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City of Kenmore
City Council Special Meeting Agenda
7:00 p.m., Monday, November 7, 2016
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. PRESENTATIONS

- A. Introduction of Debbie Blessington, New Building & Code Inspector
- B. Power Reliability Report from Exponent Engineering - Nancy Ousley, Assistant City Manager
[Electric System Reliability Assessment Report by Exponent Engineering](#)

VI. 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.

VII. CONSENT AGENDA

- A. The Following Checks and Electronic Payments are Approved for Payment:
Total Check Numbers 35433 through 35538 in the Amount of \$750,332.20
Payroll Check Number 9194 in the Amount of \$891.02
Total Payroll Electronic Deposits Dated 10/14/2016 in the Amount of \$85,875.16
[Checks & Electronic Payments](#)
- B. Authorize City Manager to Execute Amendment No. 2 to Contract No. 15-C1475 with KBA for Town Green Inspection Services

[Agenda Bill](#)

- C. Motion to Authorize the City Manager to Execute an Interlocal Agreement with Puget Sound Regional Council (PSRC), Contract No. 16-C1620, Documenting the City's Membership in the PSRC

[Agenda Bill & Attachments](#)

- D. Authorize City Manager to Execute Interlocal Agreement, Contract No. 16-C1618, with Washington State Department of Transportation (WSDOT) for Installation of Bike and Pedestrian Counters

[Agenda Bill & Attachment](#)

VIII. PUBLIC HEARING

- A. Public Hearing to Receive Public Testimony Regarding Ordinance No. 16-0432, Setting the 2017 Tax Levy - Joanne Gregory, Finance & Administration Director

[Agenda Bill & Attachment](#)

IX. BUSINESS AGENDA

- A. Review of 2017-2018 Proposed Preliminary Biennial Budget - Joanne Gregory, Finance & Administration Director

- City Council
- Finance and Administration
- City Manager
- Public Safety
- Legal
- Development Services

[Agenda Bill](#)

[Powerpoint Presentation](#)

- B. Adopt Resolution No. 16-281 of the City of Kenmore, Washington, 2017 Fee Schedule - Bryan Hampson, Development Services Director

[Agenda Bill & Attachments](#)

X. STAFF REPORT

XI. COUNCILMEMBER REPORTS, COMMENTS & INITIATIVES

XII. EXECUTIVE SESSION

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

XIII. POSSIBLE ACTION RELATING TO EXECUTIVE SESSION

XIV. ADJOURNMENT

Upcoming Meetings:

Mon., November 14, 2016 6:00 p.m. City Council Special & Regular Meeting

Tues., November 15, 2016 7:00 p.m. Planning Commission Regular Meeting

Mon., November 21, 2016 7:00 p.m. City Council Regular Meeting

The logo for Exponent, featuring the word "Exponent" in a white serif font with a registered trademark symbol, set against a teal background. A large, faint, stylized "Ex" is visible in the background of the teal area.

Exponent®

Failure Analysis Associates

**Electric System Reliability
Assessment**

City of Kenmore



Electric System Reliability Assessment

City of Kenmore

Prepared for

Ms. Nancy Ousley
Assistant City Manager
18120 68th Ave NE
Kenmore, WA 98028

Prepared by

Exponent Failure Analysis Associates, Inc.
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November 4, 2016

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Contents

	<u>Page</u>
List of Figures	v
List of Tables	vi
List of Abbreviations	vii
Limitations	viii
Executive Summary	1
Objectives and Scope of Work	1
Conclusions	1
Key Recommendations	3
Introduction	5
Objective	5
Scope of Work	5
Background	7
Electric System Operation	7
Impacts on Reliability	8
Reliability Measures	10
Reliability Drivers	11
Electric Infrastructure	14
Bulk Power Supplies for the City of Kenmore	14
Distribution System in the City of Kenmore	21
Electric System Reliability	26
PSE System Reliability	26
State of Washington Utility Comparison	28
IEEE Survey Comparison	29
Kenmore Circuit Reliability	29
Kenmore – Overall PSE System Comparison	29

Kenmore Circuit Review	31
Customer Complaints	35
Capital Projects	36
System Maintenance	38
Future Power Demands	39
The Growth Forecast by the City of Kenmore	39
PSE's Integrated Resource Plan Review	41
Adoption of New Technologies by PSE	48
Conclusions and Recommendations	51

List of Figures

	<u>Page</u>
Figure 1 Electric Power System	7
Figure 2. High voltage transmission lines serving Kenmore	15
Figure 3. Google Earth view of the Kenmore substation	16
Figure 4. Moorlands switching station at NE 185 street and 80 th avenue NE	17
Figure 5. Inglewood substation at NE 155 th street and 84 th avenue NE	18
Figure 6. Wayne substation along 96 th avenue NE close to the Red Brick Road intersection	19
Figure 7. The Bothell substation.	20
Figure 8. BPA's 500 kV (Yellow) and 230/345 kV (red) lines West of the Cascades.	21
Figure 9. Feeder circuit Kenmore 26; red color is overhead lines and yellow color is underground cables	22
Figure 10. Example of a 12 kV distribution circuit right-of-ways; second circuit appears to be overbuilt on top of the lower circuit	24
Figure 11. Example of a 12 kV line with tree limbs approaching the conductors	25
Figure 12 PSE System SAIFI	26
Figure 13 PSE System SAIDI ¹⁰	27
Figure 14 SAIFI / SAIDI Comparison	28
Figure 15 Kenmore SAIFI / SAIDI Results	30
Figure 16 Kenmore – PSE SAIFI / SAIDI Comparison (excl. major storms)	30
Figure 17 Kenmore – PSE SAIFI / SAIDI Comparison (all outages)	31
Figure 18 Kenmore Circuit Ranking	32
Figure 19 Kenmore Circuit Reliability Performance	34
Figure 20. Copy of City of Kenmore map showing existing land use	40
Figure 21. Copy of Figure 1-4 on page 1-14 of PSE's IRP	44
Figure 22. PSE's load forecasts aggregated to an annual basis.	45
Figure 23 Electricity Prices	47

List of Tables

	<u>Page</u>
Table 1 IEEE Benchmark Results	29
Table 2 Reliability and Power Quality Complaints	35
Table 3 Kenmore Circuit Complaints	36
Table 4 Copy of Table DE-F from the City's comprehensive plan.	39

List of Abbreviations

A	amperes
ACSR	Aluminum conductor steel reinforced
aMW	annual megawatts (unit represents a constant load of one MW for a full year)
CCR	Coal combustion residuals
CO ₂	Carbon dioxide
EMS	Energy Management Systems
EUE	Expected unserved energy
IRP	Integrated resource plan
kV	kilo Volt
kVA	kilo volt-amperes
LOLP	Loss of load probability
mcm	thousand circular mils
MVA	Mega volt-amperes
SAIDI	System Average Interruption Duration Index
SAIFI	System Average Interruption Frequency Index
SCADA	supervisory control and data acquisition systems
WUTC	Washington utility transportation commission

Limitations

The scope of this report is intended for use by the City of Kenmore in reviewing their electric system reliability and capacity performance and may not be adequate for other purposes. Use of this report or the findings, conclusions, or recommendations presented herein for any other purpose is at the sole risk of the user.

The findings presented herein are made to a reasonable degree of scientific certainty based on information possessed by Exponent as of the end of date of this report. This report may be supplemented to expand or modify our findings based on additional work or review of additional information.

Executive Summary

Objectives and Scope of Work

Kenmore is undertaking a review of their electric system in preparation for renewal and renegotiation of their Franchise Agreement with Puget Sound Energy (PSE). Kenmore has requested an independent study of the electric system reliability, including infrastructure needs.

Exponent has performed the reliability assessment to address the following issues:

- Current power infrastructure, reliability and service levels in Kenmore.
- Complaints and actions related to service in Kenmore.
- PSE's recent and planned capital projects and programs to improve system reliability in Kenmore and recommended approaches that can result in reliability improvements.
- Current maintenance practices and vegetation management practices.
- Infrastructure and power supply improvements that are needed to meet future power needs.
- Smart-grid-related strategies or technology used in the US that could be adopted by PSE.

Exponent performed the reliability assessment by performing the following tasks:

- Review of pertinent reliability information obtained from PSE through public-availability submittals to Kenmore and the WUTC.
- Review of Integrated Resource Plan submitted by PSE to the WUTC which is publically available
- Drive and walk through observations of the electric system in Kenmore
- Interviews with selected members of the Kenmore Council and City Management
- Interviews with selected Kenmore residents and attendance at a PSE –Kenmore community meeting
- Interviews with General Manager of Bastyr University
- Interviews with members of PSE distribution and transmission planning
- Review of other industry available data through the public record

These tasks were performed to provide the current status of reliability issues in Kenmore and recommendations for potential improvements. The results of this assessment are included in this report.

Conclusions

Exponent found during its study that the electric power distribution circuits in the City of Kenmore are among the least reliable in Puget Sound Energy's (PSE) power distribution system. The reasons were readily apparent to Exponent after walk throughs and drive throughs of the City. The major reasons for low reliability are clearly that the distribution circuit are

generally older vintage and are placed in heavily forested right-of-ways. A secondary reason is the lack of animal guards placed on the distribution line poles.

Even though the distribution circuits are well placed in many of the newer parts of the City, portions of the circuits pass through narrow rights-of-ways with tree branches very close to the energized lines. In some line segments the right-of-ways are only five feet wide, which can easily be bridged by wind blowing tree branches into the line conductors. Any single, permanent tree branch contact will de-energize all or a substantial portion of the affected distribution circuit. Because in many instances, the tree induced line faults can be on a circuit routed through the backyards of homes, it is very difficult and time consuming to inspect the lines in order to find the fault location because such inspections have to be performed by walking the line. Furthermore, it will also be difficult if not impossible to bring equipment such as bucket trucks to the fault locations, which will make the repairs more labor intensive and time consuming. All of this leads to more frequent electric power system outages than in areas with less tree vegetation. These distribution system characteristics make the system highly susceptible to long duration outages in conjunction with severe storm events when tree branches might break, fall down and break the conductors.

The design of PSE's power distribution system in the City appears to be a legacy system with the basic configuration existing from a time before the City was incorporated. This means the system currently consists of older equipment that does not take advantage of modern technologies. It will be difficult to rebuild the system since:

- There may be a need to move lines from the back of properties to street locations. This effort will require the need for executing easements to enable the lines to be relocated.
- If lines are kept where they are that would require widening of the right-of-ways, clearing trees along the right-of-ways and removing easement encroachments to enable access by bucket trucks and truck mounted tree trimming equipment.
- Surface mounted service transformers and switches would have to be placed along the circuit if the overhead distribution lines were replaced by underground cables. .

Considering that one reason for the attractiveness of the City is the beautiful tree lined streets, it will not be easy to reach a consensus for major modifications of the power distribution circuits in the city. Therefore, the best remedy appears to be the completion of circuit rebuilds to modernize and improve reliability on circuits with aging equipment and limited accessibility; installation of tree wires that will reduce the probability for tree related faults; plus installation of modern so called reclosing switches that can be remotely controlled and interrogated to obtain fault information. If in addition, power can be fed into the circuits from the remote ends of the lines, it should be possible to minimize the areas affected by any distribution line fault and to relatively quickly identify the fault location, which will speed up the repair of the lines. Some of this is already imbedded in PSE's 2017 and future year budget plans. In addition, shortening the vegetation inspection patrols and reducing the tree trimming schedule (from the present 4 year schedule) would reduce the probability for tree rated faults.

Exponent also reviewed the cost of residential power available in the areas bordering Kenmore and found, based on publically available information that PSE presently appears to be competitive with the rates offered by Seattle City Light and only slightly higher than the rates offered by the Snohomish county PUD.

