERIOD 2011-2012			
	Current February 2014	BIENNIUM TO DATE 2013-2014	% of BUDGET	BUDGET 2013-2014	Prior February 2012	BIENNIUM TO DATE 2011-2012	% of BUDGET	BIENNIUM BUDGET 2011-2012
REVENUES								
Beginning Fund Balance		5,539,954		5,338,942				4,941,884
Property Taxes	57,194	4,360,664	51.5%	8,469,973	46,540	4,206,845	51.0%	8,254,387
Sales and Use Taxes	208,929	2,524,411	63.7%	3,960,331	206,623	2,532,733	58.4%	4,339,202
Utility Taxes	150,185	1,639,874	55.7%	2,942,395	136,654	1,701,247	56.7%	3,002,082
Other Taxes	4,246	60,824	99.2%	61,300	7,082	34,767	33.4%	104,104
Development Fees & Permits	60,133	1,025,424	70.0%	1,465,185	62,977	641,997	44.6%	1,439,095
Franchise Fees	71,285	380,667	38.4%	992,405	6,473	459,762	70.7%	650,588
Intergovernmental and Grants	0	396,495	62.0%	639,866	0	408,798	53.7%	761,476
Investment Interest	19,410	56,897	97.4%	58,400	665	41,011	73.2%	56,000
Fines and Forfeitures	-374	-1,879	0.0%	0	0	664	n/a	0
Transfers and Other Revenues	538	391,806	68.4%	572,536	1,958	199,885	59.0%	338,662
Total Revenues	571,546	10,835,183	56.5%	19,162,391	468,971	10,227,708	54.0%	18,945,596
Total Revenues & Beginning Fund Balance		16,375,137		24,501,333				23,887,480

	CURRENT PERIOD 2013-2014				PRIOR PERIOD 2011-2012			
	Current February	BIENNIUM TO DATE 2013-2014	% of BUDGET	BUDGET 2013-2014	Prior February	BIENNIUM TO DATE 2011-2012	% of BUDGET	BIENNIUM BUDGET 2011-2012
EXPENDITURES								
Cost Center								
City Council	11,458	124,585	58.2%	213,950	12,459	146,435	67.3%	217,644
City Manager	68,370	1,257,866	59.1%	2,129,379	76,259	1,030,751	57.4%	1,796,600
City Clerk	7,397	118,525	48.7%	243,139	30,150	303,598	56.6%	536,261
Finance	26,290	372,214	50.6%	735,429	31,992	352,221	55.1%	639,213
Legal	225	281,317	65.4%	430,000	2,013	296,333	60.0%	494,285
Non-Departmental	86,338	1,127,879	73.5%	1,533,487	92,244	1,291,906	84.3%	1,532,818
Interfund Transfers*	0	3,316,000	81.8%	4,056,101	0	600,000	38.4%	1,564,000
Public Safety	46,844	3,826,194	50.7%	7,553,348	63,900	3,470,100	48.3%	7,179,563
Engineering	60,785	759,345	55.8%	1,361,385	48,689	591,909	56.6%	1,045,741
Planning & Community Dev	36,547	549,039	58.4%	939,441	25,910	381,265	53.5%	712,632
Land Dev & Permitting	48,841	721,496	53.0%	1,361,715	42,578	645,397	43.0%	1,501,147
Parks & Facility Maintenance	48,918	787,241	58.0%	1,357,271	92,608	812,556	47.9%	1,695,042
Total Expenditures	442,013	13,241,700	60.4%	21,914,645	518,803	9,922,471	52.5%	18,914,946
Ending Fund Balance		3,133,437		2,586,688			0.0%	4,972,534
Total Expenditures and Ending Fund Balance		16,375,137		24,501,333				23,887,480

*Interfund Transfers in 2013 include one time \$2.5M transfer to Strategic Opportunities Fund.

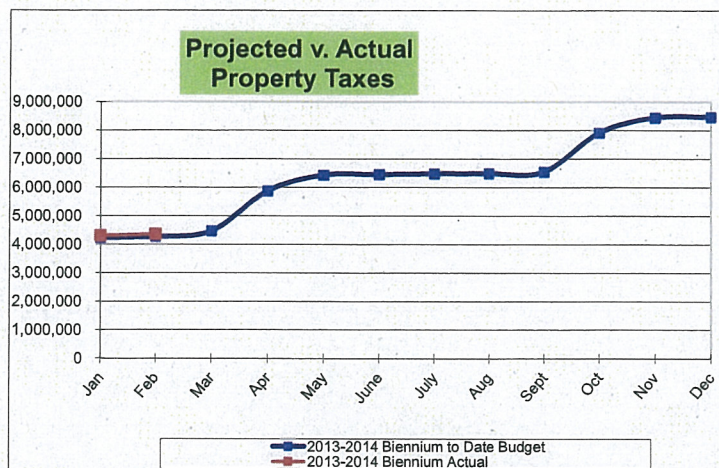
PROPERTY TAXES

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	4,213,917	4,286,383
Jan	4,225,990	4,303,470
Feb	4,273,536	4,360,664
Mar	4,467,727	
Apr	5,875,364	
May	6,429,342	
June	6,454,230	
July	6,482,012	
Aug	6,489,617	
Sept	6,550,467	
Oct	7,912,125	
Nov	8,449,892	
Dec	8,469,973	

Year To Date

Actual v. Projected

102%



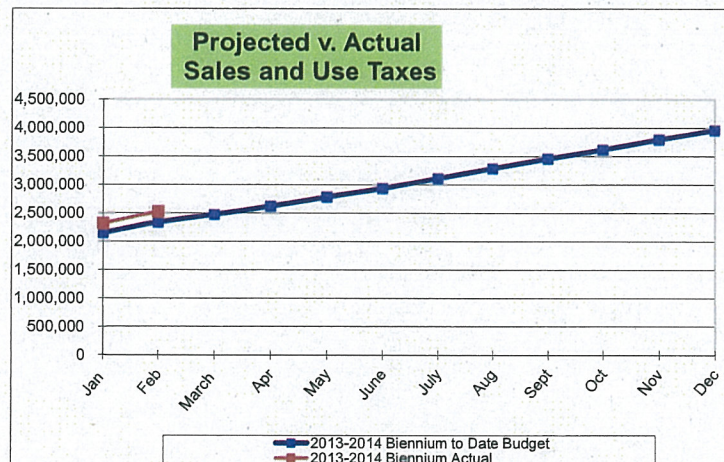
SALES, USE, CRIM JUSTICE TAXES

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	1,975,227	2,151,641
Jan	2,151,044	2,315,482
Feb	2,338,721	2,524,411
March	2,475,114	
Apr	2,621,639	
May	2,785,165	
June	2,939,366	
July	3,114,057	
Aug	3,288,505	
Sept	3,458,591	
Oct	3,620,443	
Nov	3,796,178	
Dec	3,960,331	

Year To Date

Actual v. Projected

108%



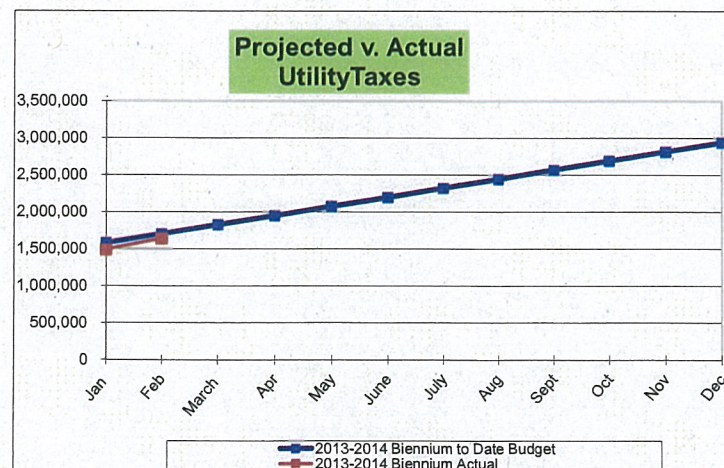
UTILITY TAXES

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	1,458,389	1,352,891
Jan	1,582,056	1,489,689
Feb	1,705,723	1,639,874
March	1,829,391	
Apr	1,953,058	
May	2,076,725	
June	2,200,392	
July	2,324,059	
Aug	2,447,726	
Sept	2,571,394	
Oct	2,695,061	
Nov	2,818,728	
Dec	2,942,395	

Year To Date

Actual v. Projected

96%



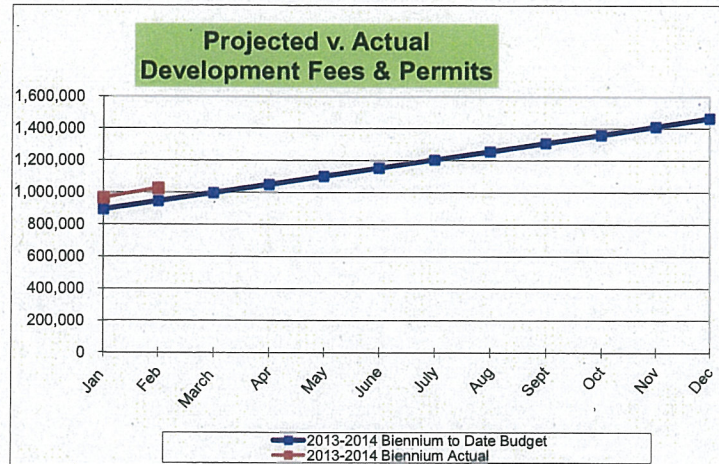
DEVELOPMENT FEES & PERMITS

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	842,335	888,463
Jan	894,239	965,292
Feb	946,143	1,025,424
March	998,048	
Apr	1,049,952	
May	1,101,856	
June	1,153,760	
July	1,205,664	
Aug	1,257,568	
Sept	1,309,473	
Oct	1,361,377	
Nov	1,413,281	
Dec	1,465,185	

Year To Date

Actual v. Projected

108%



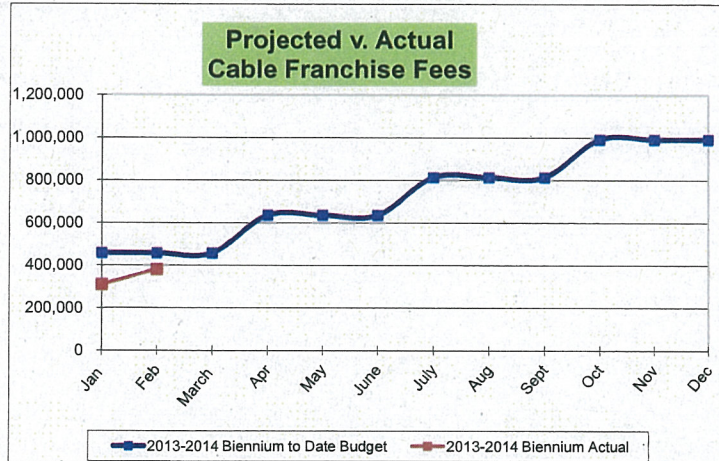
CABLE/WATER/SEWER FRANCHISE FEES

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	280,537	303,218
Jan	458,504	309,382
Feb	458,504	380,667
March	458,504	
Apr	636,471	
May	636,471	
June	636,471	
July	814,438	
Aug	814,438	
Sept	814,438	
Oct	992,405	
Nov	992,405	
Dec	992,405	

Year To Date

Actual v. Projected

83%



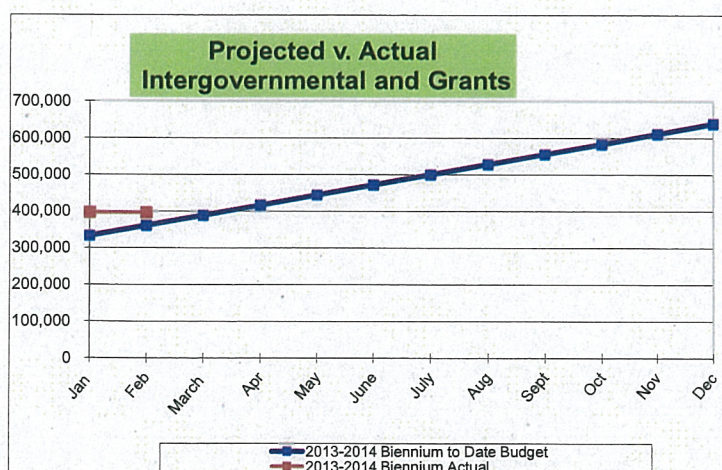
INTERGOVERNMENTAL & GRANTS

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	305,882	366,889
Jan	333,714	396,495
Feb	361,546	396,495
March	389,378	
Apr	417,210	
May	445,042	
June	472,874	
July	500,706	
Aug	528,538	
Sept	556,370	
Oct	584,202	
Nov	612,034	
Dec	639,866	

Year To Date

Actual v. Projected

110%



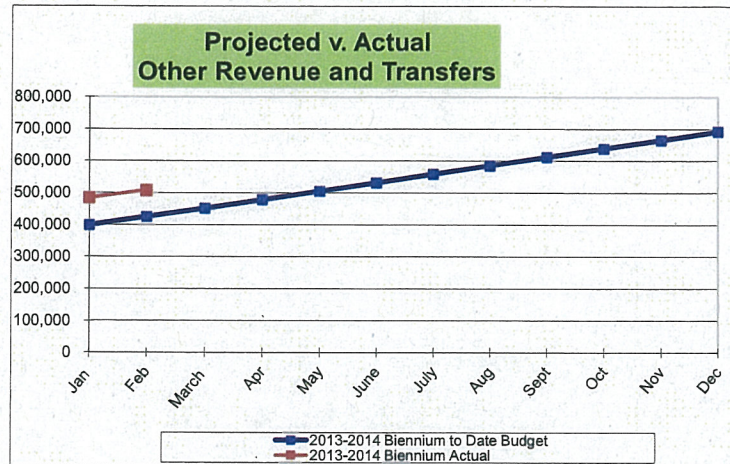
OTHER REVENUES AND TRANSFERS

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	371,901	472,991
Jan	398,596	483,827
Feb	425,290	507,647
March	451,985	
Apr	478,679	
May	505,374	
June	532,069	
July	558,763	
Aug	585,458	
Sept	612,152	
Oct	638,847	
Nov	665,541	
Dec	692,236	

Year To Date

Actual v. Projected

119%



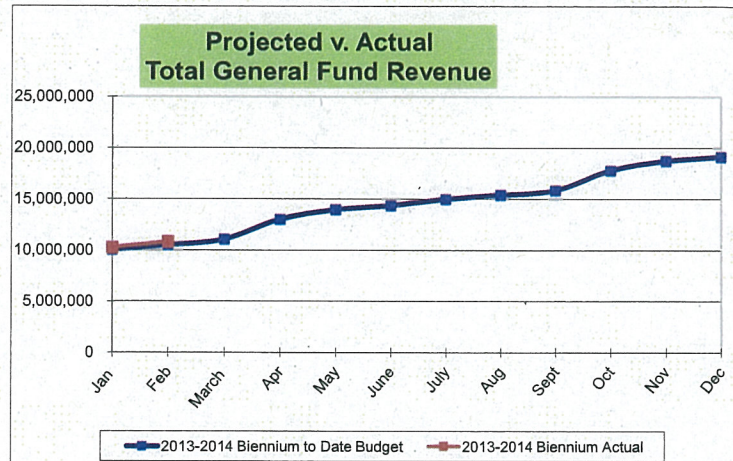
TOTAL GENERAL FUND REVENUE

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
Jan	10,044,143	10,263,636
Feb	10,509,463	10,835,183
March	11,070,146	
Apr	13,032,373	
May	13,979,975	
June	14,389,162	
July	14,999,699	
Aug	15,411,850	
Sept	15,872,885	
Oct	17,804,460	
Nov	18,748,059	
Dec	19,162,390	

Year To Date

Actual v. Projected

102%



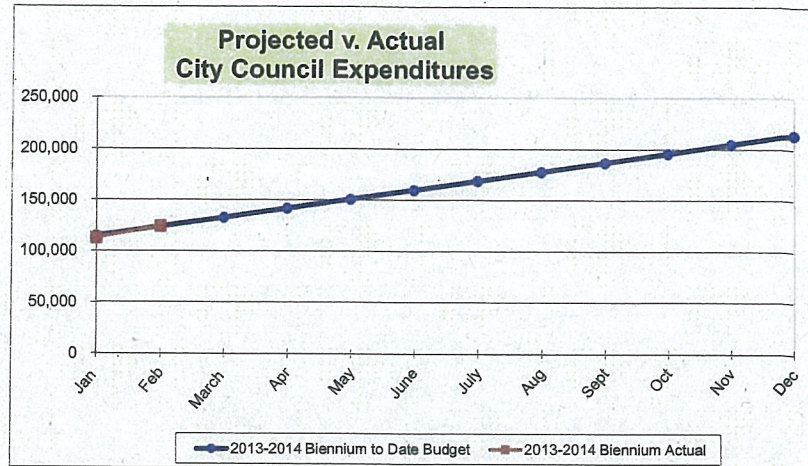
CITY COUNCIL

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	106,114	105,395
Jan	115,100	113,127
Feb	124,087	124,585
March	133,073	
Apr	142,059	
May	151,046	
June	160,032	
July	169,018	
Aug	178,005	
Sept	186,991	
Oct	195,977	
Nov	204,964	
Dec	213,950	

Year To Date

Actual v. Projected

100%



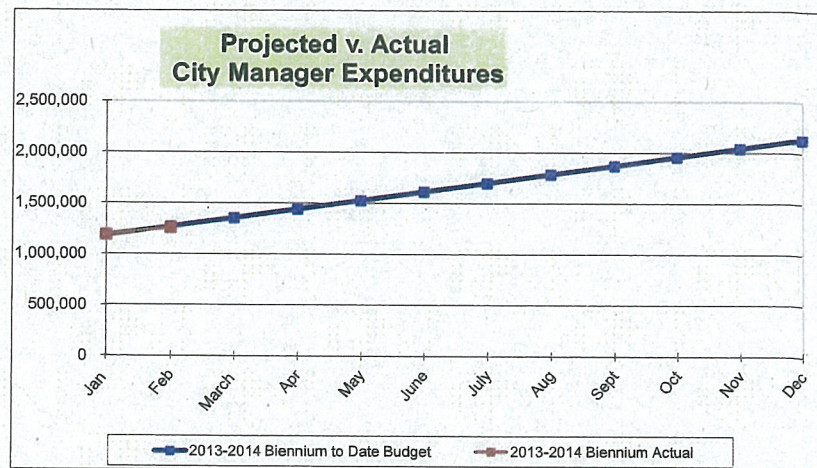
CITY MANAGER

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	1,097,895	1,130,965
Jan	1,183,852	1,189,496
Feb	1,269,809	1,257,866
March	1,355,766	
Apr	1,441,723	
May	1,527,680	
June	1,613,637	
July	1,699,594	
Aug	1,785,551	
Sept	1,871,508	
Oct	1,957,465	
Nov	2,043,422	
Dec	2,129,379	