The presently PSE has the power supply resources to serve its customers. However, the region is experiencing growth so shortfalls might arise in the future. Therefore, as a part of Exponent's scope of work, PSE's integrated resource plan (IRP) was reviewed and evaluated to assess the probability that PSE will have the needed capacity to serve the region's expected growth, which is primarily expected to occur in the Interstate 405 corridor. One of the fundamental assumptions in the IRP is that the Northwestern states can be expected to have a significant electric power capacity shortfall during the 20 year planning horizon. However, there appears to be sufficient time to be prepared for this eventuality and to add power generation so that the expected future needs can be met.

Key Recommendations

Based on these observations, Exponent has identified several recommendations for potential improvement in electric reliability. These recommendations include:

1. Since the Kenmore circuits are looped radial circuits, the installation of reclosers and sectionalizing switches can make major improvements in outage restoration to reduce overall outage duration. It is recommended the installation of these devices be expedited for the Kenmore area.
2. PSE should implement its current plans for the rebuilding of Kenmore-26 (relocation of sections of the circuit), Kenmore-27 (feeder reconductoring) and Kenmore-23 circuits (feeder reconductoring). They should also implement improvements for other identified reliability issues on other circuits in Kenmore. [Note: there are on-going discussions between PSE and Kenmore regarding the scope of these upgrades.]
3. Kenmore is subject to significant storm impacts related to tree-related outages. The Kenmore area is on a four-year tree trimming cycle. It is recommended to perform more frequent patrols in Kenmore to identify potential emerging activities within the four-year period.
4. To further effect a turnaround in reliability, it is recommended that PSE install current modern technologies that it is utilizing in other parts of their system. It is recommended that Kenmore work with PSE to install other advanced technologies that are intended to improve electric reliability. These technologies may include various automation solutions, SCADA installations, and communications protocols for events and storm response.
5. Kenmore should request a reliability report from PSE that provides more details for evaluation of the Kenmore circuits. This report would highlight circuit outages, circuit projects, on-going maintenance activities, and performance related metrics. This report would provide for a better communication between Kenmore and PSE relative to

reliability and capacity issues. This reliability report can also form the basis for an annual meeting between PSE and Kenmore to review future plans and provide feedback on reliability issues.

6. Kenmore and PSE should have a more formal protocol for reviewing growth plans for Kenmore so that these plans are included in PSE's system planning activities.

These recommendations are intended to assist Kenmore in working with PSE to ensure appropriate levels of support for the Kenmore community.

Note that this Executive Summary does not contain all of Exponent's technical evaluations, analyses, conclusions, and recommendations. Hence, the main body of this report is at all times the controlling document.

Introduction

Objective

Kenmore is undertaking a review of their electric system in preparation for renewal and renegotiation of their Franchise Agreement with Puget Sound Energy (PSE). Kenmore has requested an independent study of the electric system reliability, including infrastructure needs.

Scope of Work

Exponent has performed the following tasks to assist the City of Kenmore in its review of its electric system performance:

- Exponent reviewed the current power infrastructure, reliability and service levels in Kenmore. Standard metrics System Average Interruption Frequency Index (SAIFI) and System Average Interruption Duration Index (SAIDI) were used to provide a high level review of reliability. These metrics were obtained from the WUTC for PSE, Avista and PacifiCorp on a system level; from information provided by Kenmore for City-specific metrics; and publically available records for other municipal utilities.
- Exponent reviewed complaints and actions related to service in Kenmore. This information was obtained from the PSE Annual Reliability Report to the WUTC and discussions were held with the WUTC relative to the complaint process. The complaints were reviewed to determine causes affecting reliability. Exponent also conducted interviews with City personnel and citizens; and attended a local community meeting between PSE and Kenmore residents. Exponent also performed a general walk-through of Kenmore to visually observe the electric system.
- Exponent reviewed PSE's recent and planned capital projects and programs to improve system reliability in Kenmore and recommended approaches that can result in reliability improvements. Exponent met with PSE staff to understand the transmission and distribution system in Kenmore and to identify on-going reliability improvements.
- Exponent reviewed current maintenance practices and vegetation management practices to provide an assessment of how this compares with general industry practice. Discussions were held with PSE to determine their current practice and its impact on Kenmore.
- Exponent reviewed the infrastructure and power supply improvements that are needed to meet future power needs. This task included a review of information on Kenmore (2015 Comprehensive Plan Utilities Element) and information from the PSE Integrated Resource Plan. Discussions were also held with PSE to determine how they are planning to respond to the City and regional growth plans.

- Exponent recommended strategies or technology used in the US that could be adopted by PSE. This task generally involved a review of smart grid initiatives affecting reliability, outage management, and grid performance.

These tasks were performed to provide the current status of reliability issues in Kenmore and recommendations for potential future improvements. The results of this assessment are included in this report.

Background

Power system reliability encompasses the time an electric system is available to deliver electric power to a customer's meter in accordance with voltage and frequency requirements specified by PSE's agreement with WUTC.¹ A highly reliable system is one that has redundancy in the power system design; equipment that is designed, operated, and maintained to minimize the probability of failure; sufficient sensors installed to identify faults and their locations and to restore power to the affected customers or, if this is not possible, isolate the fault to minimize the number of affected customers. A reliable system should also have provisions for effective communication of outage status between all stakeholders.

A brief discussion of electric system operation and general electric system reliability is presented here prior to a discussion of reliability in the City of Kenmore.

Electric System Operation

The electric system consists of generation, transmission, and distribution systems that deliver power from generation stations to the end user. The overall electric system is depicted in the Figure 1 below.

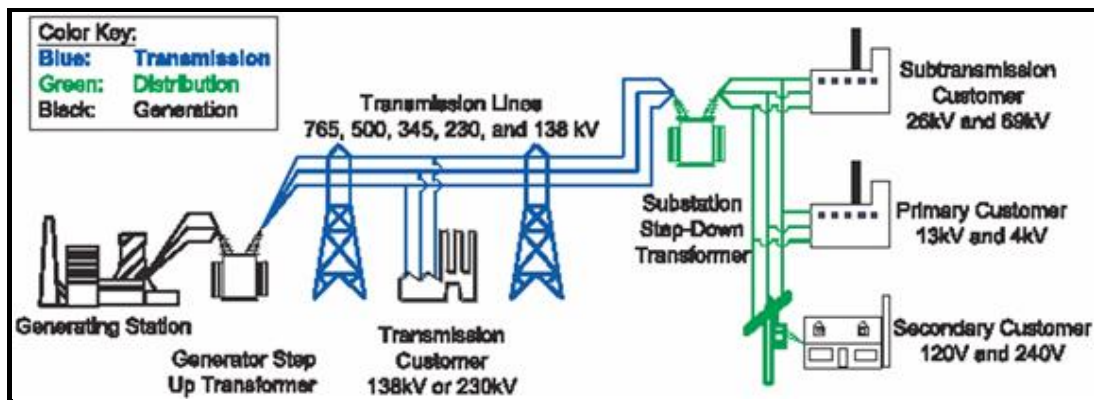


Figure 1 Electric Power System

The overall electric power system consists of the following major systems:

- **Generation:** The generation system is made up of large base-loaded power plants (natural gas, fossil, nuclear), renewable sources (hydro, wind, solar), and smaller distributed generation sources. Generation sources are obtained

¹ See WAC Sections 480-100-368 and 480-100-373.

from utility-owned assets as well as purchased from third parties. The third-party agreements consist of long-term power contracts, as well as short-term market-based power contracts to meet peak demands. Utilities are required to maintain generation assets with sufficient capacity to meet peak electric power demands and reserve margin requirements. Utilities provide long-term forecasts and plans for generation needs through their Integrated Resource Plans.

- Transmission:** The transmission system delivers electricity from the generation stations at high voltages to the distribution system. Electricity is stepped up from power plant voltage at the generation station switchyards to transmission level voltages and carried to substations, in which voltages are stepped down (transformed) to distribution level voltages. The transmission system consists of high voltage lines that typically span long distances from the generation stations to the receiving substations. The high voltage transmission systems are the bulk power supply assets and the transmission system operations affect all utilities connected to the system. Therefore, these transmission systems are monitored and coordinated through regional transmission system operators. Transmission systems utilize SCADA systems and Energy Management Systems (EMS) to monitor and control the operations of the transmission system and the connected power sources. Also, since the transmission lines carry bulk power affecting large customer populations, they are designed with a high degree of redundancy so that there are typically multiple sources of power provided to transmission substations that in turn feed the distribution system.
- Distribution:** The distribution system delivers electricity from the transmission substations to the end users. These might be industrial, commercial, or residential users and the utility distribution system typically ends at the last power pole or transformer right before the service drop used to connect to the end users facility. . The distribution system consists of distribution substations which are fed from the transmission substation that step down voltages to distribution level (typically 12.5kV). The distribution voltage is further stepped down to a suitable customer voltage through distribution transformers (pole top, surface mounted or underground), which are fed from the distribution lines.

These three major systems have varying impacts on the reliability of the electric power delivery.

Impacts on Reliability

Reliability to the end user is the availability and quality of electric power delivered to their meter. Reliability is impacted by outages on the system that result in a loss of electricity at the meter, as well as variations in voltage characteristics (power quality), which could be caused by the end users. While power quality issues are not outages, they may affect the performance of equipment and appliances that are sensitive to voltage fluctuations.

Outages are typically caused by:

- Equipment failures
- Weather-related events (typically wind and storm damage)
- Vegetation-induced faults (e.g., tree branches falling on wires)
- Animal-induced faults (e.g., animal or bird interaction with live components)
- Other types of accidents (e.g., car accidents affecting system assets).

Faults in the electric power system may interrupt delivery of electricity to the end users. A fault produces a disturbance in the electric delivery system that may require the system to shut down for operational and safety reasons. When the fault is identified and corrected, then power delivery can be resumed. The fault identification, fault isolation and power restoration may be performed by automated systems or by manual intervention. Interruptions on the electric system are classified into several categories:

- Momentary interruptions: These are very short duration outages (industry typically uses less than 1 to 3 minutes). Power quality occurrences can be categorized as similar to momentary interruptions.
- Sustained interruptions: These are longer duration outages (industry uses greater than 1 to 3 minutes).
- Major interruptions: These are long duration and widespread outages resulting from storms, earthquakes, equipment failures, or other events. These interruptions typically affect a large percentage of the end users.

Relative to measuring reliability, the industry traditionally uses only sustained interruptions in the determination of reliability. However, reporting is often provided for major events or other interruptions as a secondary measure.

The electric system components affect reliability differently. Generation assets are required to be available with sufficient margins that the loss of any single power generating facility or transmission line does not result in outages to end users. For very significant events, such as the northeast outage in 2003, multiple plant shutdowns can result in widespread outages, although these are relatively rare occurrences.² Also, if peak electricity demand increases to levels above the generation capacity and reserve margins, then outages can occur. However, for purposes of electric system reliability, generation components do not have a major effect on industry-reported measures of reliability for normal operations.

The transmission system has a very large impact on power delivery and a major event on the transmission system can result in outages for a very large number of customers. However, while a fault or outage of a transmission line or substation has the ability to impact more end users, there are typically sufficient redundancies in transmission assets to minimize the impacts

² Final NERC Report: “Technical Analysis of August 14, 2003 Blackout”; July 13, 2004

of events on these systems. Additionally, the transmission lines are higher in elevation and usually have larger right-of-ways to reduce the impact of threats to the lines from sources such as trees, animals, and other interactions.³ Due to these features, transmission assets typically experience far fewer faults that cause outages to the end users than distribution lines; therefore, the transmission system has very little impact on measures of reliability. The ability of the generation and transmission assets to deliver the power demand is more of a longer-term planning concern than a day-to-day reliability concern.

The distribution system directly provides electrical power to customers and is subject to a higher number of faults than generation and transmission assets. Distribution systems are typically designed with less redundancy than the other systems and since this is the system delivering the power to the customers, faults or events on the distribution systems result in outages to customers. Therefore, the potential for local system issues to produce outages is greater than for other components in the system. Thus, reliability is primarily determined by the distribution system assets.

Reliability Measures

Reliability is typically measured based on the frequency and duration of outages relative to the number of customers. There are several measures for reporting and measuring electric reliability, such as IEEE Standard definitions⁴ or similar approaches to report reliability. These measures include SAIDI (System Average Interruption Duration Index) and SAIFI (System Average Interruption Frequency Index). These indices are calculated as:

- System Average Interruption Frequency Index (SAIFI)

SAIFI = (Sum of the number of customers affected by each outage)
divided by (Total number of customers served)

- System Average Interruption Duration Index (SAIDI)

SAIDI = (Sum of the number of customers interrupted times the
number of minutes of each interruption) divided by (Total number of
customers served)

These measures are based on the customer base served. SAIFI measures the likely number of outages that a customer experiences and SAIDI measures the likely outage duration (minutes) that a customer experiences. Therefore, these measures represent the average number and duration of outages experienced per customer per year. These measures provide a basis for tracking and trending overall performance and allow for comparison among utilities.

³ Because the towers are typically tall, the towers and the lines can attract lightning surges.

⁴ IEEE 2004 Standard 1366 Guide for Electric Power Distribution Reliability Indices.

Momentary interruptions (and power quality excursions) are typically not measured or monitored continuously at end user sites and are not included in the reliability calculations. Currently, most utilities do not actively track these momentary outages, but work with customers directly to address them when these issues are identified as problems. Customer sites that are very sensitive to momentary or power quality issues typically develop site-specific solutions to protect their assets and operations.

Additionally, major outages are typically not included in reliability measures since these major outages are not representative of how the electric system normally performs. However, utilities today are providing additional reliability measures that include major outage effects. While these reliability metrics allow for tracking and trending performance, they also provide a basis for how an electric utility responds to these measures.⁵ Utilities use these reliability statistics to identify problem areas and define actions to improve reliability.

Reliability Drivers

Since the reliability of the electric system is measured by metrics similar to SAIDI and SAIFI, a key to understanding reliability is defining what factors affect reliability. Electric system reliability relative to the frequency or occurrence of outages is impacted by the following:

- **System Design (Layout):** Distribution system designs vary in the extent of system redundancy (a high level of redundancy means that the system can withstand more contingencies without affecting the customers). In more urban areas, the distribution system may consist of a network that is a highly redundant and allows electricity to be provided from multiple sources (substations). Therefore, a fault on one line may not result in interruptions, since electricity is available from multiple sources. In more rural or less populated areas, the distribution system may be radial. A radial system has limited or little redundancy. A fault on the line will result in an outage of some type. There is only one source (substation) feeding a radial line. Additionally, there are system designs that lie somewhere in between a network and a radial system. Therefore, the overall system design impacts the response of the system to faults and has an impact on the number and duration of outages. System design solutions typically involve additions, modifications, or expansions to the existing system to improve reliability through design. These solutions affect both the occurrence and duration of outages.
- **System Design (Operations):** The degree of automation built into the system has a major impact on reliability. Devices that allow faults to be cleared automatically (fuses and circuit breakers) result in quick power restoration to those not affected by the fault. High impedance faults might not be detectable and might have to be

⁵ For example, restoration of power to most of the customers reduces the duration and number of customers affected by an outage more than a long duration outage to a few customers. Since there are financial penalties associated with not meeting the reliability targets to many utilities, restoring power to as many users as possible with a minimum of delay reduces the penalties.

reported and cleared manually. Automation comes into play when power is restored to customers not directly affected by the fault. Also, the automation equipment often provides for better knowledge of system status, faster identification of fault locations, and the ability to remotely restore power. Limited automation requires personnel to travel to the fault location and to take manual action to restore power to those who are affected by the fault. Therefore, system operations (and automation) have a significant impact on the number of sustained outages and the duration of outages.

- **Equipment Maintenance and Replacement Programs:** Many outages are produced by equipment failures. Typically, substation equipment failures result in outages which affect more end users since the substations feed multiple circuits. Substation equipment is typically subject to preventive or predictive maintenance to reduce the potential failure of components that impact substation performance. Also, key substation assets are being equipped with continuous monitoring technologies that allow for identification of problems prior to equipment failure. Distribution line equipment is most likely to include maintenance strategies that allow for run-to-failure. Distribution circuits affect a lower number of customers. The distribution assets are typically low-cost and easy to replace items and are traditionally replaced on a set time frame. However, utilities modify their maintenance strategies and programs to direct improvements into parts of the system experiencing higher levels (frequency and duration) of outages.
- **Capital Project Prioritization Programs:** The capital project program includes projects that are capacity expansions, system configuration changes, major equipment replacements, system upgrades, reliability programs, and technology upgrades. The priority of capital projects focusing on system reliability is a major factor in improving reliability. Utility planners review overall system impacts for new and existing infrastructure and projects are selected and budgeted. The ability to trend and analyze outages provides a basis for defining projects and programs and these capital programs have a direct impact on system reliability through minimizing outages.
- **Vegetation Management:** A significant number of faults (and outages) on overhead distribution lines are caused by tree-related events. Utilities conduct tree trimming and vegetation management programs to minimize the impact of faults due to vegetation impacts on power lines. Since this is a primary cause of faults, the effectiveness of the vegetation management program is a key to improved reliability.
- **Animal Abatement:** Similar to vegetation management, utilities conduct animal abatement programs to minimize the potential for outages produced by birds, squirrels, and other animals.
- **Outage Management Programs:** The ability to respond to an outage directly impacts the reliability of the system relative to duration of outages. Keys to effective outage management are the ability to quickly identify outages and to locate faults so that appropriate restoration actions can be taken. The outage management

program includes operational visibility into the system, the ability to dispatch crews to fault locations, and the ability to effectively communicate with customers. Overhead line faults might be cleared by automatic reclosing, but underground faults are typically permanent faults that require people to diagnose the problems. Also, many times the fault location has to be inspected before power can be restored.

These work processes are the primary activities that utilities perform to improve overall system reliability.

Electric Infrastructure

Exponent reviewed the current power infrastructure, reliability and service levels in Kenmore. Standard metrics SAIFI and SAIDI are used to provide a high level review of reliability.

Bulk Power Supplies for the City of Kenmore

The City of Kenmore is supplied power from ten 12 kV distributions circuits. These are:

- Inglewood 13, 15, 16 and 17
- North Bothell 26
- Wayne 15
- Kenmore 23, 25, 26 and 27

The distribution lines are fed from the Kenmore, Bothell, Wayne and Inglewood substations. That is, there are four substations inside the City of Kenmore or close to the City's boundaries. These are discussed below.

Figure 2 shows the 115 kV high voltage lines feeding the Kenmore substation. One line comes from the Bothell substation and the other comes from the Moorlands switching station. The line from Kenmore via Bothell to the Vitulli is being upgraded from a 4/0 copper conductor to a 272 thousand circular mil (mcm) Aluminum conductor steel reinforced (ACSR) conductor. The current limit for a 1272 mcm ACSR conductor is 1200 A , which enables the line to carry 240 megawatts (MW) but the winter rating in PSE's service territory is 320 MW.⁶ This compares to a current rating of about 490 A for a 4/0 copper cable.⁷ That is, this re-conductoring project will provide a substantial increase of the power carrying capacity into the Kenmore substation.

⁶ See table 4-32 in the Standard Handbook for Electrical Engineers, 11th edition.

⁷ Ibid table 4-29.

Moorlands-Vitulli 115kV transmission line rebuild project

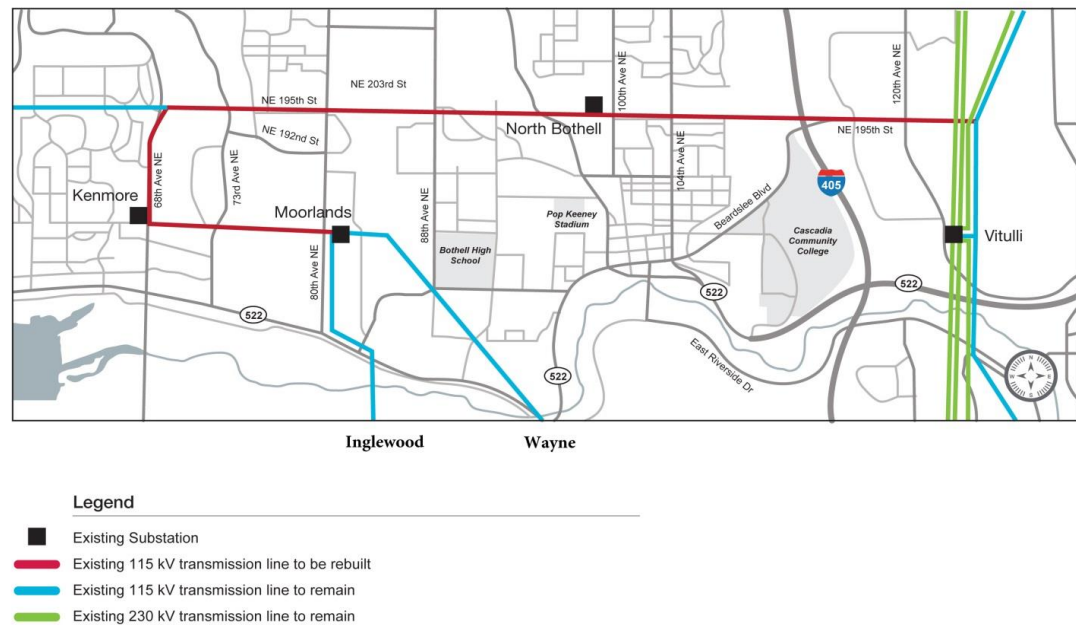


Figure 2. High voltage transmission lines serving Kenmore



Figure 3. Google Earth view of the Kenmore substation

Figure 3 is a view of the Kenmore substation. There are two 115 kV lines connected to this substation. One of these go to the Bothell substation and the other is routed to the Moorlands switching station. According to PSE, there is one 25 MVA transformer installed in the substation. As is readily apparent from the view shown in Figure 3, there is space for at least one additional 25 MVA transformer, which would increase the installed capacity to 50 MVA. A second transformer might also provide some redundant capacity in case one of the two transformers was to fail.

Figure 4 shows the Moorlands switching station. There are three 115 kV lines entering this station. Two of these lines are routed through other substations but eventually connect to the Sammamish substation in PSE's system. One of the lines goes to the Kenmore substation seen in Figure 2. However, there are no transformers installed in this station.

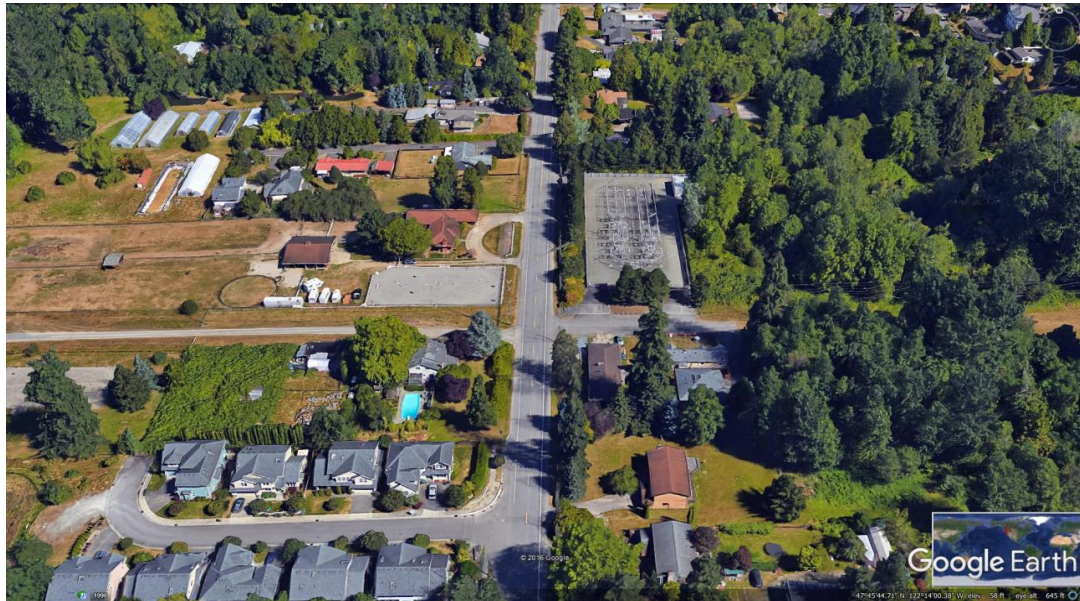


Figure 4. Moorlands switching station at NE 185 street and 80th avenue NE



Figure 5. Inglewood substation at NE 155th street and 84th avenue NE

Figure 5 shows the Inglewood substation. There are two 115 kV lines connected to this substation, one of which goes to the Moorlands substation and the other is routed southward and eventually connects to the Sammamish substation. There appears to be one single transformer installed in this substation but there seems to be adequate space for more transformers.