Year To Date

Actual v. Projected

99%



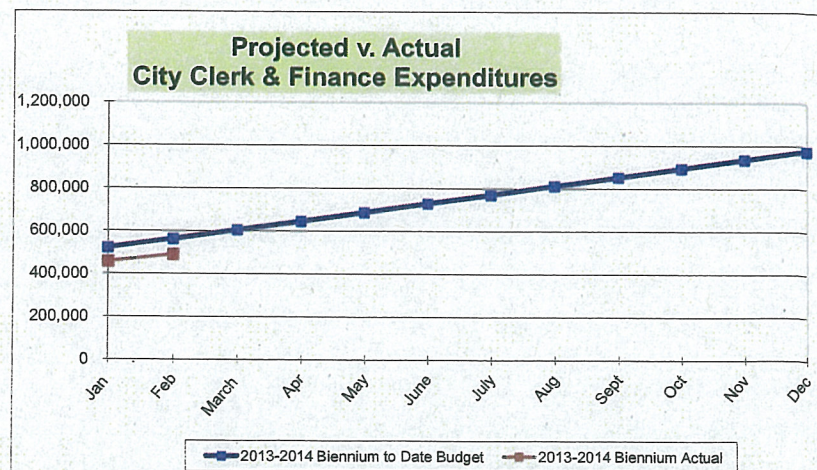
CITY CLERK & FINANCE

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	480,650	425,025
Jan	522,143	457,052
Feb	563,636	490,739
March	605,130	
Apr	646,623	
May	688,116	
June	729,609	
July	771,102	
Aug	812,595	
Sept	854,089	
Oct	895,582	
Nov	937,075	
Dec	978,568	

Year To Date

Actual v. Projected

87%

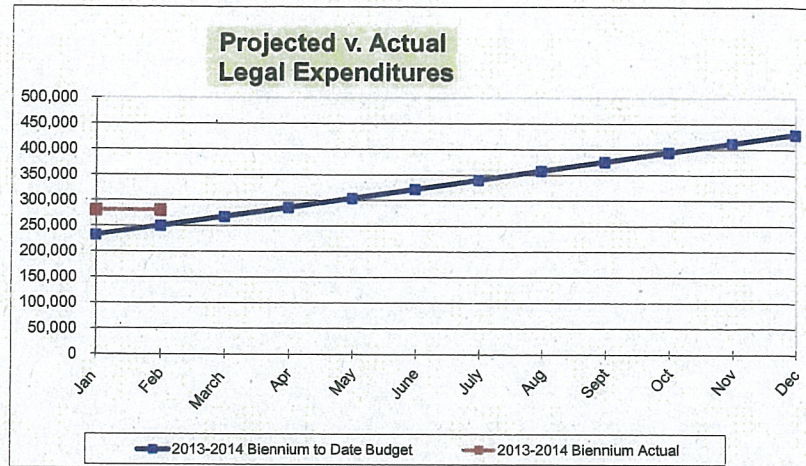


LEGAL

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	215,000	281,017
Jan	232,917	281,092
Feb	250,833	281,317
March	268,750	
Apr	286,667	
May	304,583	
June	322,500	
July	340,417	
Aug	358,333	
Sept	376,250	
Oct	394,167	
Nov	412,083	
Dec	430,000	

Year To Date
Actual v. Projected

112%

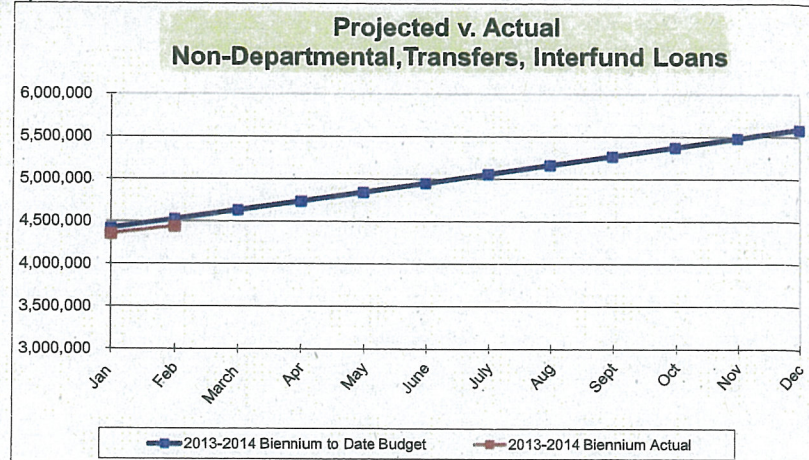


NON-DEPARTMENTAL, TRANSFERS, INTERFUND LOANS

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	4,318,276	4,104,765
Jan	4,424,219	4,357,541
Feb	4,530,161	4,443,879
March	4,636,104	
Apr	4,742,047	
May	4,847,989	
June	4,953,932	
July	5,059,875	
Aug	5,165,817	
Sept	5,271,760	
Oct	5,377,703	
Nov	5,483,645	
Dec	5,589,588	

Year To Date
Actual v. Projected

98%

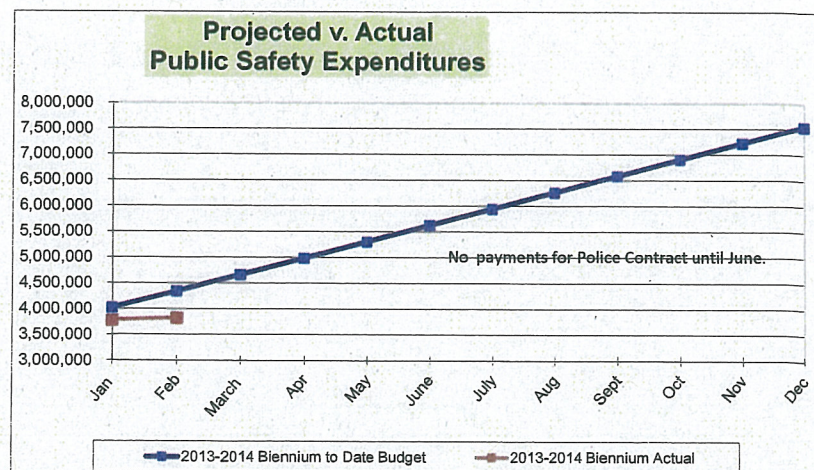


PUBLIC SAFETY

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	3,707,398	3,758,635
Jan	4,027,894	3,779,350
Feb	4,348,390	3,826,193
March	4,668,886	
Apr	4,989,381	
May	5,309,877	
June	5,630,373	
July	5,950,869	
Aug	6,271,365	
Sept	6,591,861	
Oct	6,912,356	
Nov	7,232,852	
Dec	7,553,348	

Year To Date
Actual v. Projected

88%



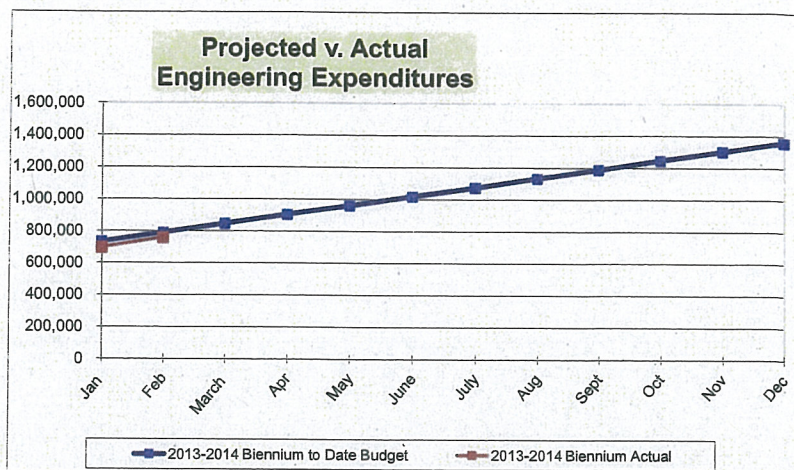
ENGINEERING

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	676,151	654,546
Jan	733,254	698,559
Feb	790,357	759,345
March	847,460	
Apr	904,562	
May	961,665	
June	1,018,768	
July	1,075,871	
Aug	1,132,974	
Sept	1,190,077	
Oct	1,247,179	
Nov	1,304,282	
Dec	1,361,385	

Year To Date

Actual v. Projected

96%



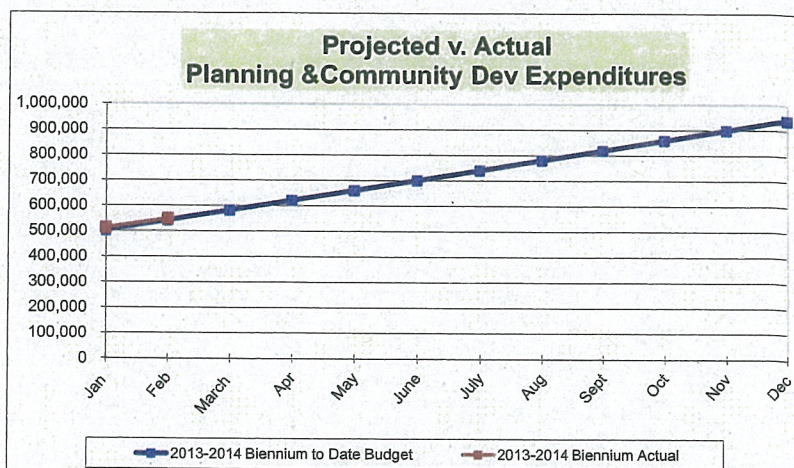
PLANNING & COMMUNITY DEV

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	462,482	477,890
Jan	502,229	512,492
Feb	541,975	549,038
March	581,722	
Apr	621,468	
May	661,215	
June	700,962	
July	740,708	
Aug	780,455	
Sept	820,201	
Oct	859,948	
Nov	899,694	
Dec	939,441	

Year To Date

Actual v. Projected

101%



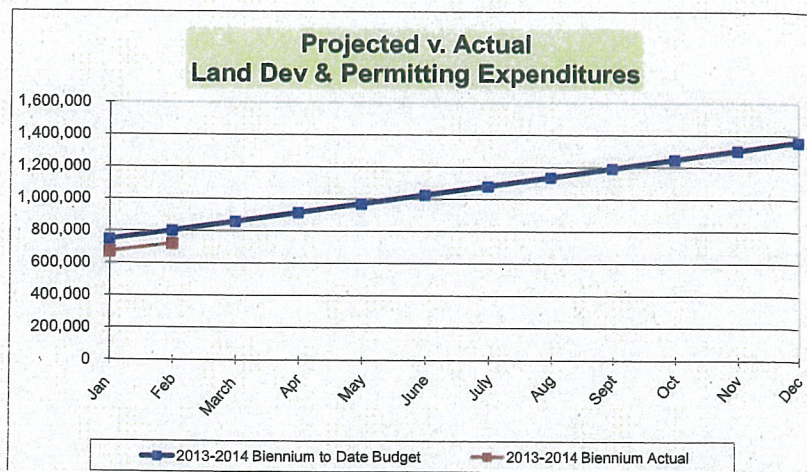
LAND DEV & PERMITTING

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	691,577	629,252
Jan	747,422	672,655
Feb	803,267	721,497
March	859,112	
Apr	914,956	
May	970,801	
June	1,026,646	
July	1,082,491	
Aug	1,138,336	
Sept	1,194,181	
Oct	1,250,025	
Nov	1,305,870	
Dec	1,361,715	

Year To Date

Actual v. Projected

90%



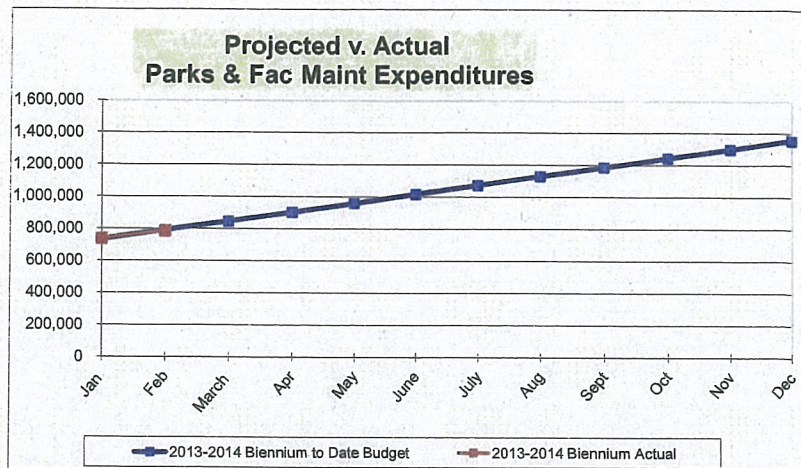
PARKS & FACILITY MAINT

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	678,530	671,352
Jan	735,092	738,323
Feb	791,654	787,241
March	848,215	
Apr	904,777	
May	961,339	
June	1,017,901	
July	1,074,462	
Aug	1,131,024	
Sept	1,187,586	
Oct	1,244,148	
Nov	1,300,709	
Dec	1,357,271	

Year To Date

Actual v. Projected

99%



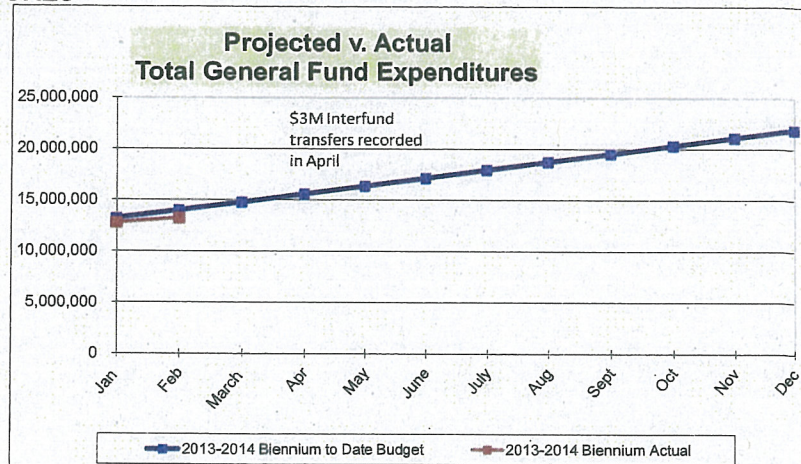
TOTAL GENERAL FUND EXPENDITURES

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
Jan	13,224,121	12,799,687
Feb	14,014,168	13,241,700
March	14,804,216	
Apr	15,594,264	
May	16,384,311	
June	17,174,359	
July	17,964,407	
Aug	18,754,454	
Sept	19,544,502	
Oct	20,334,550	
Nov	21,124,597	
Dec	21,914,645	
2013-2014	21,914,645	

Year To Date

Actual v. Projected

97%





	2011-2012 BIENNIUM TO DATE	BUDGET	February	2013-2014 BIENNIUM TO DATE
GENERAL FUND				
Beginning Cash	4,941,884	4,337,249		4,337,249
Interfund Loan Repayment	0	0		1,200,000
Revenues	18,860,927	19,162,390	571,546	10,835,183
Total Sources	23,802,811	23,499,639	571,546	16,372,431
Interfund Loans	1,200,000	0		0
Expenditures	18,262,857	21,914,645	442,013	13,241,700
Ending Cash	4,339,954	1,584,994		3,130,732
Total Uses	23,802,811	23,499,639	442,013	16,372,431
STREET FUND				
Beginning Cash	2,040,582	1,513,938		1,513,938
Interfund Loan	0	0		0
Revenues	2,144,716	3,264,173	36,653	1,904,412
Total Sources	4,185,298	4,778,111	36,653	3,418,350
Expenditures	2,672,835	3,279,126	66,727	1,323,157
Ending Cash	1,512,463	1,498,985		2,095,194
Total Uses	4,185,298	4,778,111	66,727	3,418,350
TRANSPORTATION CAPITAL FUND				
Beginning Cash	1,209,197	427,539		427,539
Revenues	4,657,682	12,656,875	0	2,127,659
Total Sources	5,866,879	13,084,414	0	2,555,198
Expenditures	4,447,557	12,246,837	59,771	1,739,110
Ending Cash	1,419,322	837,577		816,088
Total Uses	5,866,879	13,084,414	59,771	2,555,198
PUBLIC ART FUND				
Beginning Cash	68,244	68,540		68,540
Revenues	1,296	600	0	447
Total Sources	69,540	69,140	0	68,987
Expenditures	1,000	1,000	0	1,507
Ending Cash	68,540	68,140		67,480
Total Uses	69,540	69,140	0	68,987
PARK IMPACT FEE FUND				
Beginning Cash	1,354,455	1,610,440		1,610,440
Revenues	285,604	346,567	10,148	180,704
Total Sources	1,640,059	1,957,007	10,148	1,791,144
Expenditures	29,620	1,059,000	0	297,921
Ending Cash	1,610,439	898,007		1,493,223
Total Uses	1,640,059	1,957,007	0	1,791,144
TRANSPORTATION IMPACT FEE FUND				
Beginning Cash	545,655	240,535		240,535
Revenues	916,135	876,670	33,736	566,357
Total Sources	1,461,790	1,117,205	33,736	806,892
Expenditures	1,221,255	822,500	0	248,000
Ending Cash	240,535	294,705		558,892
Total Uses	1,461,790	1,117,205	0	806,892
SWAMP CREEK BASIN FUND				
Beginning Cash	1,762,640	1,581,067		1,581,067
Revenues	16,536	16,000	0	10,057
Total Sources	1,779,176	1,597,067	0	1,591,124
Expenditures	198,109	160,000	0	109,873
Ending Cash	1,581,067	1,437,067		1,481,251
Total Uses	1,779,176	1,597,067	0	1,591,124
TRANSPORTATION BENEFIT DISTRICT FUND				
Beginning Cash	0	0		0
Revenues	0	535,000	25,918	201,632
Total Sources	0	535,000	25,918	201,632
Expenditures	0	535,000	0	7,500
Ending Cash	0	0		194,132
Total Uses	0	535,000	0	201,632
SAMMAMISH BRIDGE REPLACEMENT FUND				
Beginning Cash	0	0		0
Revenues	0	80,000	0	80,264
Total Sources	0	80,000	0	80,264
Expenditures	0	80,000	0	0
Ending Cash	0	0		80,264
Total Uses	0	80,000	0	80,264