Figure 6 shows the Wayne substation. There seems to be two 115 kV lines entering this substation. One of these is routed to the Moorlands switching station and the other should eventually reach the Sammamish substation. There appears to be sufficient room for another transformer to be installed in this substation.



Figure 6. Wayne substation along 96th avenue NE close to the Red Brick Road intersection

Figure 7 shows the Bothell substation, owned by Seattle City Light, which is a major power delivery node in the area with bulk power infeed on 230 kV lines from BPA. The Sammamish substation is a key power node in PSE's power system in the region east of Lake Washington. This substation receives power via 230 kV circuits from the Monroe, Bothell, and Maple Valley substations. These are shown in Figure 8.⁸ This shows that the City of Kenmore can receive power both from a strong power node north of the City as well as power from the south. That is, it requires a loss of at least two 115 kV lines for the City to suffer a major power outage.

⁸ Reproduced from Figure 31 of Exponent's City of Bellevue Electrical Reliability Study Phase 2 Report.



Figure 7. The Bothell substation.

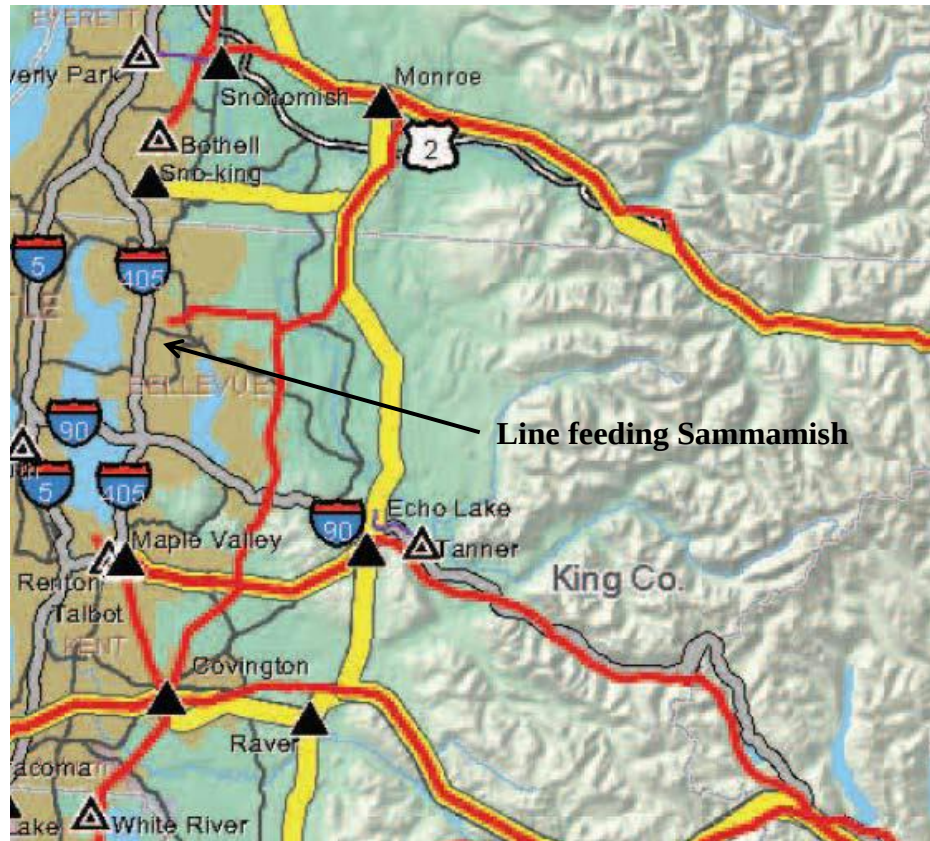


Figure 8. BPA's 500 kV (Yellow) and 230/345 kV (red) lines West of the Cascades.

Distribution System in the City of Kenmore

The power distribution in Kenmore is operated at about 12 kV. It is a three phase, 4-wire system, which enables the connected loads to be connected from the phase conductors to the neutral conductor. The voltage between a phase conductor and the neutral conductor is about 7 kV. In theory, the distribution lines go radially from a substation to an end point. This is referred to as a radial system. However, at an end point, there is an open manually operated switch, which would enable the circuit to be fed from an alternate source but only if the power from the normal source is opened. For example, if the source in the Kenmore substation is lost, power can be fed from one of the other substations or from another circuit originating in the Kenmore substation. This makes it a “radial – looped” system.

While the system characteristics are those of a radial system, as can be seen in Figure 9, the actual feeder is branched several times with each branch also branched many times. If a short circuit or a ground fault occurs in this system such that the breaker in the Kenmore substation

opens, all of circuit 26 loses power. Trouble shooting of the circuit 26 is therefore, extremely complex and time consuming because it is not just a matter of following a simple radial circuit until the fault location is found but might also be necessary to also inspect the line branches. Restoration of power to circuit 26 after a major storm will also be time consuming because the lines segments have to be inspected before the circuit can be re-energized since if a line is down and becomes re-energized, it represents a serious hazard to people in the vicinity of the down conductor.⁹



Figure 9. Feeder circuit Kenmore 26; red color is overhead lines and yellow color is underground cables

As can be seen in Figure 10, the distribution circuits are often placed in narrow corridors surrounded by trees or with fast growing trees under the conductors. PSE stated that the easements might in some locations only be 5 feet wide, which means that trees can only be pruned to a distance of 2.5 feet from the centerline where the conductors will be placed. Also, as can be seen in Figure 10, the tree branches at higher elevations appear to have grown over the line conductors.

Figure 11 shows tree branches that are drying out most likely as a result of capacitive current flows from the conductors to the tree branches, which results in heating and drying of the

⁹ Detection of a ground fault on a so-called tree wire is more difficult than from an uninsulated wire because the contact area between the bare, exposed ends of tree wires is small, which increases the fault resistance and reduced the fault current. This is well known in the industry. That is, tree-wires increase the reliability of the distribution circuits but at the cost of increasing the risk for electrocution. However, all downed conductors are dangerous and must be reported to PSE and the public safety authorities.

leaves. In this case, the tree has grown and is at the time this picture was taken (September 28, 2016) too close to the conductors.

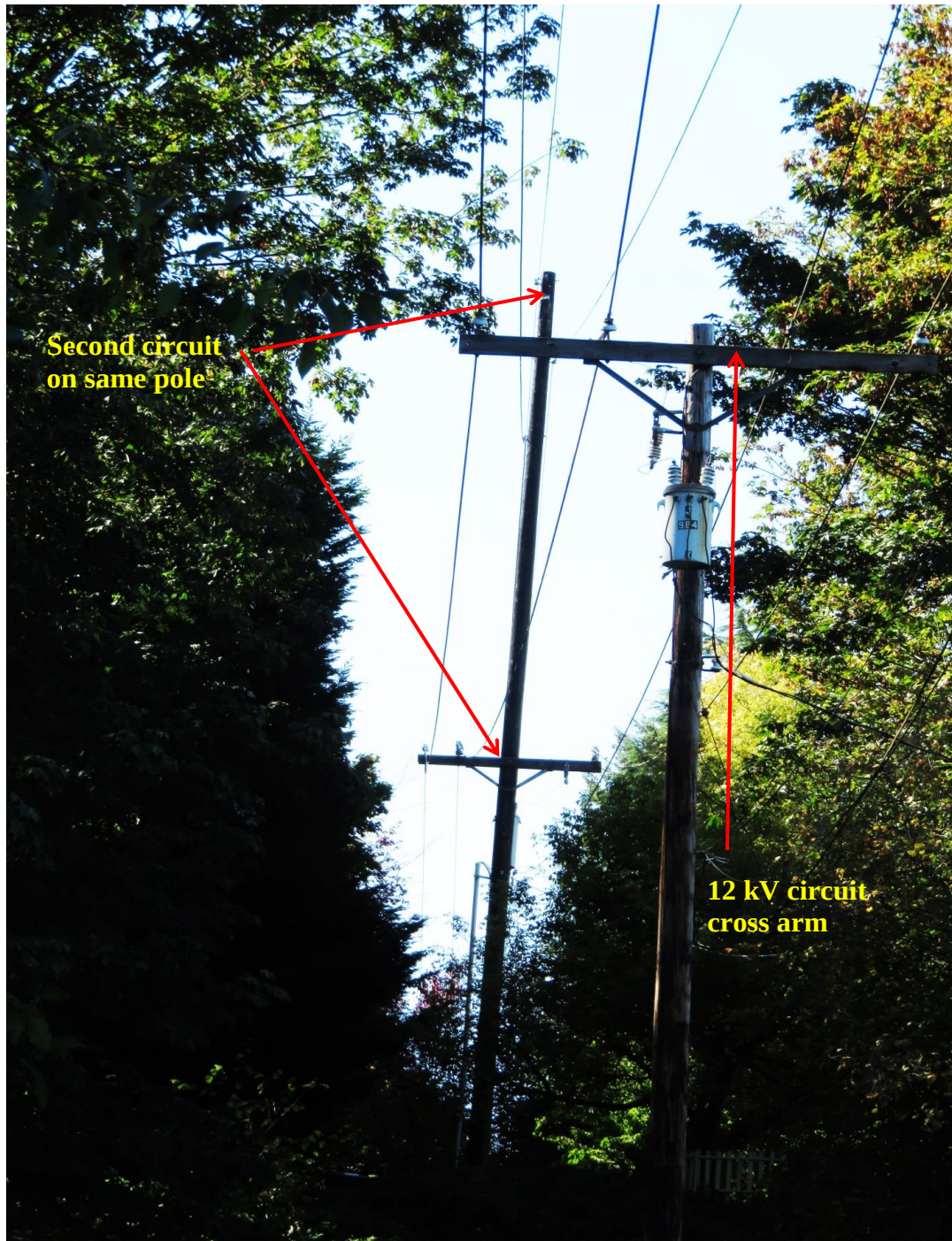


Figure 10. Example of a 12 kV distribution circuit right-of-ways; second circuit appears to be overbuilt on top of the lower circuit



Figure 11. Example of a 12 kV line with tree limbs approaching the conductors

The line conditions shown in Figure 11 and Figure 11 are found in older residential areas throughout the city. In newer developments, there are fewer tall trees and the power distribution circuits might even be underground. However, if the line between the newer developments and the substation goes through older areas of the city with narrow right-of-ways with tall trees, the reliability of the power to the newer developments is compromised.

Electric System Reliability

The electric reliability review for Kenmore includes the following items:

- Review of overall PSE system reliability
- Review of system reliability in Kenmore

These two perspectives provide for an assessment of how Kenmore reliability compares with the remainder of the PSE system and identifies areas for potential improvement.