	2011-2012 BIENNIUM TO DATE	BUDGET	February	2013-2014 BIENNIUM TO DATE
REAL ESTATE EXCISE TAX FUND				
Beginning Cash	1,866,318	1,965,806		1,965,806
Revenues	1,497,557	1,147,317	54,038	1,020,343
Total Sources	3,363,874	3,113,123	54,038	2,986,148
Expenditures	2,386,812	2,757,050	0	1,181,929
Ending Cash	977,062	356,073		1,804,219
Total Uses	3,363,874	3,113,123	0	2,986,148
KENMORE VILLAGE FUND				
Beginning Cash	60,725	163,588		163,588
Interfund Loan	1,200,000			0
Revenues	555,153	4,576,500	750	1,404,293
Total Sources	1,815,878	4,740,088	750	1,567,881
Interfund Loans	0	0		1,200,000
Expenditures	1,663,002	2,450,686	4,442	232,785
Ending Cash	152,875	2,289,402		135,097
Total Uses	1,815,878	4,740,088	4,442	1,567,881
PARK CAPITAL FUND				
Beginning Cash	0	0		0
Revenues	0	1,840,534	0	453,684
Total Sources	0	1,840,534	0	453,684
Expenditures	0	1,797,000	265,151	681,756
Ending Cash	0	43,534		(228,072)
Total Uses	0	1,840,534	265,151	453,684
SURFACE WATER MANAGEMENT FUND				
Beginning Cash	1,590,280	1,419,392		1,419,392
Revenues	3,739,336	3,824,176	27,146	2,100,033
Total Sources	5,329,616	5,243,568	27,146	3,519,425
Expenditures	3,908,437	4,908,887	64,426	2,048,469
Ending Cash	1,421,179	334,681		1,470,956
Total Uses	5,329,616	5,243,568	64,426	3,519,425
SURFACE WATER CAPITAL FUND				
Beginning Cash	0	0		0
Revenues	0	1,988,261	0	493,045
Total Sources	0	1,988,261	0	493,045
Expenditures	0	1,988,261	6,643	192,994
Ending Cash	0	0		300,052
Total Uses	0	1,988,261	6,643	493,045
STRATEGIC RESERVE FUND				
Beginning Cash	1,264,464	1,264,464		1,264,464
Interfund Loan Repayment	0		0	0
Revenues	0	0	0	0
Total Sources	1,264,464	1,264,464	0	1,264,464
Interfund Loans	0			0
Expenditures	0	0	0	0
Ending Cash	1,264,464	1,264,464		1,264,464
Total Uses	1,264,464	1,264,464	0	1,264,464
STRATEGIC OPPORTUNITIES FUND				
Beginning Cash	0	0		0
Revenues	0	3,301,862	700	2,523,544
Total Sources	0	3,301,862	700	2,523,544
Expenditures	0	1,190,900	9,137	941,850
Ending Cash	0	2,110,962		1,581,694
Total Uses	0	3,301,862	9,137	2,523,544
EQUIPMENT REPLACEMENT FUND				
Beginning Cash	524,310	490,603		490,603
Revenues	188,365	155,142	0	52,858
Total Sources	712,675	645,745	0	543,461
Expenditures	222,072	276,250	4,298	61,687
Ending Cash	490,603	369,495		481,774
Total Uses	712,675	645,745	4,298	543,461
TRUST AND AGENCY (NON BUDGETED FUND)*				
Beginning Cash	278,859	247,209		247,209
Revenues	122,994	0	687	109,036
Total Sources	401,854	247,209	687	356,245
Expenditures	154,645	0	4,214	21,798
Ending Cash	247,209	247,209		334,447
Total Uses	401,854	247,209	4,214	356,245
TOTALS				
Beginning Cash	17,507,613	15,330,369		15,330,369
Interfund Loan	0	0		1,200,000
Revenues	32,986,301	53,772,067	761,322	24,063,550
Total Sources	50,493,914	69,102,436	761,322	40,593,919
Interfund Loans	1,200,000	0		1,200,000
Expenditures	34,970,092	55,467,142	926,823	22,332,034
Ending Cash	15,325,713	13,635,294		17,061,884
Total Uses	51,495,805	69,102,436	926,823	40,593,919

City of Kenmore, Washington
Street Fund Summary Report
February 28, 2014

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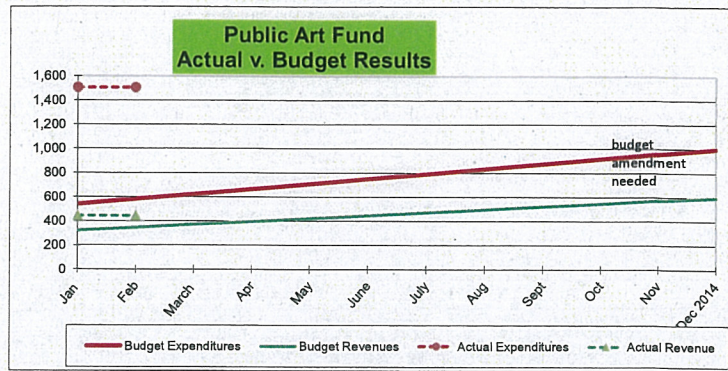


	MONTH	BIENNIUM TO DATE	% of	BUDGET
	<u>February 2014</u>	<u>2013-2014</u>	<u>BUDGET</u>	<u>2013-2014</u>
REVENUES				
Beginning Fund Balance		1,512,154		1,513,938
Fuel Tax	36,653	505,909	60.0%	843,072
FEMA Assistance	0	100	-	0
Brightwater Mitigation	0	250,000	-	0
Investment Interest	0	11,941	59.7%	20,000
Miscellaneous	0	462	-	0
Transfer from General Fund	0	736,000	49.9%	1,476,101
Transfer from REET	0	400,000	100.0%	400,000
Transfer from TBD	0	0	0.0%	525,000
Total Revenues	36,653	1,904,412	58.3%	3,264,173
Total Revenues & Beginning Fund Balance		3,416,566		4,778,111

	MONTH	BIENNIUM TO DATE	% of	BUDGET
	<u>February</u>	<u>2013-2014</u>	<u>BUDGET</u>	<u>2013-2014</u>
EXPENDITURES				
Salary and Benefits	13,574	207,086	61.7%	335,821
Maintenance & Operations	27,664	782,974	55.7%	1,406,305
Overlay	17,864	289,253	20.9%	1,386,000
Capital (Wayfinding and Banners	7,626	18,844	47.1%	40,000
Transfer to Transportation Capital	0	0	0.0%	86,000
Transfer to Surface Water Mgt.	0	25,000	100.0%	25,000
Total Expenditures	66,727	1,323,156	40.4%	3,279,126
Ending Fund Balance		2,093,409		1,498,985
Total Expenditures and Ending Fund Balance		3,416,566		4,778,111

PUBLIC ART FUND

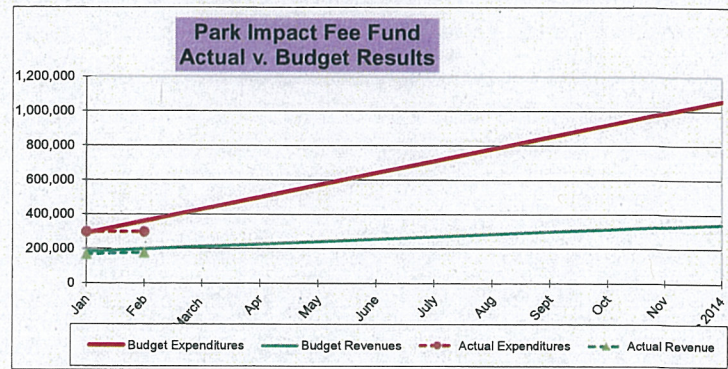
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	500	1,507	300	447
Jan	542	1,507	325	447
Feb	583	1,507	350	447
March	625		375	
Apr	667		400	
May	708		425	
June	750		450	
July	792		475	
Aug	833		500	
Sept	875		525	
Oct	917		550	
Nov	958		575	
Dec 2014	1,000		600	
2013-2014	1,000		600	
Total Actual to Date vs Total Budget		151%		75%



This fund accounts for public art authorized by Ordinance 01-0115. One percent (1%) of public project construction contracts is contributed to this fund to provide for public art displays or performing arts events as authorized by the City Council.

PARK IMPACT FEE FUND

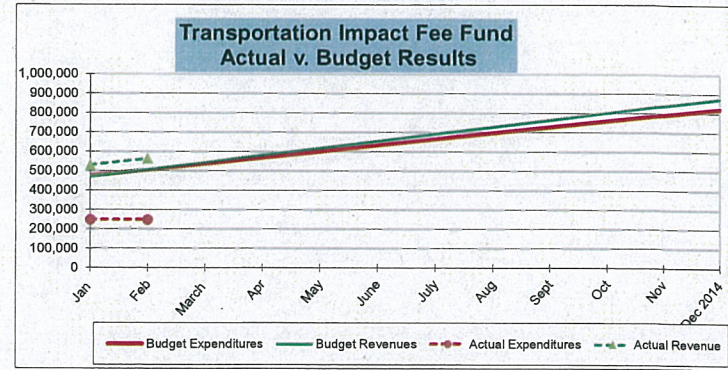
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	220,000	297,921	172,214	145,576
Jan	289,917	297,921	186,743	170,556
Feb	359,833	297,921	201,273	180,704
March	429,750		215,802	
Apr	499,667		230,332	
May	569,583		244,861	
June	639,500		259,391	
July	709,417		273,920	
Aug	779,333		288,449	
Sept	849,250		302,979	
Oct	919,167		317,508	
Nov	989,083		332,038	
Dec 2014	1,059,000		346,567	
2013-2014	1,059,000		346,567	
Total Actual to Date vs Total Budget		28%		52%



This fund accounts for City imposed park impact fees on new development. Expenditures are for public park acquisitions and improvements. In the 2011-2012 budget, expenditures represent transfers to Municipal Capital Fund for improvements to City parks.

TRANSPORTATION IMPACT FEE FUND

	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	442,500	248,000	435,973	423,858
Jan	474,167	248,000	472,698	532,620
Feb	505,833	248,000	509,423	566,356
March	537,500		546,147	
Apr	569,167		582,872	
May	600,833		619,597	
June	632,500		656,322	
July	664,167		693,046	
Aug	695,833		729,771	
Sept	727,500		766,496	
Oct	759,167		803,221	
Nov	790,833		839,945	
Dec 2014	822,500		876,670	
2013-2014	822,500		876,670	
Total Actual to Date vs Total Budget		30%		65%



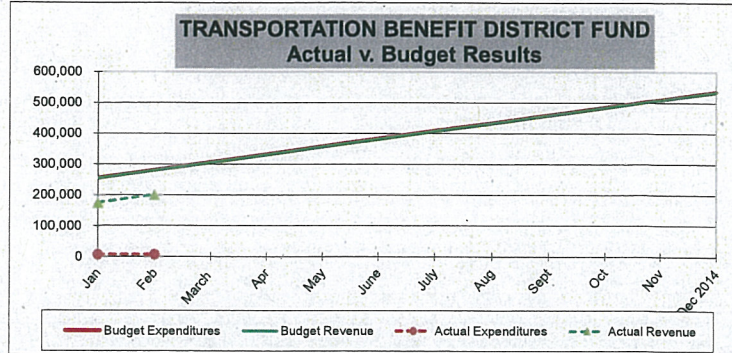
This fund accounts for City imposed transportation impact fees on new development. Expenditures are for public transportation improvements.

**City of Kenmore, Washington
Other Funds Monthly Activity
February 28, 2014**

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TRANSPORTATION BENEFIT DISTRICT FUND

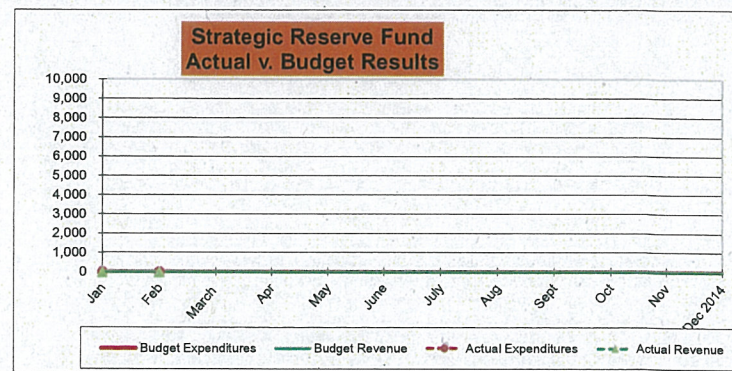
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	230,000	5,000	230,000	151,178
Jan	255,417	7,500	255,417	175,714
Feb	280,833	7,500	280,833	201,632
March	306,250		306,250	
Apr	331,667		331,667	
May	357,083		357,083	
June	382,500		382,500	
July	407,917		407,917	
Aug	433,333		433,333	
Sept	458,750		458,750	
Oct	484,167		484,167	
Nov	509,583		509,583	
Dec 2014	535,000		535,000	
2013-2014	535,000		535,000	
Total Actual to Date vs Total Budget		1%		38%



The Transportation Benefit District fund accounts for the \$20 vehicle license tab fees levied on vehicles located in the Kenmore city limits. The revenue generated will be used in maintaining the City's transportation system.

STRATEGIC RESERVE FUND

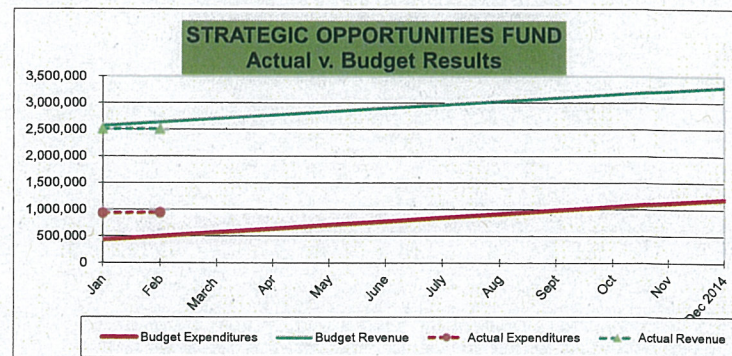
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	0	0	0	0
Jan	0	0	0	0
Feb	0	0	0	0
March	0		0	
Apr	0		0	
May	0		0	
June	0		0	
July	0		0	
Aug	0		0	
Sept	0		0	
Oct	0		0	
Nov	0		0	
Dec 2014	0		0	
2013-2014	0		0	
Total Actual to Date vs Total Budget		0%		0%



This fund was created to serve as the City's emergency reserve fund. Per State Statute, the fund cannot exceed \$.375 per \$1,000 of the City's assessed value and is fully funded at \$1,264,464 for 2011. No expenditures are anticipated or have been budgeted at this time.

STRATEGIC OPPORTUNITIES FUND

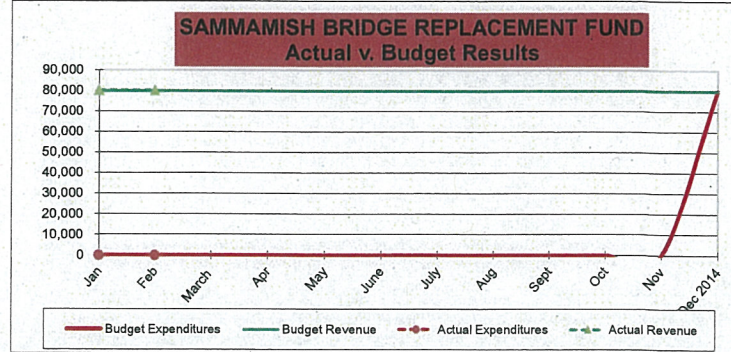
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	364,100	928,553	2,512,500	2,521,694
Jan	433,000	932,712	2,578,280	2,522,844
Feb	501,900	941,850	2,644,060	2,523,544
March	570,800		2,709,841	
Apr	639,700		2,775,621	
May	708,600		2,841,401	
June	777,500		2,907,181	
July	846,400		2,972,961	
Aug	915,300		3,038,741	
Sept	984,200		3,104,522	
Oct	1,053,100		3,170,302	
Nov	1,122,000		3,236,082	
Dec 2014	1,190,900		3,301,862	
2013-2014	1,190,900		3,301,862	
Total Actual to Date vs Total Budget		79%		76%



The purpose of the Strategic Opportunities Fund is to have funds available for the City to make key investments or take advantage of strategic opportunities as they present themselves. For 2013-14, the Business Incubator expenditures are budgeted in this fund.

SAMMAMISH BRIDGE REPLACEMENT FUND

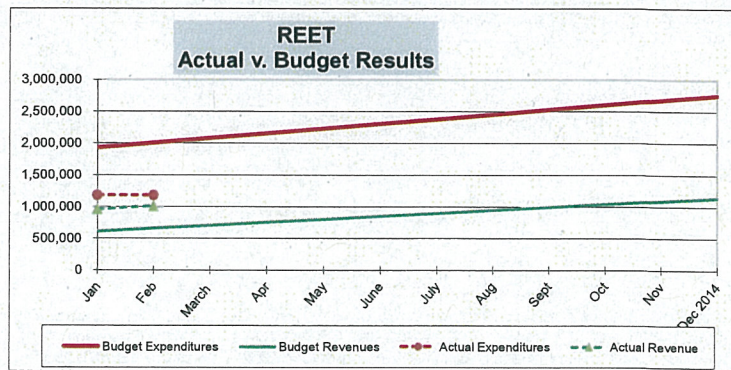
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	0	0	80,000	80,264
Jan	0	0	80,000	80,264
Feb	0	0	80,000	80,264
March	0		80,000	
Apr	0		80,000	
May	0		80,000	
June	0		80,000	
July	0		80,000	
Aug	0		80,000	
Sept	0		80,000	
Oct	0		80,000	
Nov	0		80,000	
Dec 2014	80,000		80,000	
2013-2014	80,000		80,000	
Total Actual to Date vs Total Budget		0%		100%



The Sammamish Bridge Replacement fund is a fund used to put money aside for the replacement of the West Sammamish bridge.

REAL ESTATE EXCISE TAX FUND

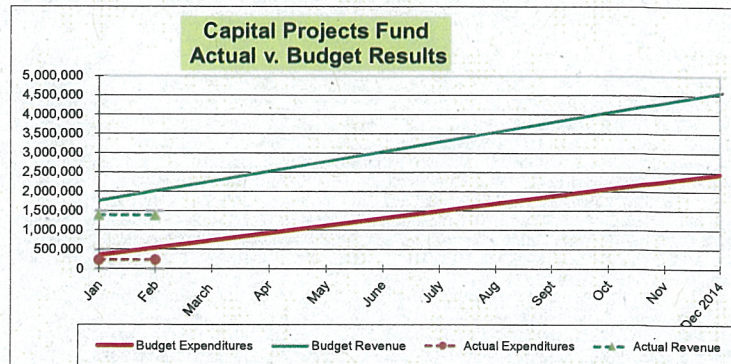
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	1,852,050	1,181,929	569,468	894,198
Jan	1,927,467	1,181,929	617,622	966,304
Feb	2,002,883	1,181,929	665,776	1,020,343
March	2,078,300		713,930	
Apr	2,153,717		762,084	
May	2,229,133		810,238	
June	2,304,550		858,393	
July	2,379,967		906,547	
Aug	2,455,383		954,701	
Sept	2,530,800		1,002,855	
Oct	2,606,217		1,051,009	
Nov	2,681,633		1,099,163	
Dec 2014	2,757,050		1,147,317	
2013-2014	2,757,050		1,147,317	
Total Actual to Date vs Total Budget		43%		89%



The Real Estate Excise Tax Fund accounts for the 1/2% real estate excise taxes levied by the City which are restricted to capital projects and improvements. Expenditures include transfers to the Park Capital Fund for park improvements and Transportation Capital Fund for transportation improvements.