PSE System Reliability

PSE reports on its overall system reliability through the Annual Reliability Reports that it issues to the WUTC. These reports provide information on overall reliability that includes metrics for SAIFI and SAIDI based on the IEEE definition (excluding major storm events) and also on total outages experienced by customers (including major storm events). The Annual Reliability Reports also provide information on the following:

- 50 least reliable circuits
- Discussion of customer complaints and resolutions
- Information on pending projects and reliability improvement activities

Based on information from the Annual Reliability Reports, the overall PSE reliability performance is shown in Figure 12 and Figure 13 for SAIFI and SAIDI, respectively.

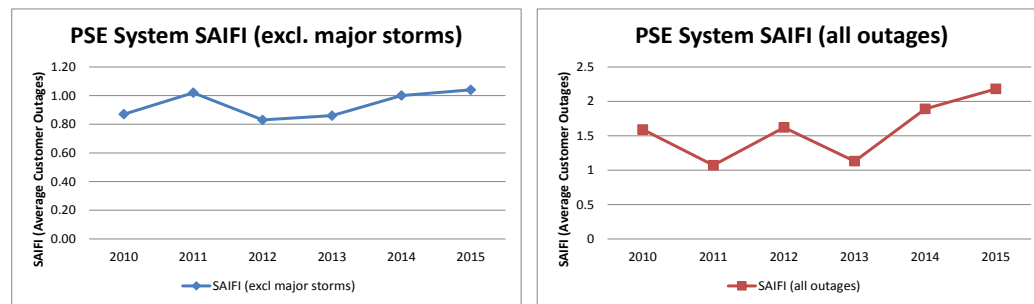
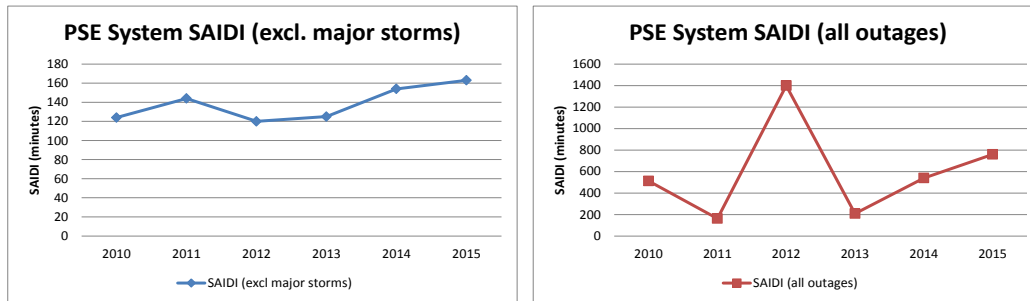


Figure 12 PSE System SAIFI¹⁰

¹⁰ Data obtained from Puget Sound Energy Service Quality and Electric Service Reliability Reports filed with the WUTC (Annual Reports)

Figure 13 PSE System SAIDI¹⁰

PSE has maintained an overall system SAIFI of between 0.83 and 1.04 since 2010 if major storm events are excluded from the measure. There is an increasing trend to this value over the past three years. This SAIFI value means that each customer experiences about 1 outage per year on average. PSE has maintained an overall system SAIDI of between 120 minutes and 163 minutes since 2010 if major storm events are excluded from the measure. There is an increasing trend to this value over the past three years. This SAIFI value means that each customer experiences between 2-3 hours of electric outages per year on average. This measure (excluding major storms) provides an indication of system reliability from normal conditions and operations.

Major storm events are variable in that they may or may not occur during a given year and the intensity of the storms varies. However, major storms impact a large number of customers and as shown in the figures above, SAIFI and SAIDI increase significantly when major storm events are considered. As seen from the graphs above, the SAIDI value increases dramatically in storm events.

For 2015, PSE reported that SAIDI was high due to two large wind storms. PSE's 2015 Annual Reliability Report stated the following:

Throughout 2015, western Washington experienced abnormal to severe drought conditions due to record low snow pack and precipitation levels. As a result of these adverse conditions, trees were stressed and dying in very dry soil conditions. Trees are shallow rooted with the roots spreading wide rather than deep. When soil conditions are too dry to be a counter-balancing weight, strong winds can easily topple trees and loss of limbs occurs more quickly. On August 29, 2015, PSE's service territory was hit by the strongest summer storm in Northwest history. Winds gusts exceeded 45 mph at Sea-Tac Airport and gusts were much higher in other portions of PSE's service territory. Since it was summer, trees were still fully leafed, and combined with being stressed due to drought conditions, were very vulnerable to these high wind speeds. Trees were uprooted as the dry soil wasn't strong enough to support the trees. Fully leafed limbs were also torn from trees and sailed through the air. The result was an extraordinary storm where over 400,000 customers lost power and it took several days to restore power to everyone. On November 17th, a second intense storm occurred in our service territory. By late fall of 2015, precipitation was returning to normal levels and the region saw record level precipitation on the weekend preceding the storm and on the day of the

storm. When wind gusts, up to 67 MPH hit the region, the saturated soil could not support the trees' shallow root system causing widespread outages. In addition, some trees were still stressed from the drought earlier in the year and were not strong enough to withstand the high wind speeds.¹¹

State of Washington Utility Comparison

The use of these measures allows for some comparison of reliability performance between utilities. However, the calculation of SAIFI and SAIDI varies between utilities relative to the calculation of a sustained outage. WUTC defines that a sustained outage as an outage greater than 1 minute in duration so that PSE uses this definition in its calculations. Other states define sustained outages as greater than 3 or 5 minutes so that there is not a complete common basis of the SAIFI and SAIDI values. However, a review of utility performance does provide some measure of performance in a given area. Also, most reliability measures are determined based on the exclusion of major storms based on requirements from their regulatory agencies.

A comparison of Washington regulated utilities (PSE, PacifiCorp WA, and Avista) as well as Seattle City Light is shown in Figure 14. Since the three regulated utilities report using the same criteria, there is a basis for comparison among these three.

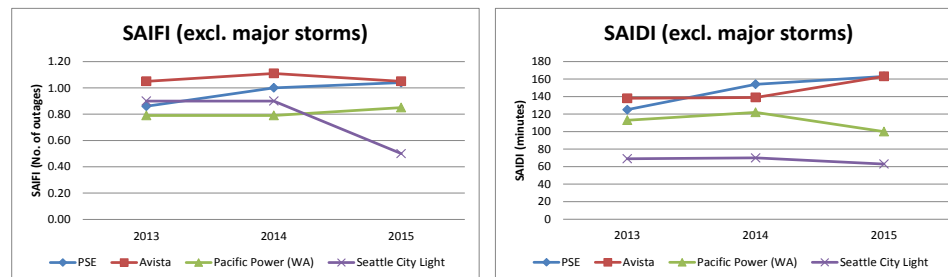


Figure 14 SAIFI / SAIDI Comparison

PSE's reliability performance is comparable to the other regulated utilities in the state of Washington. Seattle City Light has better performance than the three regulated utilities¹². Seattle City Light has several advantages over the three regulated utilities in that it operates mostly in an urban environment with a small geographic footprint. Typically, urban systems have more underground systems and more built-in system redundancy so that the number of outages is reduced; and the redundancy and small footprint allows for more rapid response to outages that reduces the outage time. The density and height of trees is also a major factor to consider when making comparisons between the various utilities.

¹¹ Puget Sound Energy 2015 Service Quality and Electric Service Reliability Reports filed with the WUTC

¹² Seattle City Light website for electric reliability.

IEEE Survey Comparison

Another comparison is from the annual IEEE surveys. IEEE obtains data from most utilities relative to the SAIFI and SAIDI metrics to provide some comparison. As indicated previously, these values may not always be the same, but the large population provides an indication of utility performance. The IEEE measures for 2013 and 2014 are shown in Table 1 below. Results from IEEE have not yet been published for 2015.

Table 1 IEEE Benchmark Results

Quartile	2013		2014	
	SAIFI	SAIDI	SAIFI	SAIDI
1 st /2 nd quartile break	0.90	85	0.86	86
2 nd /3 rd quartile break	1.10	115	1.07	115
3 rd /4 th quartile break	1.40	158	1.33	159

These values are based on outages excluding major storm events and the lower quartile (1st) represents the best reliability. PSE's SAIFI performance for 2013 and 2014 was in the 1st quartile and 2nd quartile, respectively. PSE's SAIDI performance for 2013 and 2014 was in the 3rd quartile for both years. Based on 2015 performance, it is expected that PSE will rank in similar quartiles for 2015. While this comparison shows a relative performance between utilities, there are variances in the way utilities calculate these measures and also variances in geography, topology and weather that affect the results.

Kenmore Circuit Reliability

Kenmore – Overall PSE System Comparison

Based on circuit information provided by Kenmore from PSE, City of Kenmore metrics were calculated for SAIFI and SAIDI.¹³ The results are presented in Figure 15 below. Based on these results, residents of Kenmore on average experienced about one outage per year and experienced approximately four hours of outages on average over the past six years. There have been major storms over the past three years which have increased the number of outages and the duration of outages.

¹³ These are approximate for trending purposes since specific outage information was not available.

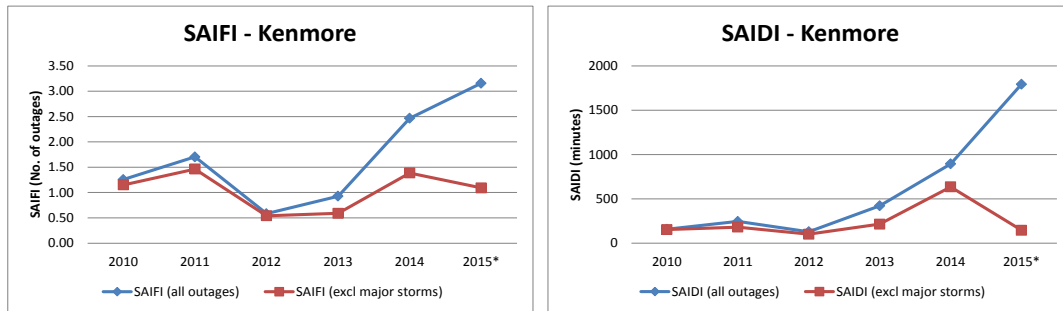


Figure 15 Kenmore SAIFI / SAIDI Results

A comparison of Kenmore results for outages excluding major storms is shown in Figure 16 below. While there are variances in SAIFI between the overall PSE system and Kenmore, over the past six years, on average SAIFI in Kenmore slightly higher than that of the overall PSE system. The outage duration is generally the same in Kenmore as the overall PSE system from 2010 to 2012 and 2015, but there were large variances in 2013 and 2014.

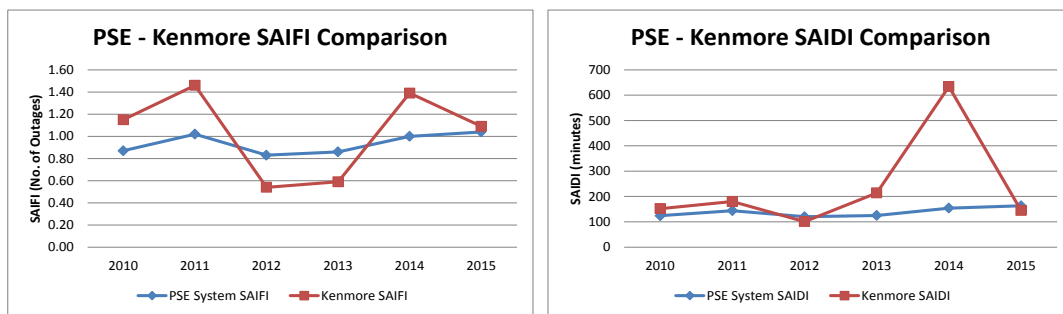


Figure 16 Kenmore – PSE SAIFI / SAIDI Comparison (excl. major storms)

A comparison of Kenmore results for all outages is shown in Figure 17. While there are variances in SAIFI between the overall PSE system and Kenmore, on average Kenmore was comparable to the PSE system except for the past two years where the frequency has increased more than the overall system. The outage duration over the past three years is higher in Kenmore than the overall system.

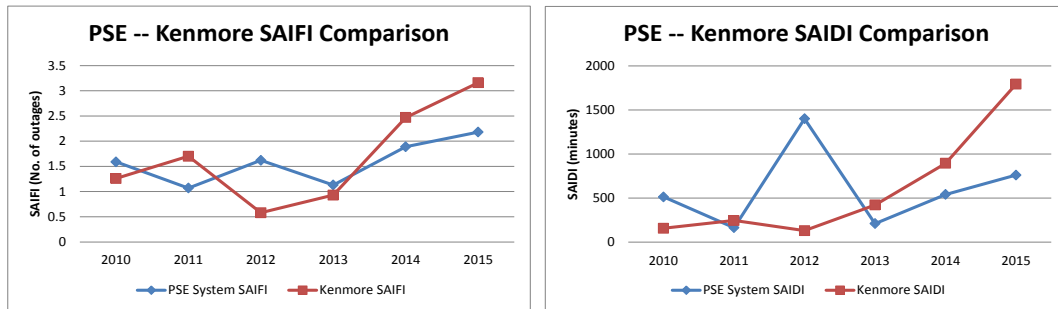


Figure 17 Kenmore – PSE SAIFI / SAIDI Comparison (all outages)

Relative to reliability performance in Kenmore, some of the following factors may explain the variance between Kenmore and the overall system:

- Kenmore is a wooded area with a large number of trees in the vicinity of the overhead distribution lines. This condition makes the overhead circuits more vulnerable to faults on the lines during high winds and storms, where tree branches hitting the lines will create reliability issues.
- The location of some of the distribution circuits are in areas that are difficult to access which prevents rapid restoration from an outage. The access issue makes locating the fault and taking appropriate action more time dependent and may result in higher restoration times.
- During storm restoration, utilities typically prioritize restoration activities on the following criteria:
 - Transmission lines and substations, if affected, are addressed first since these assets can affect a very large number of customers.
 - Circuits with critical facilities
 - Circuits with large number of customers

Therefore, locations with non-critical facilities and low circuit customer counts may receive a lower priority after large storm events; and therefore, these locations will experience longer outage durations.

Kenmore Circuit Review

PSE ranks its circuits based on reliability (five-year average outage duration). Based on a review of the annual reliability reports, circuits from Kenmore are not identified in the list of 50 problem circuits. However, based on the circuit information provided, the majority of Kenmore circuits are in the bottom quartile, which indicates that these circuits perform below average related to outage duration. Figure 18 shows the ranking of Kenmore circuits¹⁴. The percent

¹⁴ Information on circuit ranking based on circuit specific information provided by Kenmore.

number represents where the circuit rates against the approximately 1100 PSE circuits in the system.

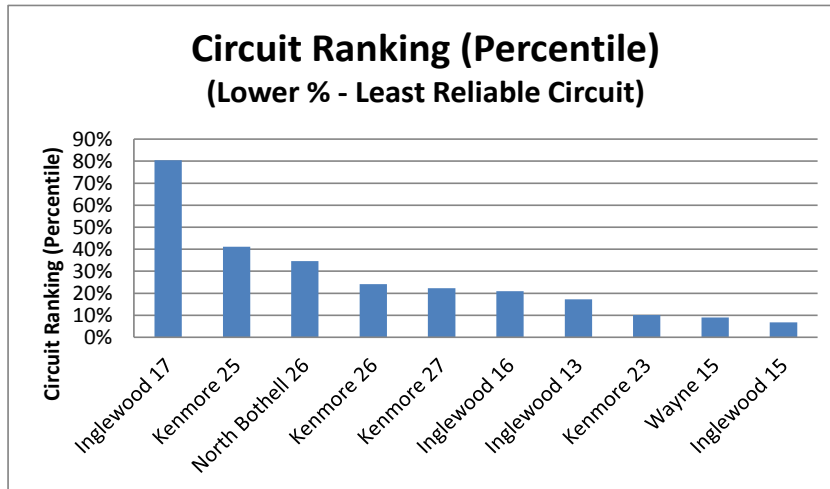
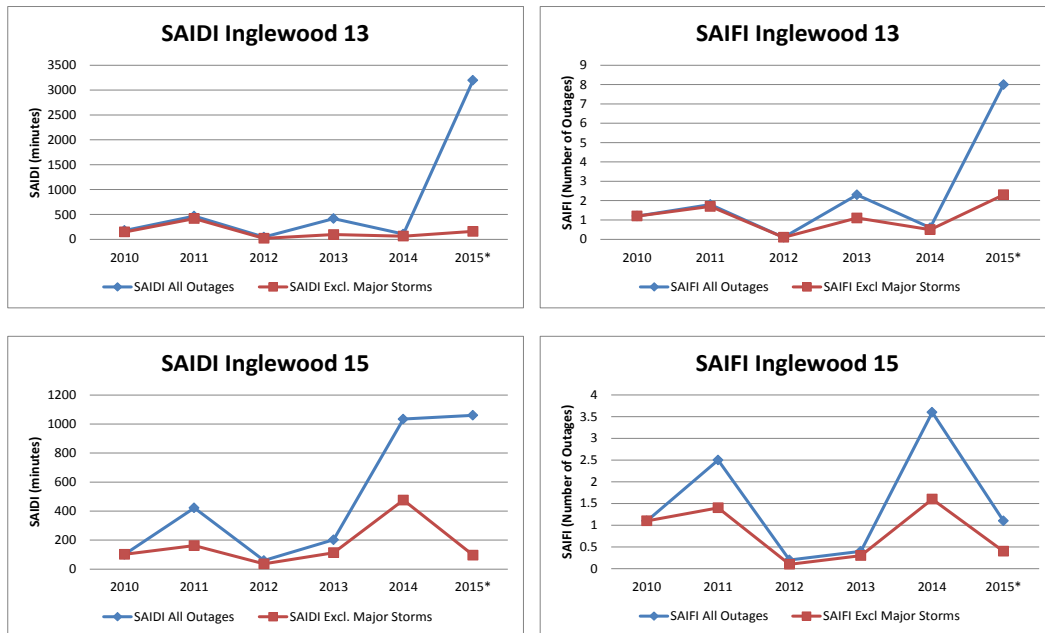
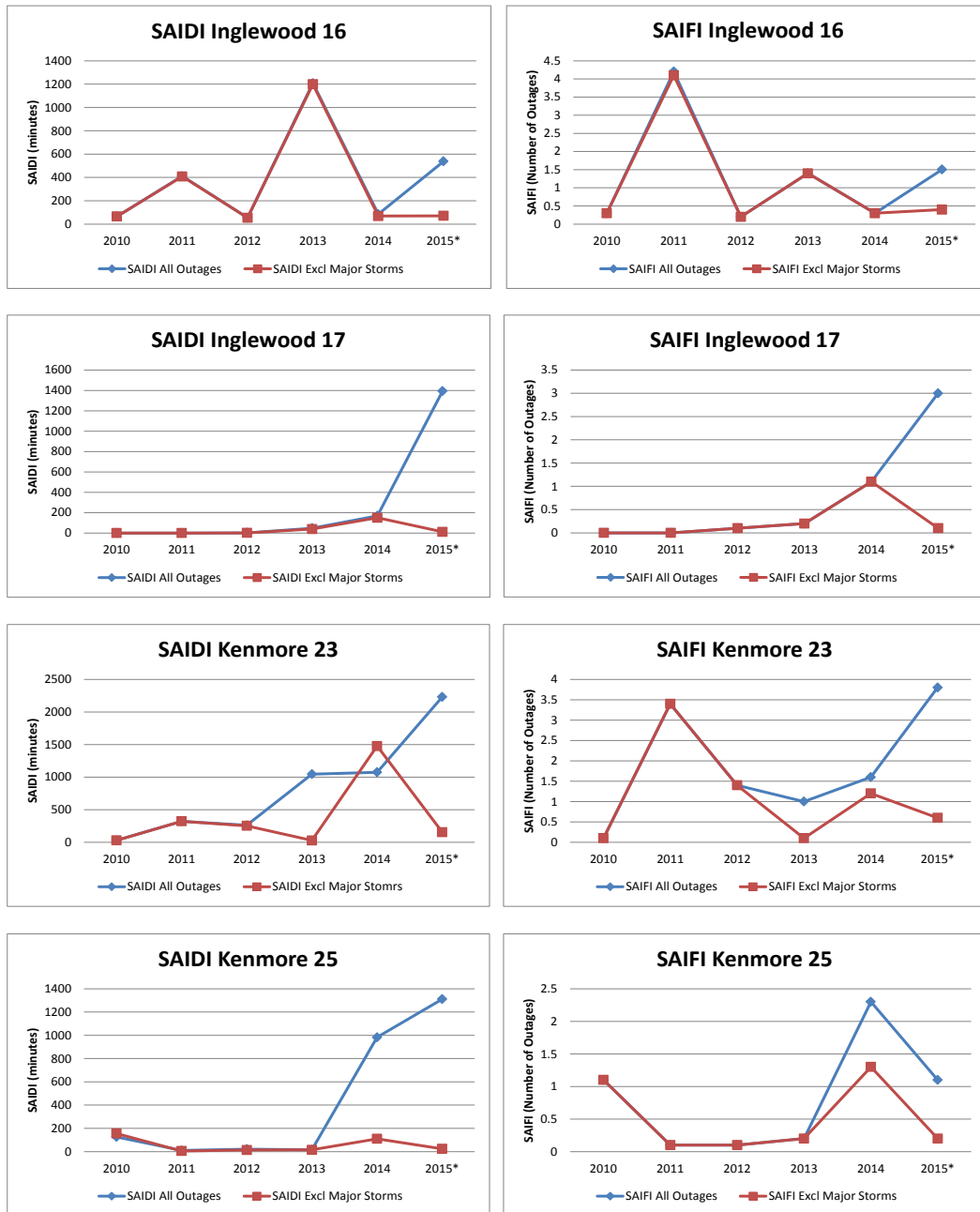


Figure 18 Kenmore Circuit Ranking

The following graphs in Figure 19 provide information on the specific circuits in Kenmore. These performance varies from year-to-year because of impacts of storms, equipment failures, and other outage causes. It is observed that the Kenmore circuits are vulnerable during storm events and therefore, long duration outages are experienced after these events.