KENMORE VILLAGE FUND

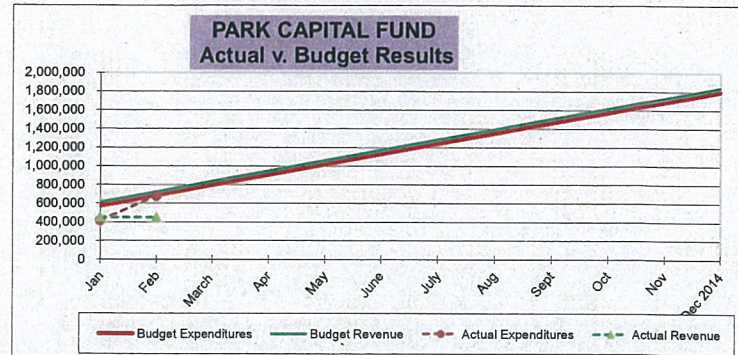
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	161,600	223,689	1,523,020	1,403,543
Jan	352,357	228,343	1,777,477	1,403,543
Feb	543,114	232,785	2,031,933	1,404,293
March	733,872		2,286,390	
Apr	924,629		2,540,847	
May	1,115,386		2,795,303	
June	1,306,143		3,049,760	
July	1,496,900		3,304,217	
Aug	1,687,657		3,558,673	
Sept	1,878,415		3,813,130	
Oct	2,069,172		4,067,587	
Nov	2,259,929		4,322,043	
Dec 2014	2,450,686		4,576,500	
2013-2014	2,450,686		4,576,500	
Total Actual to Date vs Total Budget		9%		31%



The Kenmore Village Fund accounts for leasing activity and property transactions within Kenmore Village

PARK CAPITAL FUND

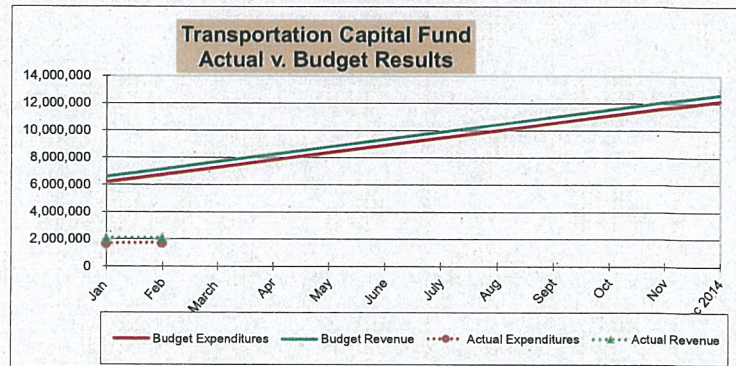
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	460,000	416,605	503,534	435,869
Jan	571,417	416,605	614,951	453,684
Feb	682,833	681,756	726,367	453,684
March	794,250		837,784	
Apr	905,667		949,201	
May	1,017,083		1,060,617	
June	1,128,500		1,172,034	
July	1,239,917		1,283,451	
Aug	1,351,333		1,394,867	
Sept	1,462,750		1,506,284	
Oct	1,574,167		1,617,701	
Nov	1,685,583		1,729,117	
Dec 2014	1,797,000		1,840,534	
2013-2014	1,797,000		1,840,534	
Total Actual to Date vs Total Budget		38%		25%



The Park Capital fund will account for Park Capital Projects formerly included in the Municipal Capital fund. In addition, distributions from the King County Proposition 2 Parks Expansion Levy will be receipted into this fund

TRANSPORTATION CAPITAL FUND

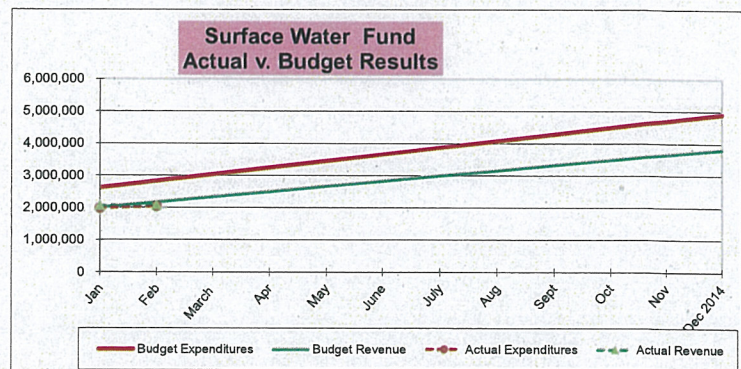
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	5,635,750	1,671,348	6,081,950	2,127,659
Jan	6,179,174	1,679,339	6,629,860	2,127,659
Feb	6,722,598	1,739,110	7,177,771	2,127,659
March	7,266,022		7,725,681	
Apr	7,809,446		8,273,592	
May	8,352,870		8,821,502	
June	8,896,294		9,369,413	
July	9,439,717		9,917,323	
Aug	9,983,141		10,465,233	
Sept	10,526,565		11,013,144	
Oct	11,069,989		11,561,054	
Nov	11,613,413		12,108,965	
Dec 2014	12,156,837		12,656,875	
2013-2014	12,156,837		12,656,875	
Total Actual to Date vs Total Budget		14%		17%



The Transportation Capital Fund accounts for capital improvements to the City's streets and SR 522, funded by various grants plus City resources from real estate excise tax and transportation impact fees. All phases of improvements to SR 522 are now accounted for in this fund. There is a time lag between project expenditures and reimbursements from grants; this accounts for the lower revenues compared to the expenditures.

SURFACE WATER MANAGEMENT FUND

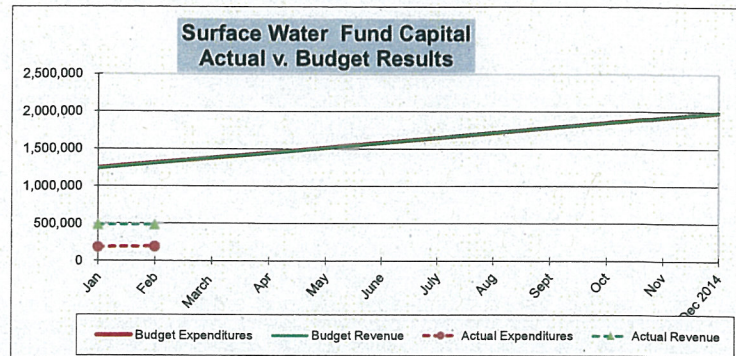
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	2,407,615	1,947,517	1,859,138	2,068,281
Jan	2,616,054	1,984,043	2,022,891	2,072,887
Feb	2,824,494	2,048,468	2,186,644	2,100,032
March	3,032,933		2,350,398	
Apr	3,241,372		2,514,151	
May	3,449,812		2,677,904	
June	3,658,251		2,841,657	
July	3,866,690		3,005,410	
Aug	4,075,130		3,169,163	
Sept	4,283,569		3,332,917	
Oct	4,492,008		3,496,670	
Nov	4,700,448		3,660,423	
Dec 2014	4,908,887		3,824,176	
2013-2014	4,908,887		3,824,176	
Total Actual to Date vs Total Budget		42%		55%



This fund accounts for receipts from surface water assessments. The assessments are collected through the property tax billings; the majority of the receipts are collected in May and November. Expenditures are for surface water maintenance activities such as sweeping and drainage as well as capital improvements.

SURFACE WATER CAPITAL FUND

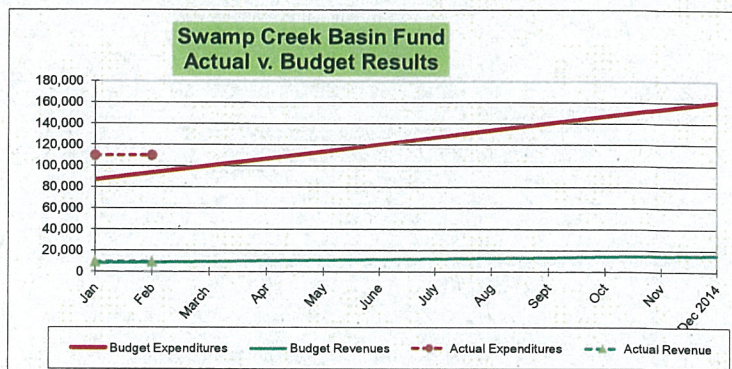
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	1,175,250	178,118	1,175,250	493,045
Jan	1,243,001	186,350	1,243,001	493,045
Feb	1,310,752	192,993	1,310,752	493,045
March	1,378,503		1,378,503	
Apr	1,446,254		1,446,254	
May	1,514,005		1,514,005	
June	1,581,756		1,581,756	
July	1,649,506		1,649,506	
Aug	1,717,257		1,717,257	
Sept	1,785,008		1,785,008	
Oct	1,852,759		1,852,759	
Nov	1,920,510		1,920,510	
Dec 2014	1,988,261		1,988,261	
2013-2014	1,988,261		1,988,261	
Total Actual to Date vs Total Budget		10%		25%



This fund accounts for the expenditures for Surface Water Capital Improvements. Revenue sources for this fund include a variety of federal, state, or local grants, surface water management fees transferred from the Surface Water Management Fund and real estate excise taxes.

SWAMP CREEK BASIN FUND

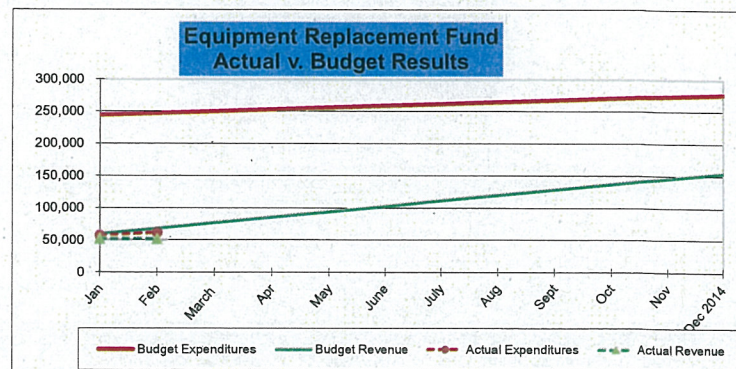
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	80,000	109,873	8,200	10,057
Jan	86,667	109,873	8,850	10,057
Feb	93,333	109,873	9,500	10,057
March	100,000		10,150	
Apr	106,667		10,800	
May	113,333		11,450	
June	120,000		12,100	
July	126,667		12,750	
Aug	133,333		13,400	
Sept	140,000		14,050	
Oct	146,667		14,700	
Nov	153,333		15,350	
Dec 2014	160,000		16,000	
2013-2014	160,000		16,000	
Total Actual to Date vs Total Budget		69%		63%



This fund accounts for the Memorandum of Agreement with King County which provided funds reserved for surface water projects, improvements, and maintenance within the Swamp Creek Basin.

EQUIPMENT REPLACEMENT FUND

	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	241,250	57,389	51,850	52,858
Jan	244,167	57,389	60,458	52,858
Feb	247,083	61,687	69,065	52,858
March	250,000		77,673	
Apr	252,917		86,281	
May	255,833		94,888	
June	258,750		103,496	
July	261,667		112,104	
Aug	264,583		120,711	
Sept	267,500		129,319	
Oct	270,417		137,927	
Nov	273,333		146,534	
Dec 2014	276,250		155,142	
2013-2014	276,250		155,142	
Total Actual to Date vs Total Budget		22%		34%



This fund is used to maintain a reserve for future replacement of equipment, including, but not limited to furniture, computers and vehicles. Payments are received from various operating departments and funds that benefit from or use the assets.



Fund	Beg. Cash & Inv. from Prev. Mo.	Monthly Revenues	Monthly Expenditures	End. Cash & Inv. Current Month
General	\$3,001,895	\$571,546	\$442,013	3,131,429
Street	2,123,792	36,653	66,727	2,093,718
Transportation Capital	1,867,643	0	59,771	1,807,872
Public Art	67,481	0	0	67,481
Park Impact Fee	1,487,733	10,148	0	1,497,881
Transp Impact Fee	525,157	33,736	0	558,893
Swamp Creek Basin	1,481,252	0	0	1,481,252
Transportation Benefit district	168,214	25,918	0	194,132
Sammamish Bridge Replacement	80,264	0	0	80,264
Real Estate Excise Tax	761,436	54,038	0	815,474
Kenmore Village	128,073	750	4,442	124,381
Park Capital	37,079	0	265,151	(228,072)
Surface Water Management	1,510,024	27,146	64,426	1,472,744
Surface Water Capital	306,695	0	6,643	300,052
Strategic Reserve	1,264,465	0	0	1,264,465
Strategic Opportunities	1,590,132	700	9,137	1,581,694
Equipment Replacement	486,070	0	4,298	481,773
Trust & Agency	337,970	687	4,214	334,443
Totals	\$17,225,374	\$761,322	\$926,823	\$17,059,873

Fund	Cash, Savings, Local Govt Investment Pool	(> One Year) Fixed Investments	Total
General	-\$3,374,897	\$6,506,032	3,131,135
Street	1,245,193	850,000	2,095,193
Transportation Capital	816,089	0	816,089
Public Art	52,481	15,000	67,481
Park Impact Fee	563,225	930,000	1,493,225
Transp Impact Fee	528,894	30,000	558,894
Swamp Creek Basin	81,252	1,400,000	1,481,252
Transportation Benefit District	194,132	0	194,132
Sammamish Bridge Replacement	80,264	0	80,264
Real Estate Excise Tax	1,804,218	0	1,804,218
Kenmore Village	-314,906	450,000	135,094
Park Capital	-228,072	0	(228,072)
Surface Water Management	960,956	510,000	1,470,956
Surface Water Capital	300,052	0	300,052
Strategic Reserve	414,465	850,000	1,264,465
Strategic Opportunities	1,581,694	0	1,581,694
Equipment Replacement	31,773	450,000	481,773
Trust & Agency	234,443	100,000	334,443
Totals	\$4,971,255	\$12,091,032	\$17,062,287



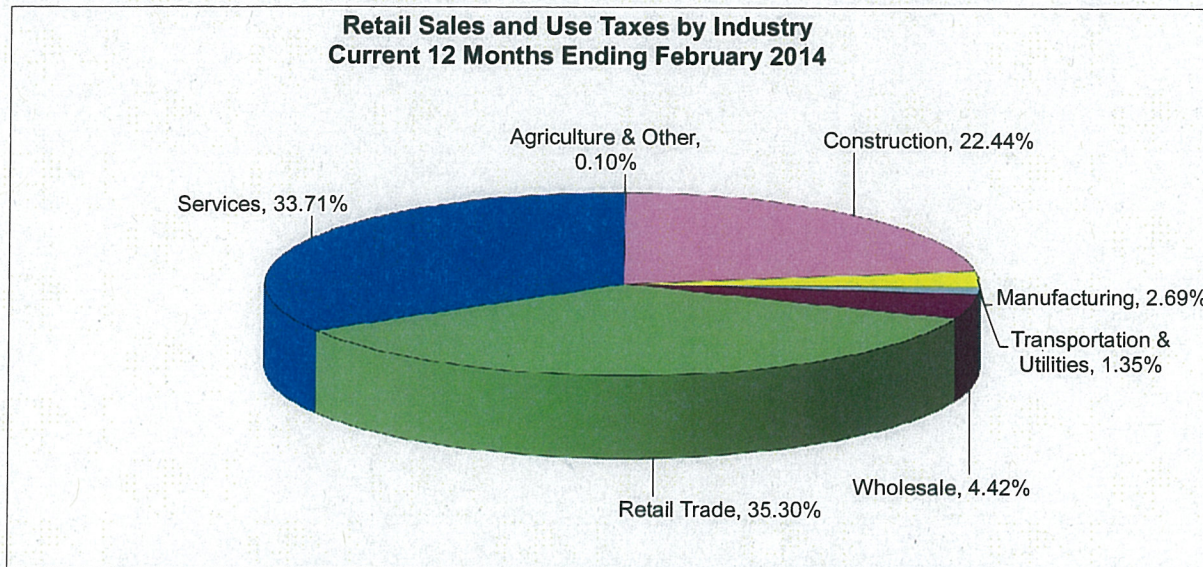
		Average Yield to Maturity-Securities					Overall Average Yield		0.62%
Report by Security	Investment #	Type	Maturity Date	Purchase Date	Rate	Yield	Possible Call Date	Principal or Balance	Yield Equivalents
Piper Jaffray									
	313371PC4	FHLB	12/12/2014	6/7/2011	0.88%	0.88%	no call	991,238.90	8,722.90
	3136G0QY0	FNMA	7/25/2017	7/25/2012	0.75%	0.75%	7/25/2013	1,000,000.00	7,500.00
	31771J4M9	FICO	9/26/2017	8/14/2012	1.13%	1.13%	non callable	894,731.88	10,137.31
Total Piper Jaffrey Purchases								2,885,970.78	26,360.21
Morgan Stanley									
	3135GOVR1	FNMA	3/28/2016	1/14/2014	0.50%	0.50%	3/28/2014	1,000,000.00	5,000.00
								1,000,000.00	5,000.00
Time Value Investments									
	313586QR3	FNMA	7/5/2014	6/7/2011	1.00%	compounds	no call	998,858.37	9,988.58
	3136G1BT5	FNMA	8/7/2017	7/2/2013	1.30%	1.30%	8/7/2013	982,099.00	12,767.29
	3135G0Xk4	FNMA	5/25/2018	11/25/2013	1.38%	1.38%	2/25/2014	985,750.00	13,583.64
	3135G0XK4	FNMA	5/25/2018	2/27/2014	1.30%	1.30%	2/25/2014	989,691.00	12,865.98
	31359MEL3	FNMA	4/22/2017	10/22/2012	0.86%	0.86%	no call	999,468.08	8,595.43
Total TVI Purchases								4,955,866.45	57,800.91
Banner Bank CD's									
	5740005425	CD	2/6/2016	2/6/2014	0.32%	0.32%		1,000,000.00	3,200.00
Total Banner Bank CD's								1,000,000.00	3,200.00
Sound Community Bank CD's									
	18299229	CD	2/11/2016	2/14/2014	0.80%	0.80%		1,000,000.00	8,000.00
Total Sound Community Bank CD's								1,000,000.00	8,000.00
Opus Bank CD's									
	280140042	CD	3/16/2015	3/15/2011	1.15%	1.15%		249,194.49	2,865.74
	11495975	CD	8/10/2015	2/10/2014	0.35%	0.35%		1,000,000.00	3,500.00
Total Cascade Bank CD's								1,249,194.49	6,365.74
TOTAL ALL SECURITIES								\$ 12,091,031.72	\$ 101,726.87
Banner Checking and Savings						0.07% Banner		3,728,532.93	2,609.97
Cash								1,005.00	-
Local Government Investment Pool						0.13% LGIP		1,241,716.46	1,665.14
								-	-
Total Accounts								\$ 17,062,286.11	106,001.98

City of Kenmore, Washington
Retail Sales and Use Tax Distribution
February 28, 2014

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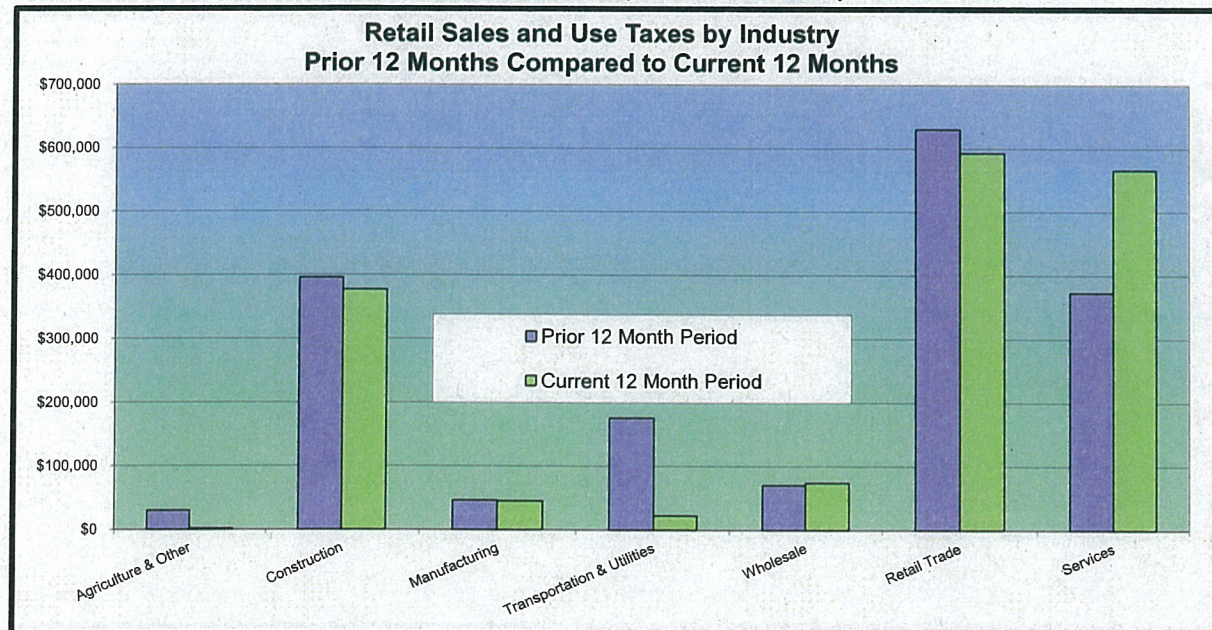


<u>Industry</u>	<u>Prior 12 Months ending Feb. 2013</u>	<u>Current 12 Months ending Feb. 2014</u>	<u>% Increase/ (Decrease)</u>	<u>% of Total</u>
Agriculture & Other (Landscaping, Animal Hospitals)	\$30,131	\$1,749	-94.20%	0.10%
Construction	395,416	376,686 *	-4.74%	22.44%
Manufacturing (Printing, Publishing, Other Manuf.)	46,277	45,152	-2.43%	2.69%
Transp/Comm/Utilities (Telecomm., Air Transport.)	175,815	22,589	-87.15%	1.35%
Wholesale (Lumber, Other Wholesale)	70,573	74,117	5.02%	4.42%
Retail Trade (Eating, Merchandise, Food Stores)	629,944	592,486	-5.95%	35.30%
Services (Auction, Recreation, Auto Repair, Financial)	372,558	565,862	51.89%	33.71%
Totals	\$1,720,713	\$1,678,641	-2.45%	100%
Increase/(Decrease)		(\$42,072)	-2.45%	



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

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



City of Kenmore, Washington

SALES TAX RECEIPTS BY BUSINESS TYPE

February 2014

	SALES TAX	USE TAX	TOTAL	PERCENT
AGRICULTURE & OTHER	167.48	0.00	167.48	0.1%
CONSTRUCTION	26,029.38	569.50	26,598.89	16.7%
MANUFACTURING	6,870.12	90.99	6,961.11	4.4%
TRANSPORTATION & UTILITIES	1,308.85	371.39	1,680.24	1.1%
WHOLESALE	6,743.06	262.16	7,005.22	4.4%
RETAIL TRADE	62,284.22	316.44	62,600.66	39.2%
SERVICES	43,017.11	922.41	43,939.51	27.5%
INFORMATION	8,305.98	43.47	8,349.45	5.2%
PUBLIC SERVICES	2.90	2,399.22	2,402.12	1.5%
	<u>154,729.09</u>	<u>4,975.59</u>	<u>159,704.68</u>	<u>100.0%</u>



Real Estate Excise Taxes (REET)
2011 - 2014 Monthly Receipts

	Actual 2011	Actual 2012	Actual 2013	Actual 2014	Target 2014
January	48,679	54,359	55,801	72,106	52,921
February	27,294	18,064	40,281	54,038	28,533
March	36,507	29,691	69,946		45,360
April	50,463	30,662	48,671		43,245
May	37,671	52,575	56,178		48,785
June	48,938	60,408	64,938		58,067
July	53,012	81,316	91,779		75,333
August	57,471	56,626	89,496		67,832
September	111,107	82,785	98,573		97,442
October	61,805	60,265	65,596		62,525
November	33,475	88,057	134,286		85,232
December	39,510	152,262	66,342		85,997
	\$605,931	\$767,070	\$881,886		\$751,629

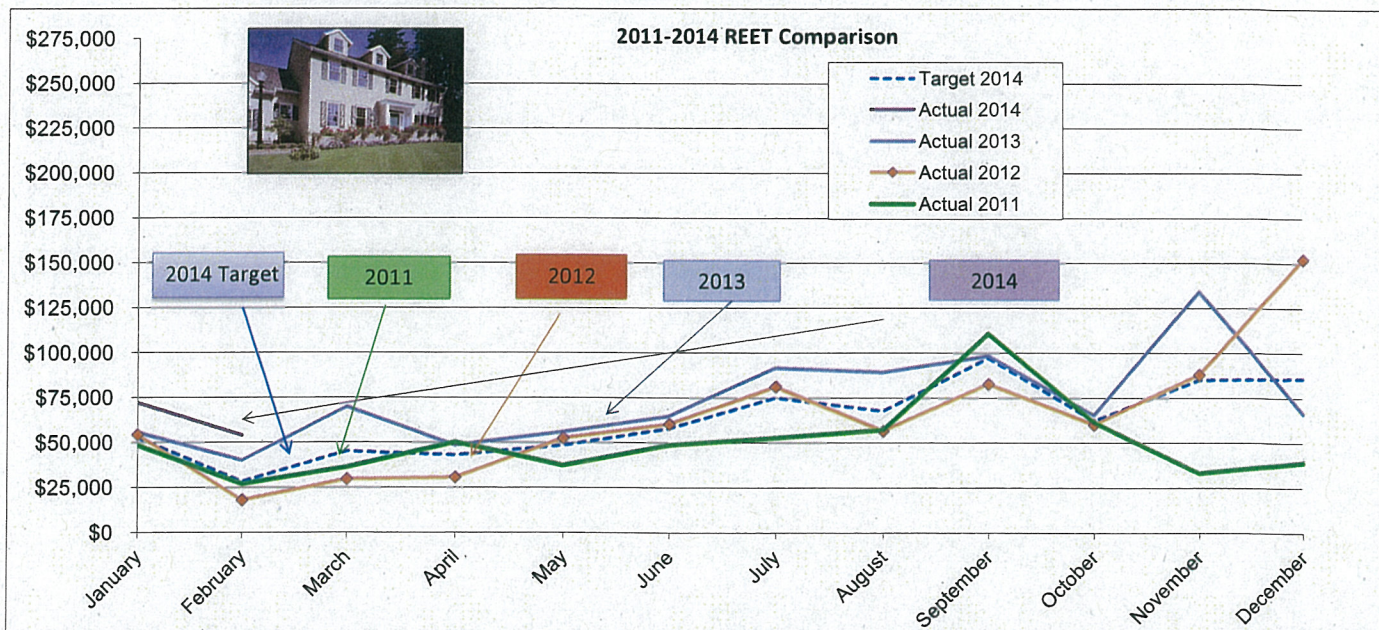
For 2014, REET is \$30,062 more than the same period last year and more than the 2014 target by \$44,691

* NOTE THE 2014 target is computed on a 3 year average (2011-2013) of actual receipts

Real Estate Excise Taxes (REET)
2011 - 2014 Property Sales > \$500,000

(The sales actually occur in the prior month; there is a 30 day lag between sales and when the City receives the revenue)

	Taxes from > \$500,000 Sale Amounts							
	2011	2012	2013	2014	2011	2012	2013	2014
January	1,046,085	5,515,283	3,380,165	4,699,850	5,178	27,301	16,732	23,264
February	547,257	1,152,000	3,417,500	3,930,920	2,709	5,702	16,917	19,458
March	1,100,000	750,000	3,514,000		5,445	3,713	17,394	0
April	1,075,000	870,000	1,570,450		5,321	4,307	7,774	0
May	2,372,000	2,796,250	3,634,210		11,741	13,841	17,989	0
June	2,605,000	1,215,000	2,761,500		12,895	6,014	13,669	0
July	3,354,950	4,196,500	8,478,706		16,607	20,773	41,970	0
August	3,045,950	1,756,200	6,131,455		15,077	8,693	30,351	0
September	15,691,044	4,859,500	10,911,500		77,671	24,055	54,012	0
October	7,873,950	3,087,500	5,568,400		38,976	15,283	27,564	0
November	875,000	8,334,960	18,620,230		4,331	41,258	92,170	0
December	2,189,000	23,033,200	4,606,450		10,836	114,014	22,802	0
	\$41,775,236	\$57,566,393	\$72,594,566	\$8,630,770	206,787	284,954	359,344	42,722



City of Kenmore, Washington
Monthly Report for Kenmore Village Fund
February 28, 2014

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<u>Revenues</u>	<u>February 2014</u>	<u>Biennium-to- Date</u>	<u>Biennium Budget</u>
Lease Income (USPS & Kenmore Village)	0	50,000	102,100
Return of Security Deposit	0	0	0
Other Rent Income	750	15,100	15,000
Landlord Expense (CAM*) Reimbursement	0	0	0
Investment Interest	0	933	4,500
Sale of Property	0	1,335,034	4,440,000
Leasehold Excise Returned	0	3,227	14,900
Total Revenues	750	1,404,294	4,576,500
<u>Expenditures</u>			
6700 Building Improvements	0	0	11,000
Downtown Plan Services	4,442	192,237	228,168
Property Management	0	3,263	43,200
Utilities and Insurance - Kenmore Village	0	32,631	6,600
Repairs, Maintenance, Other Services	0	0	34,918
Transfers to Other Funds	0	0	926,800
Total Expenditures	4,442	228,131	1,250,686
Net Income (Loss)	-3,692	1,176,164	3,325,814

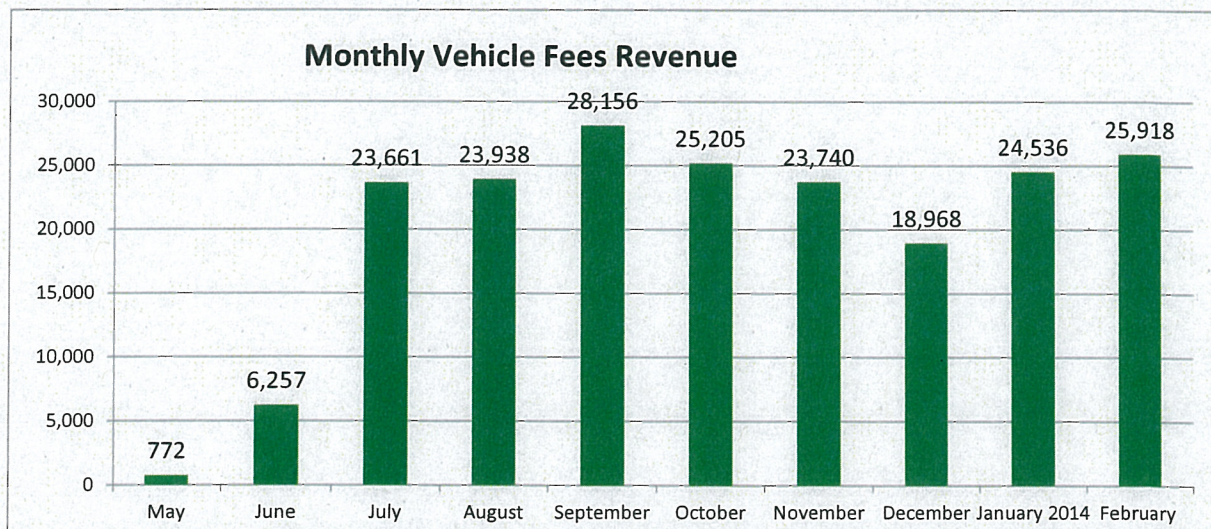
NOTE: This schedule only reflects activity occurring on the City books and does not include the lease revenue and expenditures accounted for by the property management firm.

**Kenmore Transportation Benefit District
Quarterly Report
February 28, 2014**

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<u>Revenues</u>	<u>February 2014</u>	<u>Biennium-to- Date</u>	<u>Biennium Budget</u>
Vehicle Fees			
Total Revenues	<u>\$ 25,918</u>	<u>\$201,152</u>	<u>\$535,000</u>
<u>Expenditures</u>			
WCIA Insurance	0	7,500	10,000
Reimbursement to Street Fund	<u>0</u>	<u>0</u>	<u>525,000</u>
Total Expenditures	<u>0</u>	<u>7,500</u>	<u>535,000</u>
Net Income (Loss)	<u>\$ 25,918</u>	<u>\$193,652</u>	<u>\$0</u>





City Council Business Agenda Item City of Kenmore, WA

Subject/Topic: Resolution 14-232 authorizing a grant funding application for the Moorlands Park renovation project to the Washington State Recreation and Conservation Office (RCO), Washington, Wildlife and Recreation Program (WWRP).

For Council Meeting Agenda of: April 21, 2014

Department: Community Development

Prepared by: Debbie Bent, Director
Marc Connelly, Parks Project Manager

Approved by Department Head:

Approved by City Attorney:

Approved by Finance Director:

Approved by City Manager:

Initial & Date

DB 4/8/14

N/A

4/8/14
OK

Proposed Council Action/Motion: Motion to approve resolution 14-232

Exhibits/Attachments:

1. Resolution 14-232

Expenditure Required None to approve resolution.

Amount Budgeted \$960,000

Appropriation Required N/A

INFORMATION/BACKGROUND: Staff is requesting Council approve resolution 14-232 authorizing an application for grant funding assistance in the amount of \$450,000 for the Moorlands Park renovation project to the Washington State Recreation and Conservation Office (RCO) Washington Wildlife and Recreation Program (WWRP) in accordance with the adopted 2006 Master Plan. In November of 2013 the City adopted its Comprehensive Parks, Recreation and Open Space Plan, therefore enabling the city to be eligible to apply for grants through the RCO programs. The RCO grant process requires approved authorization resolutions by all agencies applying for grant funding as a condition for eligibility. Staff intends to apply for funding via the local parks development category. If the grant application is successful staff would anticipate a late 2015 or early 2016 construction.

The local parks funding category is a highly competitive grant program and the majority of applications do not make the funding cut. Funding for the program is part of the State's Capital budget and varies from year to year. According to the RCO the biennial funding for the WWRP has average \$55 million. The program is divided into two programs Habitat Conservation and Outdoor Recreation. Typically appropriations are divided equally between the two programs. Within the programs are distinct categories where the appropriations are again distributed but at different proportions. The local parks category receives 30 percent of the Outdoor Recreation Program's appropriation. For example a \$55 million allocation by the legislature would result in approximately \$6.5 Million available to support local parks grant applications statewide. In the 2013-15 grant cycle 44 local parks applications were received and less than half received funding and some at reduced amount. The grant schedule for the WWRP Local Parks grant category is as follows:

Even Years (2014)

May 1

June/July

July

July

August

Sept/October

Oct/December

Odd Years (2015)

Jan-May

May-July

May-July

Applications Due

Technical Review

Technical Completion Deadline

RCO Biennial Budget Request to Governor

Project Evaluations (Presentations)

RCO Funding Board Approves Project List

Governor Approves Project List

Legislature Approves Projects

Match Certifications Due

Board Approves Funding

VI. C. Approve Resolution No. 14-232 Authorizing a Grant Fu...

FISCAL CONSIDERATION: This WWRP funding category requires a 50 percent match. Successful grants are awarded funding on a reimbursement basis, which needs to be considered from a cash flow basis. The City's adopted Capital Improvement Program provides a \$960,000 budget. \$60,000 Real Estate Excise Tax (REET) funds are allocated in 2014 to complete design/permitting for all park improvements at Moorlands Park consistent with the adopted master plan for the park. The budget assumes \$450,000 grant funding in 2015 with a \$450,000 match of park impact fees allocated in 2016 for construction.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED: Goal 11 – Implement a parks improvement and financial plan. Adopted PROS Plan Key Values, Major Issues, Opportunities, Goals/Objectives and Policy Support:

Key Values

2. Balance-providing a diversity of facilities for both passive and active recreation.

Major Issues

2. Desire for local park and recreation services.

4. Improving and diversifying park experiences.

Opportunities

4. Continuing partnerships

5. Providing and developing more land for active recreation activities.

Goal P-4

Objective P-4.1

Policy P-4.1.1.5 "...complete development of Moorlands Park."

Goal P-5

Objective P-5.1

Policy P-5.1.3 " providing...facility upgrades to existing park lands to support new or existing recreation opportunities where appropriate.

**CITY OF KENMORE
WASHINGTON
RESOLUTION NO. 14-232**

**A RESOLUTION OF THE CITY COUNCIL OF KENMORE,
WASHINGTON, AUTHORIZING SUBMITTING
APPLICATION FOR GRANT FUNDING ASSISTANCE
FOR THE MOORLANDS PARK RENOVATION PROJECT
FOR WASHINGTON WILDLIFE AND RECREATION
PROGRAM PROJECT TO THE RECREATION AND
CONSERVATION OFFICE AS PROVIDED IN CHAPTER
79A.15 RCW, ACQUISITION OF HABITAT
CONSERVATION AND OUTDOOR RECREATION LANDS,
WAC 286 AND SUBSEQUENT LEGISLATIVE ACTION**

WHEREAS, the City Council approved a comprehensive parks and recreation plan or habitat conservation plan that includes this project; and

WHEREAS, under the provisions of the Washington Wildlife and Recreation Program (WWRP), state grant assistance is requested to aid in financing the cost of facility development; and

WHEREAS, our organization considers it in the best public interest to complete the project described in the application(s);

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

Section 1. The City Manager is authorized to make formal application to the Recreation and Conservation Office for grant assistance.

Section 2. Any grant assistance received will be used for direct costs associated with implementation of the Moorlands Park renovation project referenced above.

Section 3. Our organization hereby certifies that our matching share of project funding will be derived from Real Estate Excise Tax, and other funds restricted to capital projects and that we are responsible for supporting all non-cash commitments to this project should they not materialize.

Section 4. We acknowledge that the grant assistance, if approved, will be paid on a reimbursement basis, meaning we will only request payment from the Recreation and Conservation Office after eligible and allowable costs have been incurred and payment remitted to our vendors, and that the Recreation and Conservation Office will hold retainage until the project is deemed complete.

Section 5. We acknowledge that any facility developed through grant assistance from the Recreation and Conservation Funding Board must be reasonably maintained and made

available to the general public at reasonable hours and times of the year according to the type of area or facility unless other restrictions have been agreed to by the Recreation and Conservation Office Director or the Recreation and Conservation Funding Board.

Section 6. We acknowledge that any facility developed with grant assistance from the Recreation and Conservation Funding Board must be dedicated for public outdoor recreation purposes, and be retained and maintained for such use for perpetuity unless otherwise provided and agreed to by our organization and the Recreation and Conservation Funding Board.

Section 7. This resolution becomes part of a formal application to the Recreation and Conservation Office for grant assistance.

Section 8. We provided appropriate opportunity for public comment on this application.

**PASSED BY THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON,
AT A REGULAR MEETING THEREOF THIS 21ST DAY OF APRIL, 2014.**

CITY OF KENMORE

Mayor David Baker

Attest/Authenticated:

Patty Safrin, City Clerk



City Council Business Agenda Item

City of Kenmore, WA

Subject/Topic: Resolution 14-233 authorizing a grant funding application to the Recreation and Conservation Office Aquatic Lands Enhancement Account (ALEA) Program for the Logboom Park pedestrian bridge project.

For Council Meeting Agenda of: April 21, 2014

Department: Community Development

Prepared by: Debbie Bent, Director
Marc Connelly, Parks Project Manager

Approved by Department Head:

Approved by City Attorney:

Approved by Finance Director:

Approved by City Manager:

Initial & Date

DS 4/8/14

WIA.

4/8/14

4/8/14

Exhibits/Attachments:

1. Resolution 14-233

Proposed Council Action/Motion: Motion to approve resolution 14-233

Expenditure Required None to approve resolution.

Amount Budgeted \$245,000

Appropriation Required N/A

INFORMATION/BACKGROUND: Staff is requesting Council approve resolution 14-233 authorizing an application for grant funding assistance in the amount of \$75,000 for the Logboom Park pedestrian bridge project to the Washington State Recreation and Conservation Office (RCO) Aquatic Lands Enhancement Account (ALEA) program. The pedestrian bridge would connect Log Boom Park and the Harbour Village Marina public boardwalk as part of the Kenmore WaterWalk as described in the recently adopted Park, Recreation and Open Space (PROS) Plan. In November of 2013 the City adopted its PROS Plan, therefore enabling the city to be eligible to apply for grants through the RCO. The grant process as established by the RCO requires approved authorization resolutions by all agencies applying for grant funding assistance as a condition for eligibility. In the adopted Capital Improvement Program 11 Log Boom Park Pedestrian Bridge replacement. Staff intends to apply for funding in the development projects category. If successful staff would anticipate a late 2015 construction or as directed through the permitting process.