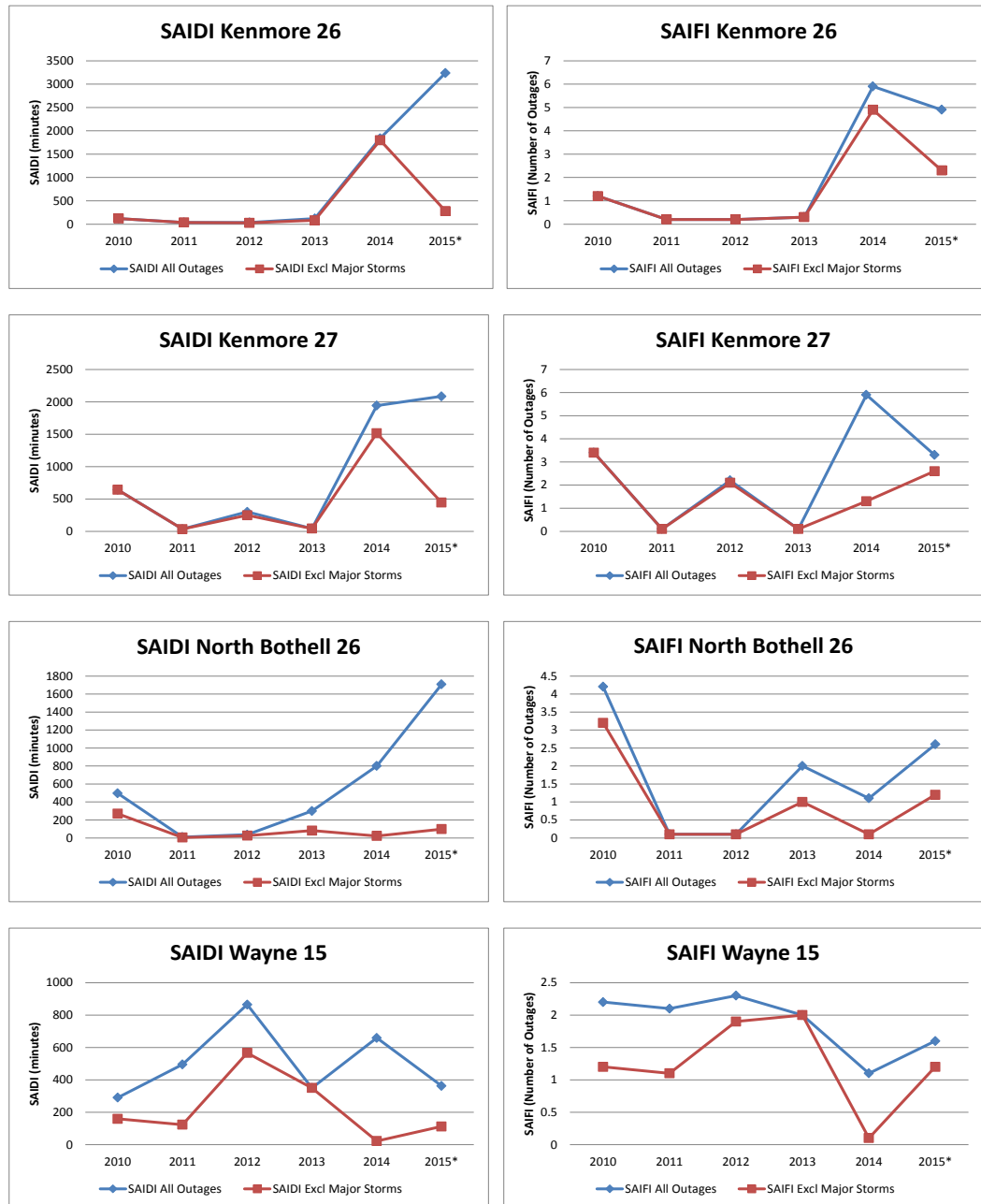


Figure 19 Kenmore Circuit Reliability Performance

Customer Complaints

PSE reports on customer complaints relative to reliability and power quality issues in its Annual Reliability Report to the WUTC¹⁵. PSE tracks customer complaints from two sources:

1. Complaints submitted to the WUTC and
2. Complaints received directly from customers.

PSE considers each individual inquiry to the WUTC as a complaint and considers two inquiries from an individual customer over a two year period as a single complaint. Based on these definitions, complaints were reported on a system, King County and Kenmore basis. The results are shown in Table 2.

Table 2 Reliability and Power Quality Complaints

Year	Number of Complaints - WUTC			Number of Complaints - PSE			Number of Complaints - Total		
	System	King Co.	Kenmore	System	King Co.	Kenmore	System	King Co.	Kenmore
2011	17	9	0	24	10	0	41	19	0
2012	12	3	0	28	14	0	40	17	0
2013	17	4	0	15	8	1	32	12	1
2014	18	14	0	35	26	0	53	40	0
2015	27	16	4	49	23	1	76	39	5

The number of customer complaints reported has risen in the past two years. There have been significant storm-related outages over the past two years which is a likely driver of customer complaints in the overall system. From a Kenmore perspective based on discussion with city officials and residents, there is increasing dissatisfaction with the current reliability of the system in Kenmore. Outages associated with storms and other events have created great concern. The currently tracked number of complaints from Kenmore does not reflect concerns, which have increased in 2016.

PSE also tracks actions against the complaints received. There were only six complaints from Kenmore residents over the past five years and these are indicated in Table 3.

¹⁵ Data obtained from Puget Sound Energy Service Quality and Electric Service Reliability Reports filed with the WUTC (Annual Reports)

Table 3 Kenmore Circuit Complaints

Year	Circuit	Type of Complaint	Resolution
2013	Wayne-15	Reliability	On-going circuit monitoring and maintenance
2015	Unknown	Reliability	
2015	Unknown	Reliability	
2015	Unknown	Reliability	
2015	Unknown	Reliability	
2015	Kenmore-27	Reliability	Two system projects with estimated completion in 2016. On-going circuit monitoring and maintenance.

Capital Projects

PSE performs work related to reliability improvements in two ways: (1) programs and projects that occur throughout its service territory and (2) reliability-specific projects for circuits that need additional attention. Relative to work being performed in Kenmore, the following are programmatic efforts to improve the power system reliability in the City:

- Installation of tree wire: PSE installs tree wire on selected circuits to reduce the impact of vegetation contact with wires. The use of insulated wires reduces the potential for faults due to tree branch contacts. The tree wire is also a stronger component than older installed conductors and provides some additional protection against falling branches. However, tree wire does not reduce outages when large branches or trees impact the lines and cause the conductors to break and fall.
- Distribution sectionalizing devices: PSE installs reclosers and sectionalizing switches throughout its system to provide for more rapid isolation of the faulted line segment and enables the unaffected portions of the lines to be returned to service. Reclosers are programmed to detect and isolate line faults and to automatically re-energize unfaulted line segments¹⁶. If the fault is longer, reclosers can isolate the section of the line with the fault and allow customers upstream of the reclosers to remain energized. Sectionalizing switches provide for the ability to isolate a smaller section of a line and allow return to service for more customers in a timely manner (not dependent on any subsequent repairs).

¹⁶ Many faults involving short circuits between conductors or short circuits to ground are temporary. This is especially true for lightning induced faults. Reclosers in overhead line systems are typically programmed to attempt to reenergize the circuit after a short time delay. If the fault was not permanent, the reclosing operation will restore power to the customers connected to the affected line.

- SCADA installations: PSE is making broader use of SCADA in its substations and switches. SCADA provides visibility into the system performance and allows for more rapid location of a fault and a quicker return to service response for those sections of the line isolated from the fault.
- Cable remediation: PSE replaces or remediates sections of underground cable that have aged and are vulnerable to failure. This program improves the performance of the underground cable systems.
- Aging overhead wire replacement: PSE replaces smaller diameter wire in vulnerable locations with larger ACSR wire to improve the loadability of the conductors and to reduce the probability of lines breaking by a falling tree branch.
- Substation asset management: PSE monitors its major substation equipment (transformers and circuit breakers) to identify components that are at end of life and to proactively replace these major components, as needed.

All of these system-wide programs provide reliability improvements, which over time will be beneficial to residents in Kenmore.

In addition, PSE has indicated that there are several programmatic projects and targeted reliability improvement projects being performed or scheduled for circuits in Kenmore. These projects include:

- Distribution automation project: Reclosers have been installed along with some automation to test the benefits of new technologies. Additional testing will occur prior to system wide implementation of the automation scheme.
- Two overhead switches will be installed on NE 185th ST for improved sectionalizing.
- Recloser on NE 195th St has been installed, but settings need to be applied to make the recloser functional.
- Recloser is planned for installation on NE 169th St.
- Overhead-to-underground conversion along NE Bothell Way (SR 522) is in the planning stages.
- Kenmore 26 circuit (“KNM-26”) along NE 195th St is planned for rerouting and reconductoring to allow this portion of the circuit to be more assessable. This project will address a major vulnerability of a section of line that is difficult to access, which results in long outage times.

- A feeder reconductoring project with tree wire is being planned for KNM-27 along NE 185th St.
- A feeder reconductoring project with tree wire is being evaluated for KNM-23 along Arrowhead Dr.

These projects are consistent with PSE plans to improve the overall reliability of the power distribution system in Kenmore.

System Maintenance

Similar to capital projects, PSE conducts on-going maintenance and inspection activities that are focused on maintaining reliability of the system. These include the following programs:

- **Vegetation management:** PSE performs tree trimming at defined intervals: 4 years for overhead distribution circuits in areas like Kenmore and 3-years for overhead transmission circuits. Additionally, PSE conducts spot inspections when performing work throughout the system. Tree-trimming activities are limited to tree-trimming within the PSE right-of-ways. Therefore, the presence of tall trees adjacent to the right-of-ways is still serious reliability risks even if the tree branches are trimmed back to the edge of the right of ways.
- **Wood pole test and wood treatment programs:** PSE conducts wood pole test and treat the poles to extend the life of the wood poles and to minimize outages caused by falling poles. Poles identified as near failure are replaced.
- **Wildlife management:** PSE monitors wildlife activity that causes outages and utilizes specific products and designs to minimize wildlife impacts. Typically protection measures may include upgrading equipment poles with bushing covers, cutout covers and covered jumpers when maintenance activities are performed.

These maintenance practices are typical within the industry and are utilized to reduce the probability of outages.

Future Power Demands

The Growth Forecast by the City of Kenmore

The population of the City of Kenmore grew by 9.5% (from 18,678 to 20,460) between the year 2000 and 2010. It is estimated to have grown by 14% from the year 2000 and 2014. The number of housing units grew by 18% (from 7,488 to 8,835) over this same time period.¹⁷ The employment dropped during the years 2000 to 2010 by 21% but is expected to rise by 46% by the year 2035. The growth will be somewhat constrained by the lack of developable areas in the City. The available space available for development is estimated to be about 5%.¹⁸ Figure 20 shows the existing use of land in the City of Kenmore. It shows that the existing industrial/commercial areas are primarily found along route 522. The City envisions that this will remain the area for industrial and commercial developments. It is also expected that the existing more heavy industrial sites will over time be converted to more light industrial or commercial use.

Table 4 Copy of Table DE-F from the City's comprehensive plan.

Year	Population	Housing Units	Employment
2000	18,678	7,488	4,601
2010	20,460	8,569	3,625
2035	28,473	12,236	6,704

At present 4 out of the 10 distribution feeder lines are served from the Kenmore substation, in which there is a single 25 MVA transformer installed. According to PSE, this transformer is not heavily loaded. All of the substations from which power is routed into the City have room for at least one additional step-down (from 115 to 12 kV) transformer. Furthermore, the completed and on-going reconductoring of the 115 kV transmission lines have increased the ability of PSE to send more power into the substations that feed the City.

Because the expected realignment of the existing industrial areas in the City from more heavy industry to residential or commercial use, there might not be a substantial increased need for electric power around route 522. However, if this assumption turns out to be wrong, it should be relatively easy to install additional power distribution lines from the Kenmore substation to wherever more power is needed.

¹⁷ City of Kenmore Comprehensive Plan, June 2015, Chapter 3, Demographics and Economics. See <http://www.kenmorewa.gov/comprehensiveplan>

¹⁸ Ibid table LU-A on page 4A-7 shows 4.7% vacant land.