The ALEA Program is funded entirely by money raised by the Washington State Department of Natural resources from proceeds related to activities such as leases of state owned waterfront lands such as those for docks, piers, marinas, and shell fish harvests. The program category is a highly competitive grant program and the majority of applications do not make the funding cut. By way of some recent history, \$6 Million of grant funding was awarded through this program in the 2012 grant cycle. The grant cycle included 27 applications and only 14 were funded either in whole or in part. The grant schedule for the ALEA Program is as follows:

Even Years (2014)

May 1

June/July

July

July

August

Sept/October

Oct/December

Odd Years (2015)

Jan-May

May-July

May-July

Applications Due

Technical Review

Technical Completion Deadline

RCO Biennial Budget Request to Governor

Project Evaluations (Presentations)

RCO Funding Board Approves Project List

Governor Approves Project List

Legislature Approves Projects

Match Certifications Due

Board Approves Funding

on a reimbursement basis, which needs to be considered from a cash flow basis. The adopted 2013-2018 Park Capital Improvement Program provides a \$245,000 budget of which \$95,000 Real Estate Excise Tax funds are allocated in 2014 for project design and permitting. In 2015 150,000 is budgeted which includes \$75,000 grant funds and \$75,000 REET funds allocated for final design and construction.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED: Goal 5 – To advance the public’s access and connection to the waterfront; Goal 8 – Implement a parks improvement and financial plan; Goal 11 – “To move...the Vision toward a parks improvement...implementation (parks, trails, open space, etc.)”.

Adopted PROS Plan Key Values, Major Issues, Opportunities, Goals/Objectives and Policy Support:

Key Values

2. Balance-providing a diversity of facilities for both passive and active recreation.

Major Issues

1. Desire for improved public access to the Kenmore Waterfront
2. Desire for local park and recreation services.
3. Desire for completing linkages and connections.
4. Improving and diversifying park experiences.

Opportunities

1. Create a Kenmore WaterWalk.
2. Developing a pedestrian and bicycle network.
4. Continuing partnerships

Goal P-1

Objective P-1.1

Policy P-1.1.2 “...replacement of the pedestrian bridge between the marina and Log Boom Park.”

Policy P-1.1.3 “ retain ...public access and view corridors to Lake Washington...”

Goal P-2

Objective P-2.1

Policy P-2.1.2 “ Prepare ...a ...plan that creates a ...trail network connecting the waterfront...”.

Policy P-2.1.3 “Seek external funding sources to support public access...”

**CITY OF KENMORE
WASHINGTON
RESOLUTION NO. 14-233**

A RESOLUTION OF THE CITY COUNCIL OF KENMORE WASHINGTON, AUTHORIZING SUBMITTING APPLICATION FOR GRANT FUNDING ASSISTANCE FOR THE LOGBOOM PARK PEDEDSTRIAN BRIDGE PROJECT FOR AQUATIC LANDS ENHANCEMENT ACCOUNT PROJECT TO THE RECREATION AND CONSERVATIO OFFICE AS PROVIDED IN REVISED CODE OF WASHINGTON 79.105.150, WASHINGTON ADMINSTRATIVE CODE 286, AND SUBSEQUENT LEGISLATIVE ACTION

WHEREAS, under the provisions of the Aquatic Lands Enhancement Account (ALEA), state grant assistance is requested to aid in financing the cost of development; and

WHEREAS, our organization considers it in the best public interest to complete the project described in the application(s);

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

Section 1. The City Manager is authorized to make for.mal application to the Recreation and Conservation Office for grant assistance

Section 2. Any grant assistance received will be used for direct costs associated with implementation of the project referenced above.

Section 3. Our organization hereby certifies that our matching share of project funding will be derived from real estate excise taxes reserved for park capital improvements and that we are responsible for supporting all non-cash commitments to this project should they not materialize.

Section 4. We acknowledge that the grant assistance, if approved, will be paid on a reimbursement basis, meaning we will only request payment from the Recreation and Conservation Office after eligible and allowable costs have been incurred and payment remitted to our vendors, and that the Recreation and Conservation Office will hold retainage until the project is deemed complete.

Section 5. We acknowledge that any facility developed and/or property restored through grant assistance from the Recreation and Conservation Funding Board must be reasonably maintained and made available to the general public unless other restrictions have been agreed to by the Recreation and Conservation Office Director or the Recreation and Conservation Funding Board.

Section 6. We acknowledge that any facility developed and/or property restored with grant assistance from the Recreation and Conservation Funding Board must be dedicated

for public purposes and be retained and maintained for perpetuity otherwise provided and agreed to by our organization and the Recreation and Conservation Funding Board.

Section 7. This resolution becomes part of a formal application to the Recreation and Conservation Office for grant assistance.

Section 8. We provided appropriate opportunity for public comment on this application.

**PASSED BY THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON,
AT A REGULAR MEETING THEREOF THIS 21ST DAY OF APRIL, 2014.**

CITY OF KENMORE

Mayor David Baker

Attest/Authenticated:

Patty Safrin, City Clerk



City Council Business Agenda Item City of Kenmore, WA

Subject/Topic: Presentation and Discussion on the Transportation Element of the Comprehensive Plan

For Council Meeting Agenda of: April 21, 2014

Department: Community Development

Prepared by: Debbie Bent, Director

Approved by Department Head:

Approved by City Attorney:

Approved by Finance Director:

Approved by City Manager:

Initial & Date

DS 4/10/14
[Signature] 4/10/14
[Signature]

Proposed Council Action/Motion: None.

Exhibits/Attachments:

1. Memo dated 4/7/14 prepared by Fehr & Peers

Expenditure Required \$188,501.

Amount Budgeted \$188,501

Appropriation Required N/A

INFORMATION/BACKGROUND: At the 4/21/14 Joint Meeting of the Council and Planning Commission, staff and consultant Fehr & Peers will give a presentation that provides background and context on the transportation element, a status report on progress and information on a new modified approach to transportation planning. Staff hopes to receive feedback and discuss two topics (see attachment #1): 1. The layered network approach and network maps and 2. The multimodal approach to level of service. The goal of this new modified approach is to achieve a plan that is reasonable, fundable and straightforward to implement.

The transportation element update will evaluate the transportation system and all modes of transportation including pedestrians, bicycles, vehicles and transit. The update will revisit goals and policies and help identify and prioritize future transportation projects through the year 2035 that support safety, mobility, commerce, quality of life and connectivity for all modes of transportation. The Planning Commission will be working on developing a recommendation for Council consideration over the next several months and anticipate presenting a final recommendation to Council in the fall.

FISCAL CONSIDERATION: \$188,501 is budgeted to complete the update of the transportation element. On 1/14/13 Council authorized the execution of Contract 12-C1082 in the amount of \$659,000 with Perteet for traffic engineering, transportation planning, parks planning and project design. Task 4 in the amount of \$188,501 to Contract 12-C1082 is for work related to update of the transportation element. \$30,000 of this amount is accounted for in the Community Development Department budget and the remaining amount of \$158,501 is accounted for in the Engineering Department budget.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED: Goal 1. To continue to implement the Economic Development Plan. Goal 2. To continue to seek transportation funding and mitigation for State impacts on the city's transportation system...



MEMORANDUM

Date: April 9, 2014
To: Kris Overleese, City of Kenmore
From: Kendra Breiland and Don Samdahl, Fehr & Peers
Subject: **Layered Network, Level of Service, and Concurrency Implementation**

EXECUTIVE SUMMARY

This memorandum provides background information on how the proposed *layered network* approach to transportation planning works in harmony with developing a sensible level of service (LOS) policy and concurrency management program. At the joint City Council and Planning Commission meeting on April 21st, we hope to receive feedback and discuss:

1. The *layered network* approach and network maps
2. The multimodal approach to level of service

EXISTING CONTEXT

- **Level of Service Policy:** Kenmore's existing LOS policy focuses on vehicle delay measured during the evening commute hour at intersections. The measure does not consider the experience of other travel modes (walking, bicycling, and transit).
- **Concurrency:** Current policy states that the City continually monitors LOS on key transportation facilities, identifies deficiencies, implements and revises the six-year Transportation Improvement Program (TIP), and monitors financial sources and strategies to construct the TIP. Because the LOS policy pertains solely to auto delay at intersections, the projects in the TIP that assist in addressing concurrency requirements are primarily auto-related projects (about 86% of project list).
- **Impact Fees:** The City's current impact fees are more than \$8,000 per single family household.



MODIFIED APPROACH

- **Layered Network:** The layered network approach takes a comprehensive look at the City's transportation network to identify the priority users for each street and ensure that all modes have reasonable connectivity. The implications for the plan are to recommend infrastructure on individual streets that accommodate their priority users. This memo includes figures illustrating how the recommended layers fit on Kenmore's streets.
- **Level of Service:** Consistent with direction given by PSRC for this round of Transportation Element Updates, we are recommending LOS policies that are multimodal. Policies are recommended for auto, walking, biking, and transit modes:
 - **Auto.** Given that most travel occurs by automobile and this is the mode that requires the most costly infrastructure, this is the LOS standard that will be the most controversial. As such, we will discuss options with the Planning Commission in June, including a corridor-based approach and one that adds flexibility to the current policy and allows for increased congestion in the town center.
 - **Other Modes.** For all other modes, we would recommend a simplified LOS approach, based on the presence of facilities. Following a model adopted by the City of Burien, this approach uses the layered network to identify pedestrian, bicycle, and transit priority streets and then identify whether adequate facilities are provided or not. We will be discussing this approach with the Planning Commission in June.
- **Concurrency:** We are recommending that the City adopt a multimodal concurrency program, similar to those adopted by Redmond and Bellingham. This approach compares system completion (the system is defined by the layered network and the projects identified in the plan) to the amount of development that has occurred. The measurement tool is called a 'mobility unit,' which is an indicator of the number of person trips using the transportation system. While this approach requires that the value of mobility units be established upfront for different types of projects, it greatly simplifies implementation down the road, by reducing administration of the concurrency management program to a spreadsheet-based exercise.
- **Impact Fees:** At the end of this planning process, the City will need to update its impact fee program. We believe that refinement to the LOS policy will be critical in reshaping the project list, which could result in substantial changes to the current impact fee level.



- **Conclusion:** Communities need not use the same process for evaluating LOS and concurrency. We believe that the mix-and-match approach recommended here (auto LOS and layered network for long term planning; mobility units for tracking concurrency) would also provide the City of Kenmore with a reasonable approach that creates a workable, fundable multimodal plan, as well as a concurrency program that is straightforward to implement.

INTRODUCTION

This memorandum provides background information on how the proposed *layered network* approach to transportation planning works in harmony with developing a sensible level of service (LOS) policy and concurrency management program. To make these concepts clear, the memo is divided into the following sections:

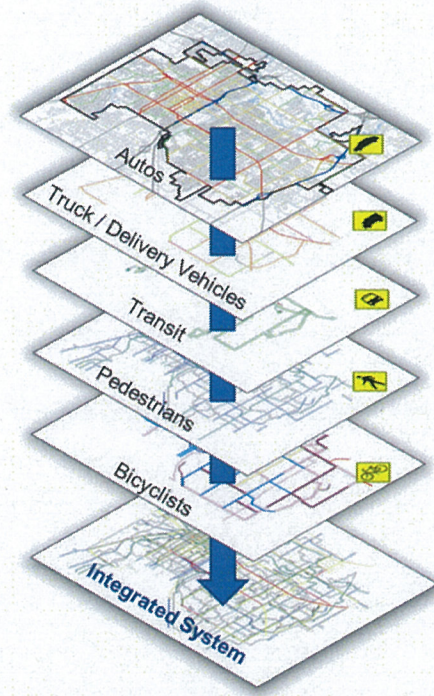
- Definitions of layered network, level of service, concurrency, and impact fees
- Summary of existing policies and their implications
- Recommendations of the City
 - Layered network
 - Level of service policy
 - Project list
 - Concurrency management
 - Impact fee implications
- Potential follow up questions

DEFINITIONS

Below, we provide a basic definition for each of the concepts that are central to development and implementation of the Transportation Element Update.

LAYERED NETWORK

This is a new approach to transportation planning that was presented in the Institute of Transportation Engineer's Recommended Practice *Planning Urban*





Roadway Systems. This approach recognizes that complete streets are an imperfect concept, since it is impossible for a single street to accommodate all modes well. Instead, layered networks look to create complete networks, wherein all modes are reasonably accommodated within a community. To accomplish this, we look at all streets in the network and based on travel data and feedback from City staff and the community, determine the priority users for each street. We then evaluate the network to ensure that all modes have reasonable connectivity and recommend infrastructure on individual streets that accommodate their priority users.

LEVEL OF SERVICE

The Growth Management Act (GMA) requires communities to set performance standards for the public infrastructure, including transportation. Communities have historically interpreted level of service (LOS) standards for transportation facilities to mean vehicle-based measures on streets and roads. However, there is no specific state guidance requiring transportation LOS standards to be based on vehicle delay. As such, some communities have recently begun adopting LOS standards for transportation that are more multimodal, providing guidance for the performance of facilities related to bicycle, pedestrian, and transit travel, in addition to more traditional vehicular metrics.

CONCURRENCY

Concurrency is one of the core principles of the State's GMA and is the requirement that gives teeth to the LOS standards that communities adopt. Put simply, concurrency means that communities must provide adequate public facilities to maintain their adopted LOS standards as development occurs. In practice, the GMA requires that communities can demonstrate the ability to provide adequate service levels within six years of development occurring. Since concurrency stems from the types of LOS measures adopted by the community, most concurrency programs focus on providing adequate vehicular capacity. However, State guidance for concurrency does not specifically highlight vehicle operations, only that Comprehensive Plan LOS standards are met.

IMPACT FEES

Impact fees are a mechanism that many communities use to partially fund projects required to meet their concurrency requirements. Impact fees are paid by development to offset their fair share of impacts on the transportation network. State guidance for transportation impact fees



requires a nexus between the amount of fees charged and the level of impact and also requires that funds be applied to "streets and roads." Many communities have interpreted this to mean that impact fees can only be used for auto capacity projects; however, this interpretation is very narrow. A few communities have successfully implemented impact fee programs, which fund a wider variety of projects within the public right of way. For example, many city impact fee programs include sidewalks, transit amenities, and bike lanes as long as they are tied to a basic roadway project.

SUMMARY OF EXISTING POLICIES

Below, we provide a summary of Kenmore's existing regulatory framework, including the City's LOS policy, concurrency management program, and impact fee structure. For each of these existing policies, we discuss the implications for Kenmore.

LEVEL OF SERVICE

Kenmore's existing LOS policy, as described in the 2008 Transportation Element, focuses on vehicle delay measured during the evening commute hour at intersections. It specifies the following:

- Principal arterials (SR 522, 61st Ave, 170th/Simonds Rd, 68th Ave 170th to 181st) – LOS E
- Minor arterials (73rd Ave, 80th Ave, Juanita Drive, 175th, 181st, etc.) – LOS D
- Collectors (155th, 84th Ave, 68th Ave north of 181st, etc.) – LOS C

Where two roadways of different classifications intersect (for example, a principal arterial with a minor arterial), the standard set for the higher order roadway applies.

The current standard includes a very conservative provision related to performance of a single intersection approach: if one leg carries more than 10 percent of the overall intersection volume and fails the standard (even if the intersection as a whole meets it), the failure of that one leg constitutes a deficiency. This can lead to cases where side-street delay experienced by a relatively small number of travelers (10 to 15% of overall volume) drives the need for a costly intersection enhancement.

As a highway of statewide significance, intersections along SR 522 are technically exempt from the LOS E standard stated above. However, given the importance of SR 522 to community-wide



mobility, the City has made a policy to require mitigation to observe the LOS E standard and require mitigation for impacts to SR 522.

The current intersection-based LOS policy does not consider the experience of other travel modes (walking, bicycling, and transit).

CONCURRENCY MANAGEMENT PROGRAM

Policy T-3.5-2 provides guidance on concurrency. Specifically it states that the City will continually monitor LOS on key transportation facilities, identify deficiencies, implement and revise the six-year Transportation Improvement Program (TIP), and monitor financial sources and strategies to construct the TIP.

Because the LOS policy pertains solely to auto delay at intersections, the projects in the TIP that assist in addressing concurrency requirements are primarily auto-related projects (about 86% of project list). The City's language around concurrency includes verbiage acknowledging the importance of other modes, but it does not provide a mechanism to measure how providing facilities biking, walking, and taking transit contribute to meeting concurrency requirements.

IMPACT FEES

The City's current impact fees are more than \$8,000 per single family household. The level of the fees is based on two basic assumptions:

- The LOS standard, which drives the project list (and program size)
- Assumptions about new development's contribution to growth in traffic

As a part of this plan, we will be looking to update the LOS policy which may affect the size of your program, and in turn could affect the City's impact fee rate.

SUMMARY OF RECOMMENDATIONS

Below, we provide recommended options that would help the City of Kenmore to create a financially feasible plan that meets its stated goals in this Transportations Element Update.

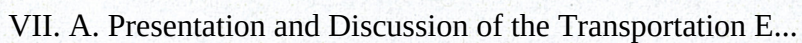


LAYERED NETWORK

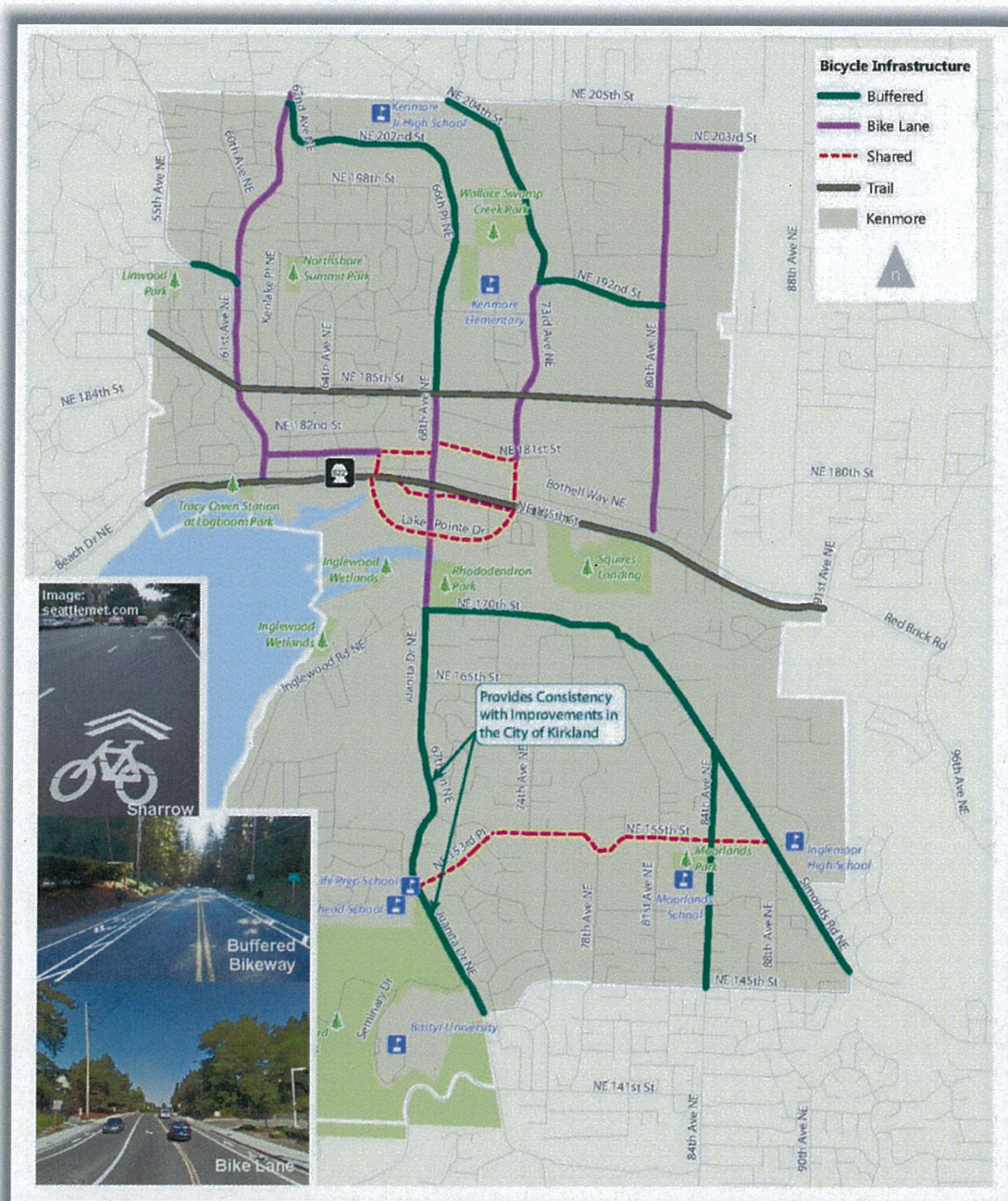
As described above, the layered network approach takes a comprehensive look at the City's transportation network to identify the priority users for each street and ensure that all modes have reasonable connectivity. The implications for the plan are to recommend infrastructure on individual streets that accommodate their priority users. The following pages show the modal layers recommended for Kenmore with a compilation of how all these layers fit together at the end. The layered network and maps will be the focus of a public open house in May.

- **Pedestrian priority network:** illustrates locations where the provision of pedestrian amenities, such as sidewalks and trails, are most important. This network sets a standard for where sidewalks should be provided on both sides of the street, one side, or are optional.
- **Bicycle priority network:** illustrates locations where bicycle facilities should be provided, included calling out where trails, buffered bike lanes, standard Class II bike lanes, and sharrows should be applied.
- **Transit priority network:** identifies the streets where accommodating and connecting to transit services will be most important. Infrastructure recommendations include enhanced pedestrian crossings and stop amenities, such as bus shelters. By identifying the type of transit service available, this network helps to prioritize where investments should be focused first.
- **Auto/freight priority network:** identifies the streets where accommodating truck traffic is most important. This network will inform the street standards to ensure that adequate lane widths, turn radii, and paving materials are provided to serve regular truck volumes.
- **Combined modal networks:** this figure shows how these networks fit together. Combined, the recommendations of the layered network show who the priority users are for each street, and thus point to the infrastructure needed on city streets.

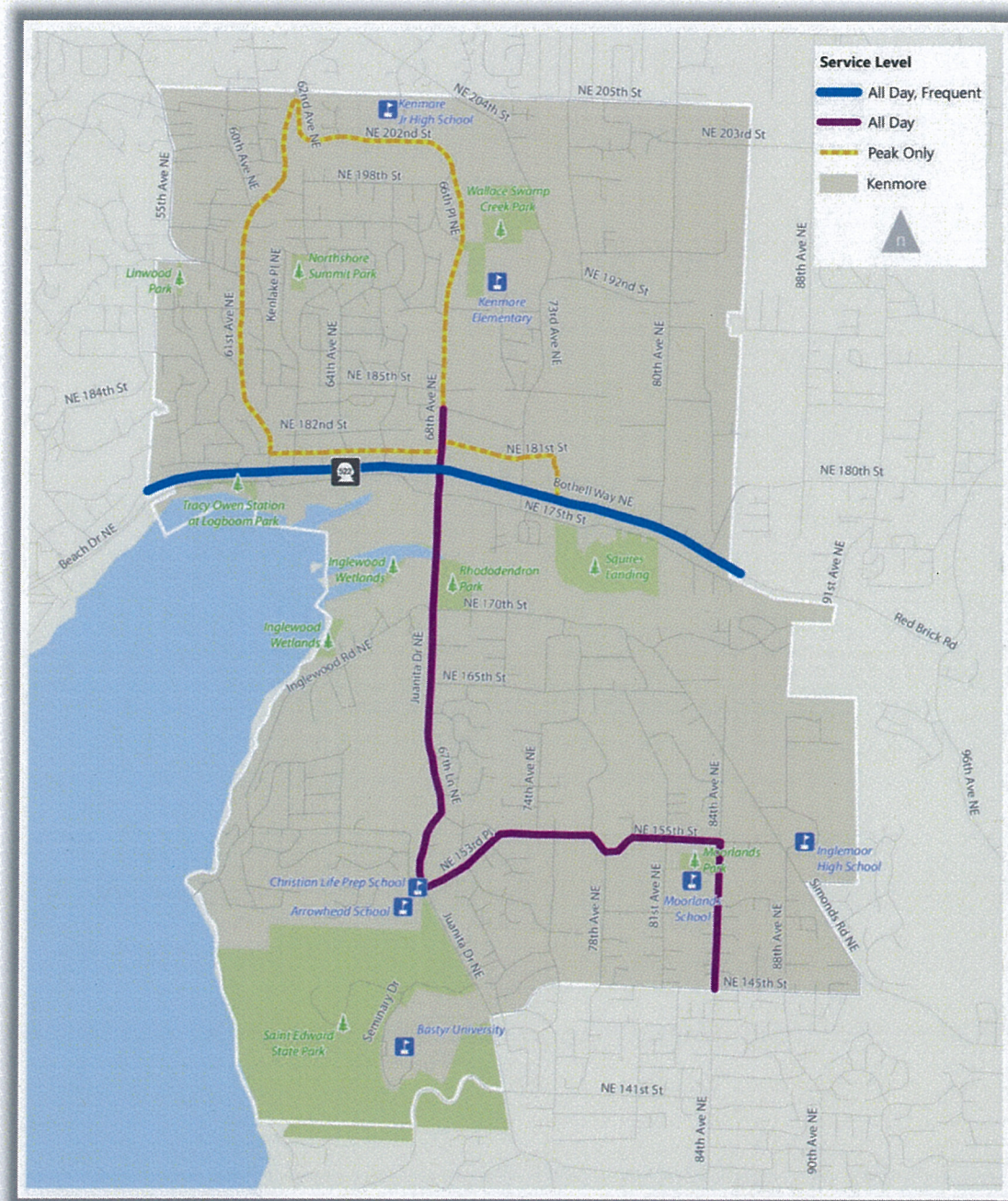
PEDESTRIAN PRIORITY NETWORK



BICYCLE PRIORITY NETWORK



TRANSIT PRIORITY NETWORK



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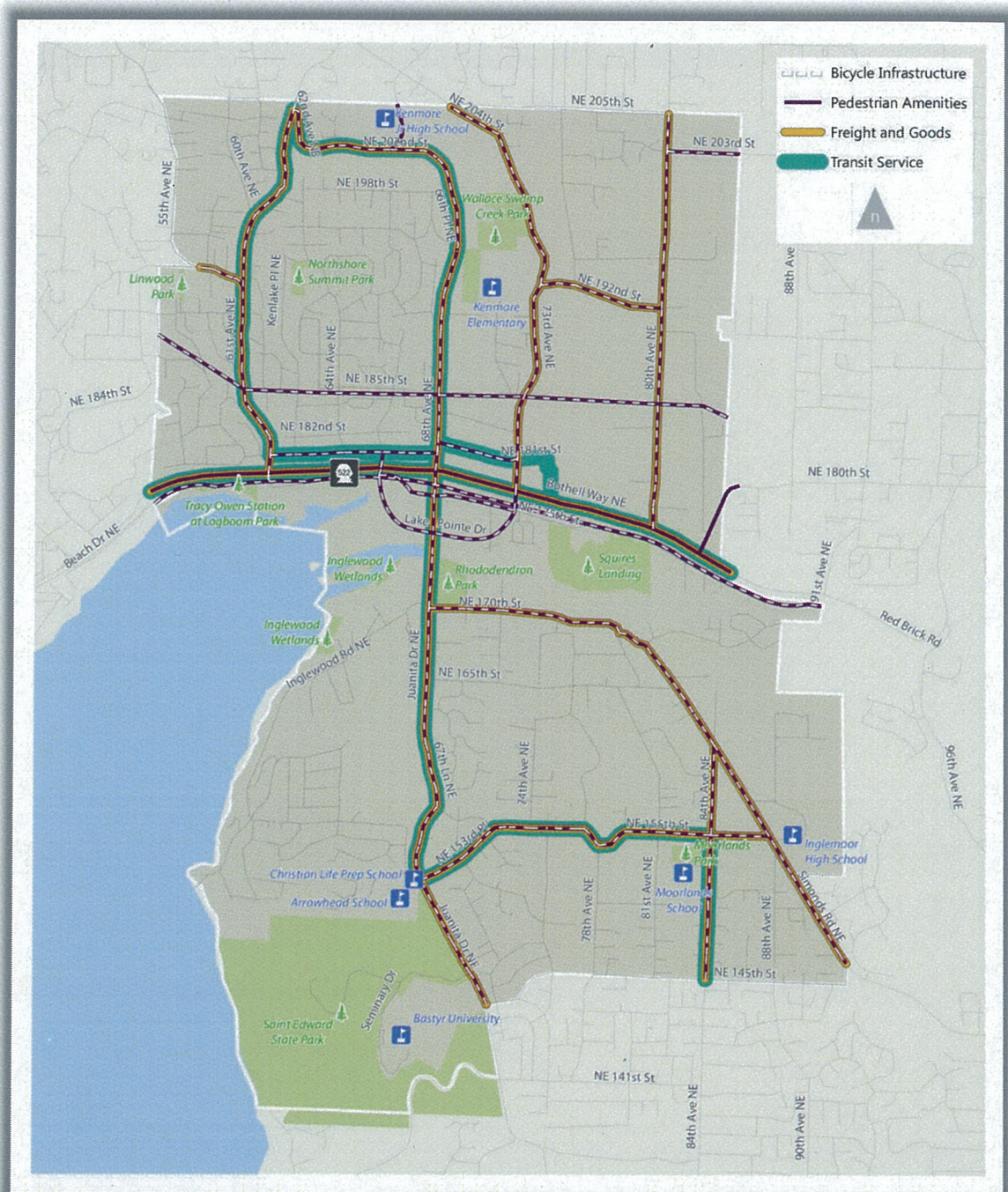


AUTO/FREIGHT PRIORITY NETWORK





LAYERED NETWORK





The project list for this Transportation Element Update will be developed by reviewing the priority networks, as well as the level of service standards, described below.

LEVEL OF SERVICE

Consistent with direction given by PSRC for this round of Transportation Element Updates, we understand that there is a strong interest in developing LOS policies that are multimodal. We also understand that this is an area where there is no "one-size-fits-all" solution for communities.

Auto

Given that most travel occurs by automobile and the mode that requires the most costly infrastructure, this is the LOS standard that will be the most controversial. Here are some questions to answer in developing a LOS related to autos:

- What is the community's tolerance for congestion?
- How important is delay reduction vs. other objectives such as accommodating other modes, maintaining an urban form, or fiscal constraint?
- Is the objective to reduce delay at a certain intersection or to maintain reasonable travel times along a corridor?

In answering the above questions, they each lead to a potential approach for setting a vehicular LOS policy. Options such as keeping the current policy, adding flexibility to the current policy, or applying a corridor approach will be discussed with the Planning Commission in June.

Pedestrian, Bicycle, and transit Modes

For all other modes, we would recommend a simplified LOS approach, based on the presence of facilities. Following a model adopted by the City of Burien, this approach uses the layered network to identify pedestrian, bicycle, and transit priority streets and then identify whether adequate facilities are provided or not. We will discuss this approach with the Planning Commission in June.



This approach differs from the data-intensive Highway Capacity Manual approach, which derives LOS for each of these modes based on a long list of variables, but in our professional judgment, results in no better indication of travel experience for walking, biking, and taking transit.

CONCURRENCY

While the previous section spoke about creating a LOS policy that helps identify a long-term vision for overall mobility for driving, walking, biking, and taking transit, concurrency management is all about tracking whether construction of that system is keeping pace with development.

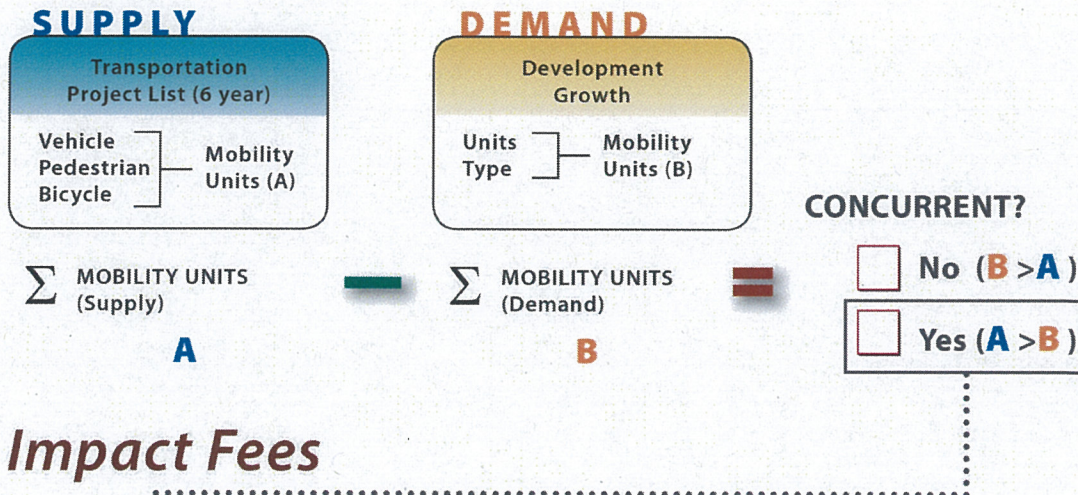
We are recommending that the City adopt a multimodal concurrency program, similar to those adopted by Redmond, Bellingham, and that which is currently being considered in Bellevue. This approach compares system completion (the system is defined by the layered network and the projects identified in the plan) to the amount of development that has occurred. The measurement tool is called a 'mobility unit,' which is an indicator of the number of person trips using the transportation system. While this approach requires that the value of mobility units be established upfront for different types of projects, it greatly simplifies implementation down the road, by reducing administration of the concurrency management program to a spreadsheet-based exercise.

The following graphic illustrates how this new concurrency approach might be implemented in the City of Kenmore. Put simply, mobility units would be a new currency that would streamline development review and tie it with the impact fee program. The City's six year TIP would serve as a bank of mobility units. Once the mobility unit values of projects are established, the City would know how many mobility units they have in the bank (supply).

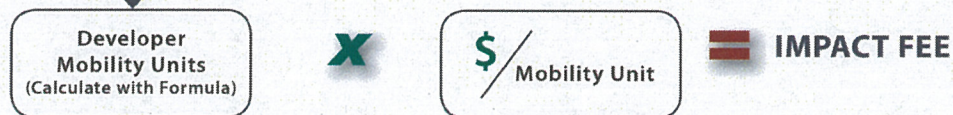
On the demand side, new development would use a look-up table process to calculate their mobility unit demand based on trip generation. So long as the City's mobility unit supply exceeds new development's demand, the project would be considered concurrent. Mobility units also provide a common denominator to use in calculating impact fees.



Concurrency



Impact Fees



Note: Projects within the Impact Fee program can be drawn from the full 20-year project list.

Our goal for the level of service standard is that we are reducing the demands on the project list to be more in line with the City's financial realities, yet still provide for a level of mobility that makes sense in an urban environment. The recommended updates to the concurrency program allow bicycle and pedestrian infrastructure to count toward achieving concurrency.

Impact Fees

At the end of this planning process, the City will need to update its impact fee program. We would recommend that the City revisit both of the following assumptions:

- The level of service standard, which drives the project list (and program size)
- Assumptions about new development's contribution to growth in traffic

We believe that refinement to the LOS policy will affect the project list, which could result in changes to the current impact fee level.



CONCLUSION

One important thing to note is that communities need not use the same process for evaluating LOS and concurrency. The City of Bellevue is currently looking to mix-and-match approaches, such that they use a corridor based approach for auto LOS, a layered network approach for bicycle, pedestrian, and transit LOS, and a mobility unit approach for concurrency. This mix-and-match approach optimizes the efficacy of approaches in measuring what is really relevant in each approach. For long term planning, the corridor LOS auto approach and layered network focuses on identifying the best transportation system to meet long range (20-year) needs, but uses the mobility unit approach to track progress in building that system against land use development. We believe that this approach would also provide the City of Kenmore with a reasonable approach that creates a workable, fundable multimodal plan, as well as a concurrency program that is straightforward to implement.

City of Kenmore Transportation Element Update

April 21, 2014 Joint City Council/Planning Commission



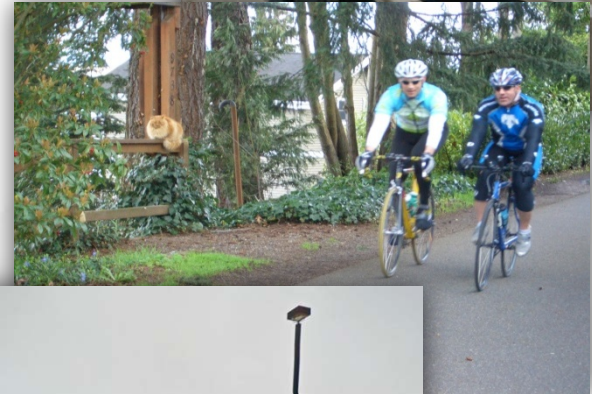
Kendra Breiland, AICP

FEHR  PEERS

Overview of Topics



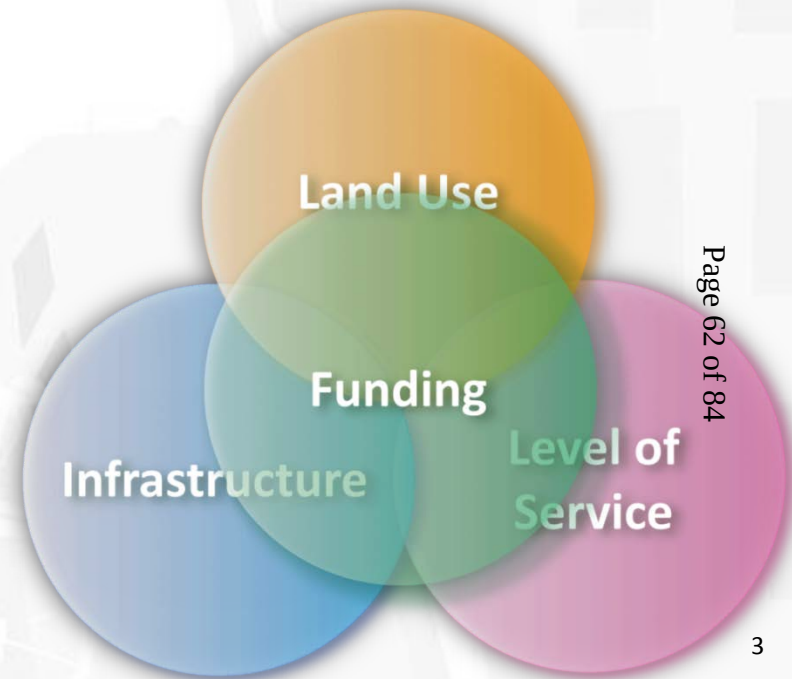
- **What is a Transportation Element Update? Why are we doing it?**
- **Layered network and multimodal approach to Level of Service**
- **Introduction to Plan's Goals and Objectives**





What is a Transportation Element Update?

- **Schedule: Update due June 2015 (adopted late 2014)**
- **Required element of City's Comprehensive Plan per the Growth Management Act (GMA)**
- **Consider various modes**
- **Level of Service**
- **Needed facilities and services (20 years)**
- **Funding program**



Components of a Transportation Element



- **Goals and Policies**
- **Data and Performance Measures**
- **Level of Service Standards**
- **Inventory of Existing Network**
- **Travel Forecasting**
- **Identification of System Needs**
- **Pedestrian and Bicycle Component**
- **Transportation Demand Management**
- **Multi-Year Financing Plan**



Status Update



Public and Agency Outreach:

- Stakeholder interviews complete
- Project factsheet developed

Transportation Needs Assessment:

- Collected counts in early October
- Reviewed existing documents
- Existing conditions analysis complete.

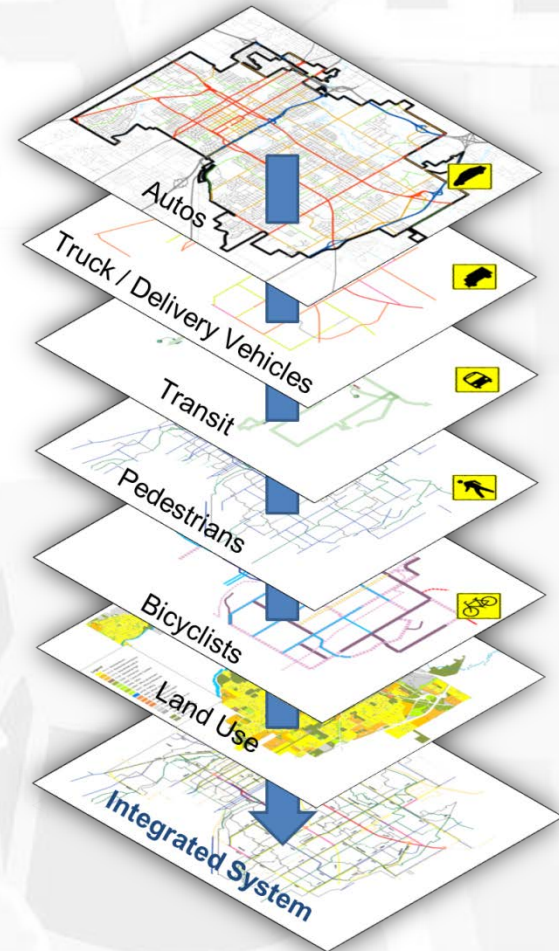
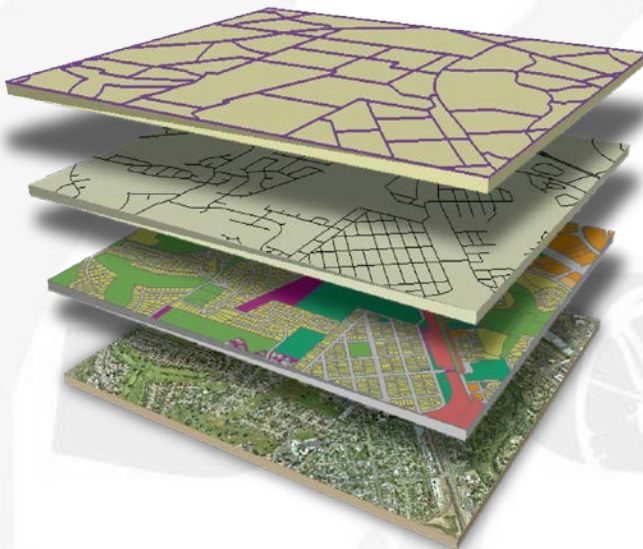
Ongoing Project Phases:

- Draft update of Goals, Objectives, and Policies submitted
- Travel modeling begun
- Developing draft layered network



Layered Network Introduction

New philosophy based on balanced, layered multimodal networks that serve pedestrians, bicyclists, transit riders, motorists, and freight/goods movement. **Focus on non-residential streets.**



Pedestrian Priority Network



- Illustrates locations where the provision of pedestrian facilities are most important.
- Sets a standard for where sidewalks should be provided on both sides of the street, one side, or are optional.

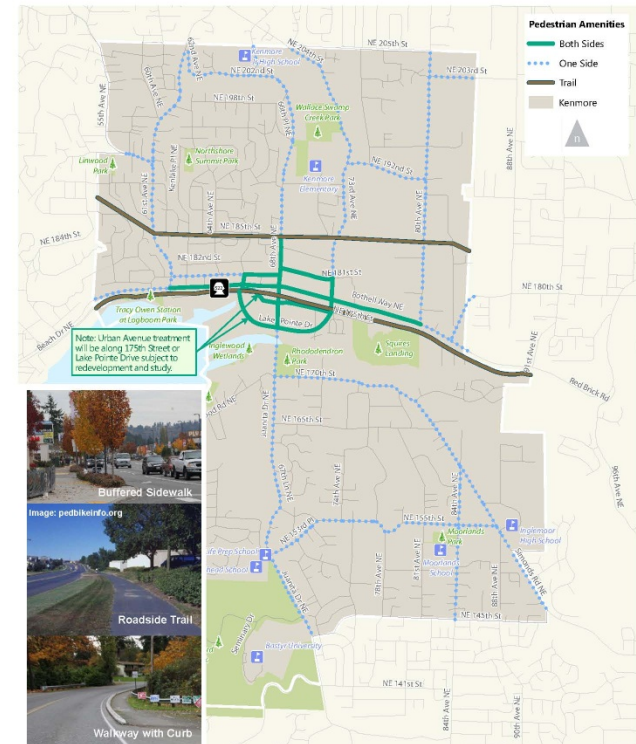


Figure X.

Pedestrian Priority Network

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Transit Priority Network



- Identifies streets where accommodating transit service will be most important.
- Recommendations may include enhanced pedestrian crossings and stop amenities, such as bus shelters.

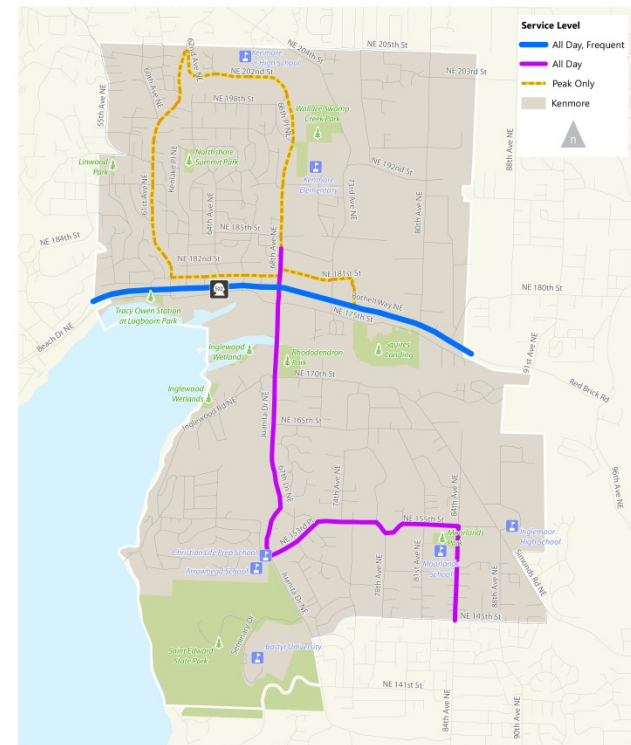


Figure X.

Transit Priority Network

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Auto/Freight Priority Network



- Identifies streets where accommodating car and truck traffic is most important.
- Informs street standards to ensure that adequate lane widths, turn radii, and paving materials are provided.

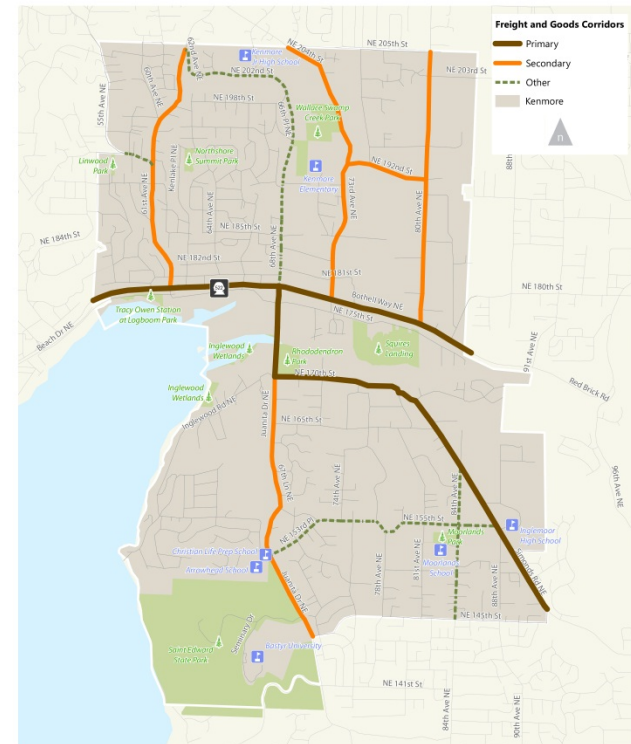


Figure X.

Freight Priority Network

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Combined Modal Networks

- **How the networks fit together.**
- **Combined, show who the priority users are for each street, providing guidance on infrastructure needs.**

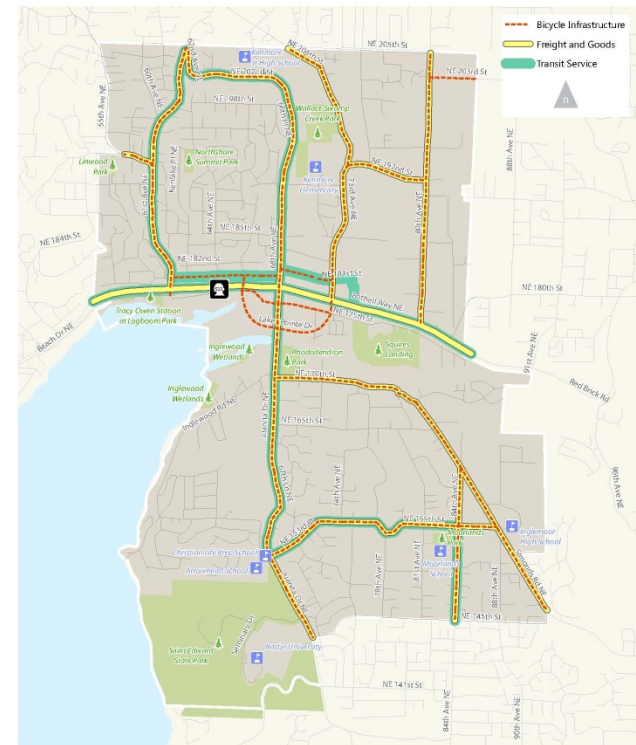


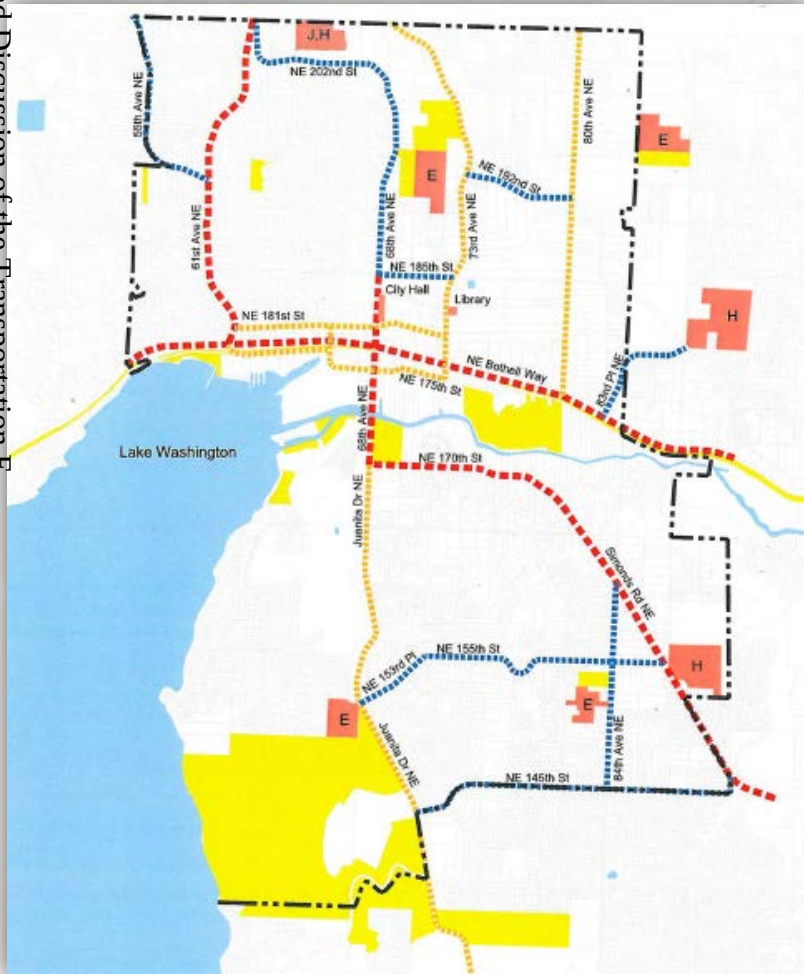
Figure X.

Layered Network

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Current Level of Service Policy



From Kenmore's existing Transportation Element

- Measured performance of a transportation facility.
- Defines project list and drives concurrency.
- Auto delay is traditional metric, but more communities trending towards multimodal measures.



More Multimodal Approach



Automobile Level of Service



+No delay at intersections.

C/D

+Drivers wait no more than 1 red light



-Longer delays at intersections.



Transit Quality of Service



+More frequent service, stops, and amenities.
+Attracts riders who choose transit over other modes.

C/D

+Good bus service
+Basic stops and amenities



-Limited or no service.
-Fewer stops and amenities



Bicycle Quality of Service



+Complete system for all types of users.
+Good condition, few stops, and conflicts with autos

C/D

Cyclists of various skill levels are able to bike comfortably to key destinations



-More gaps in system
-More stops and auto conflicts
-Poor pavement



Pedestrian Quality of Service



+Complete system
+Easier to cross
+Improved Comfort

C/D

An adequately complete network of decent sidewalks



-Gaps in system.
-Poor pavement
-Less inviting.

Balance and prioritize design to meet street's purpose

Recommended LOS Approach (Auto)

Answer the following questions:

- What is the community's tolerance for congestion?
- How important is delay reduction vs. other goals?
- Is the focus the intersection or the corridor?



Recommended LOS (Other Modes)

For pedestrian, bicycle, and transit modes:

- Base standard on presence of facilities based on the layered network
- More quantitative measures exist, but yield no better results





How the Pieces Fit Together

Transportation Plan

LAYERED NETWORK

- Identifies priority users on individual streets
- Based on existing travel patterns and input from City staff and community

LEVEL OF SERVICE

- Auto
- Transit
- Pedestrian
- Bicycle
- Freight

TRANSPORTATION PROJECT LIST

- 20 Year List
- 6 Year (Capital Improvement Program)
- Concurrency
- Impact Fee Program

Goals, Objectives, and Policies Update





State Requirements

Transportation Element (WAC 365-196-430):

The transportation element should contain goals and policies to guide the development and implementation of the transportation element. The goals and policies should be consistent with statewide and regional goals and policies.



State Requirements

- **Goals and policies should address the following:**
 - **Roadway and roadway design** that provide safe access and travel for all users, including motorists, transit vehicles and riders, bicyclists, and pedestrians;
 - **Public transportation**, including public transit and passenger rail, intermodal transfers, and multimodal access;
 - **Bicycle and pedestrian travel;**
 - **Transportation demand management**, including 3Es;



State Requirements

- **Goals and policies should address the following:**
 - **Freight mobility** including port trucks, truck, air, rail, and water-based freight;
 - **Transportation finance** including strategies for addressing impacts of development through concurrency, impact fees, and other mitigation; and
 - Policies to **preserve the functionality of state highways** within the local jurisdiction



State Requirements

- **Bottom Line:**
 - Goals and polices define priorities in written terms.
 - GMA requires development regulations, capital budget decisions and other activities to be consistent with goals and policies.
 - There is no clear cut rule about how many policies you should have, but if you have too many polices to evaluate whether you are meaningfully implementing them, you clearly have too many.



Overall Vision

Provide a safe, balanced, and efficient multi-modal transportation system that is consistent with the City's overall vision and adequately serves anticipated growth.





Proposed Streamlining

Previous Plan Goals	Proposed
Goal T-1: Develop and Maintain an Efficient, Safe, and Environmentally Sensitive Road System that Supports Desired Development Patterns.	Goal T-1: Provide a complete transportation network that serves local and regional circulation needs and safely accommodates all users.
Goal T-2: Provide a Safe and Convenient Neighborhood Access System that Respects Community Needs and Values.	Goal T-2: Coordinate with local, regional, state, and federal agencies as well as non-governmental entities to develop and operate the transportation system.
Goal T-3: Establish and Maintain a Level of Service Consistent with Local and Regional Circulation Needs.	Goal T-3: Promote a transportation system that is sustainable from both fiscal and environmental perspectives with participation from both the public and private sectors.
Goal T-4: Coordinate with Local, Regional, State and Federal Agencies in the Development and Operation of the Transportation System.	Goal T-4: Encourage public transportation, non-motorized travel, and other transportation strategies that reduce the need for automobile travel, especially by single-occupant vehicles (SOV).
Goal T-5: Promote Responsible Funding of Needed Transportation System Improvements with Public and Private Sector Participation.	Goal T-5: Maintain the Availability of Safe Air Travel Services in Kenmore.
Goal T-6: Support Public Transportation and Reduce the Need for Automobile Travel.	Goal T-6: Provide a transportation system that facilitates freight mobility and economic prosperity.
Goal T-7: Establish a Non-Motorized Circulation System Linking Key Community Destinations.	
Goal T-8: Maintain the Availability of Safe Air Travel Services in Kenmore.	
Goal T-9: Encourage Transportation Strategies to Reduce the Use of Single-Occupant Vehicles (SOV).	



Key Goals

- Goal T-1 Provide a complete transportation network that serves local and regional circulation needs and safely accommodates all users.
- Goal T-2 Coordinate with local, regional, state, and federal agencies as well as non-governmental entities to develop and operate the transportation system.
- Goal T-3 Promote a transportation system that is sustainable from both fiscal and environmental perspectives with participation from both the public and private sectors.
- Goal T-4 Encourage public transportation, non-motorized travel, and other transportation strategies that reduce the need for automobile travel, especially by single-occupant vehicles (SOV).
- Goal T-5 Maintain the availability of safe air travel services in Kenmore.
- Goal T-6: Provide a transportation system that facilitates freight mobility and economic prosperity.



Questions?

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