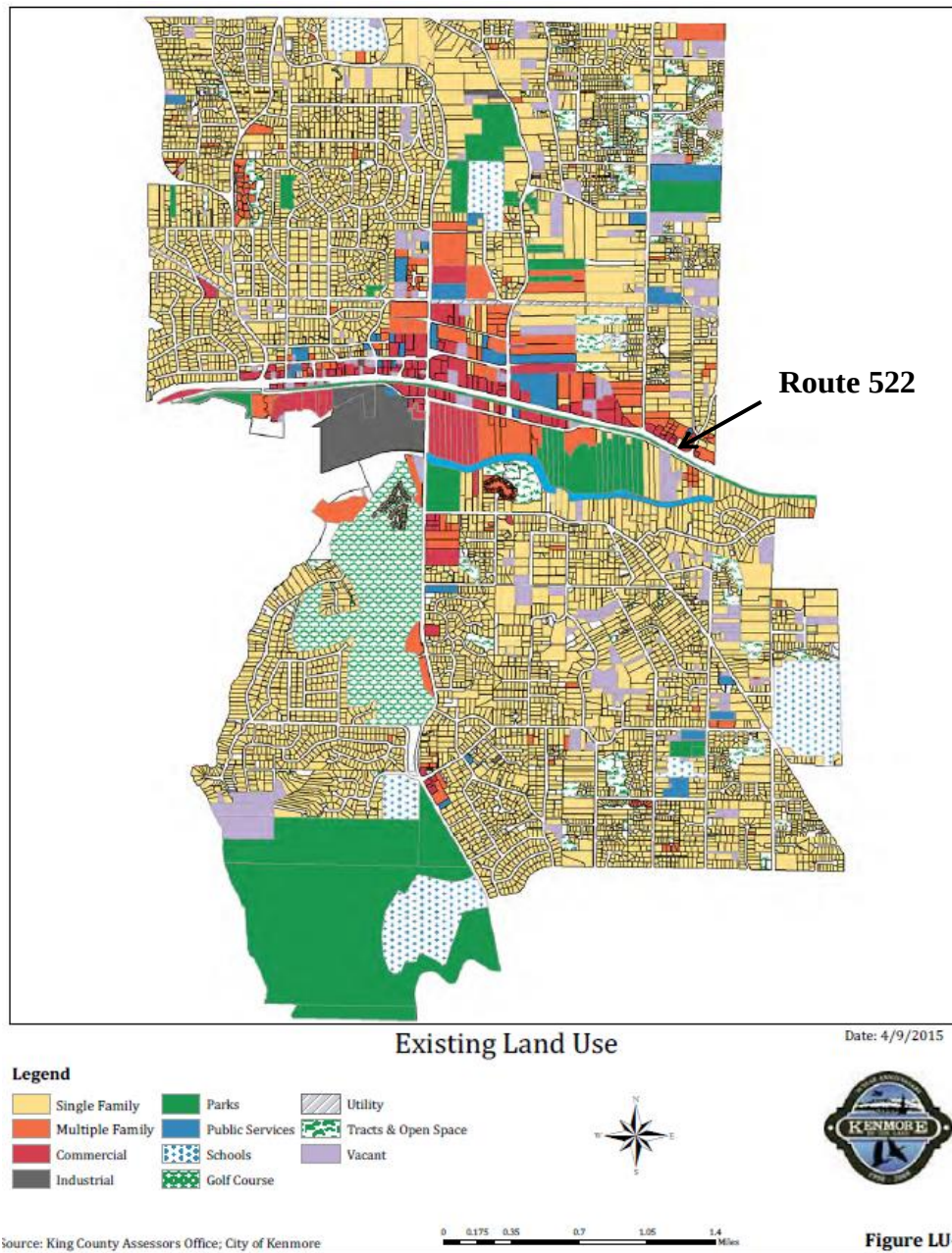


Figure 20. Copy of City of Kenmore map showing existing land use¹⁹

¹⁹ Figure LU-2 from the City's comprehensive plan.

PSE's Integrated Resource Plan Review

The latest available version of PSE's Integrated Resource Plan covers the year 2015 to 2035.²⁰ This plan is revised by PSE and submitted to the Washington Utilities and Transportation Commission (WUTC) every two years.

PSE reports that at the system level, demand growth has slowed significantly compared with the 2013 IRP Base Demand Forecast, but some areas continue to experience rapid growth – particularly the Eastside area of King County that includes downtown Bellevue. The 2015 plan changes the assumed average annual growth to 1.6% per year from 1.9% in the 2013 IRP. The growth is primarily found in the Eastside where the average annual peak demand growth rate is assumed to be about 2.5 percent from 2014 to 2031, which is significantly higher than the 1.6 percent growth rate in the overall system-level forecast.

In the 2015 IRP PSE states the following: “The surplus conditions the Pacific Northwest electric markets have experienced for a decade are forecast to change significantly with the scheduled retirement of two coal plants in 2020, Portland General Electric’s 585 MW Boardman plant in Oregon and TransAlta’s 730 MW Centralia Unit 1. According to studies of long-term resource adequacy from the region’s energy organizations, regional market deficits are a possibility unless new resources are added in the region by 2021, and potential outages could affect more people and last longer than under previous conditions.”²¹

The power output from the Colstrip plant can also be constrained. PSE described the situation as follows: “During the next five years, the Colstrip units will become subject to several recently enacted regulations, changes in existing regulations and a rule governing coal combustion residuals (CCR) published in December 2014.²² CCR includes fly ash, bottom ash and scrubber slurry from Colstrip. Based on the changes to the final rule, the final CO₂ [carbon dioxide] goal for Montana became 26 percent more stringent and the final CO₂ goal for Washington became 35 percent less stringent. By 2030 Montana must reduce CO₂ emissions from coal plants from 20.5 million tons of CO₂ to 11.3 million tons of CO₂ which is a 45 percent reduction in CO₂ emissions. How this will affect Colstrip cannot be determined until a state implementation plan for Montana is finalized and approved by EPA.”

The plan examines the many energy-resource options available to PSE, including the maximum amount of new electric and gas energy "supply" that can be acquired by PSE including the reduced energy demand that are assumed to be possible to achieve through improved energy efficiency. One significant change in the planning assumptions is a reduced loss of load (LOL) probability, which changed from 5% to 1%. Loss of load probability (LOLP) is a measure of the likelihood of a load curtailment occurring; expected unserved energy (EUE) is a measure of the

²⁰ See <https://www.pse.com/aboutpse/EnergySupply/Pages/Resource-Planning.aspx>

²¹ PSE's IRP dated 2015, page 1-2.

²² This is described in detail in Appendix K of the IRP.

magnitude of potential load curtailments, in other words, how much load and how many customers are likely to be impacted. The 2015 optimum planning standard utilized by PSE includes the effect of market risk, which is the risk associated with the ability or inability of PSE to acquire electric power in the open market. PSE is presently acquiring a significant amount of electric energy by purchasing surplus energy available in the region.

In earlier IRPs PSE assumed that wholesale market purchases were 100 percent reliable, but in view of the predicted electric power shortages, this is no longer a reasonable assumption if the surplus capacity in the region is shrinking. Therefore, PSE incorporated a wholesale market risk factor in its 2015 IRP. In fact, a significant portion of PSE's 2015 IRP is based on probabilistic modeling and reasoning. That is, the methods for forecasting the future electric power needs are complex and not intuitive.

The 2015 IRP indicates that PSE needs to acquire approximately 275 MW of firm, dispatchable generation (most likely natural gas plants) in the next 7 years.²³ This will be required to meet PSE customers' capacity needs as the regional capacity surplus – which PSE has relied on as a low cost/low risk resource – dwindles in the next few years. However, this assumes that PSE can achieve about 500 MW of demand side resources (DSR) that offsets the need for electric power generation capacity, which might be optimistic since that is only 5 years from now.

Demand side resources (DSR) covers:²⁴

- Electric energy efficiency measures such as retrofitting programs and new construction codes and standards, appliance upgrades, building envelope upgrades, heating and cooling systems and lighting changes.²⁵
- Demand-response, which are electric power loads that may be curtailed or interrupted during system emergencies or when wholesale market prices exceed the utility's supply cost.
- Distributed generation such as rooftop solar panels, which can generate electricity during daytime hours, located close to the source of the customer's load.
- Distributed efficiency measures, which are achieved by using load balancing and voltage reductions to reduce energy power consumption.²⁶
- Appliance and lighting efficiency might be relatively easy to achieve but building upgrades and retrofits might be more difficult to implement. Furthermore, this might lead to more use of natural gas unless the penetration of all electric homes is significant. Demand response could also be achieved relatively fast since it would only require

²³ Wind and solar power plants are not considered to be firm power generation sources since the output from these plants are zero when the sun is not shining on solar panels or when there is no wind. These types of plants are energy sources not under the control of the dispatchers.

²⁴ See Chapter 6 of the IRP.

²⁵ Increased electric efficiency in appliances and lighting will most likely increase the consumption of natural gas.

²⁶ The benefits of voltage reductions can be expected to be reduced if appliances and electric motor drives in the future are served by power electronic systems, which look like constant power loads relatively independent of the supplied voltage.

contract modifications with large electric power users.²⁷ The other dimensions of the DSR strategy might be more difficult to achieve. If DSR is not successfully implemented, there might be an electric power supply deficiency in PSE's system.

Figure 21 shows PSE's existing and projected peak hour needs and the effective capacity of the existing resources available to PSE.²⁸ The graph shows a power capacity deficit of about 275 MW in 2021. PSE assumes in the 2015 IRP that the impact on demand from electric vehicles would be insignificant, so electric vehicles are not included in PSE's 2015 demand forecast.

It must be understood that the electric power system has to provide not only sufficient electric energy for all of the electric energy users but it also has to have sufficient capacity to serve the connected loads when the demand for power is at a maximum. If the demand for electric power exceeds the supply, then blackouts will arise. By the year 2035 the plan assumes that about 1,000 MW can be had from DSR. This is 17% of the electric power demand. The forecast also shows that by 2035, close to 1,600 MW of new power sources must be obtained. Since the lead time for construction of new power plants can be long, this indicates that there is an urgent need for PSE to begin the process for new power plant construction in the next few years.

²⁷ However, a proposal to have pool pump with a timer set to run during off-peak times (starting after 8:00 p.m. and cycling off before 10:00 a.m.) does not make much sense if solar heating of the pools is installed. See Appendix B2, page 8.

²⁸ PSE's peak power demand is expected to arise during the winter months. The available electric power capacity is shown to be small (9% of capacity) because the probability of having electric power generated by PSE's 823 MW name-plate capacity wind turbines during the peak electric power window is small because the peak demand is most likely associated with cold temperatures and relatively calm wind conditions.

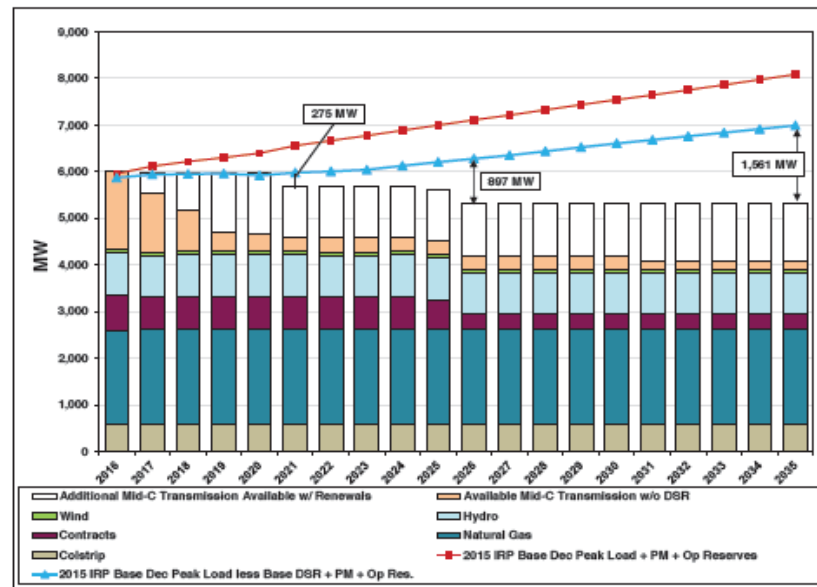


Figure 21. Copy of Figure 1-4 on page 1-14 of PSE's IRP

Peak hour capacity is an important aspect of PSE's ability to adequately meet the physical needs of its customers. The other dimension of the electric energy supply is the mix of generation sources where the electric energy is generated. This mix influences the price of the electric energy sold by PSE because if PSE can deliver power from inexpensive sources, PSE's energy cost per unit sold will be low and vice versa if the generation source produces expensive electric energy. Figure 22 shows PSE's annual forecast of energy sales to retail electric customers with expected generation for the year by resource type.²⁹ This "energy position" reflects PSE's most economical dispatch of its electric resource portfolio based on expected market conditions. PSE states that it is not a physical generation model because PSE asserts that it could generate significantly more energy than needed to meet its load on a monthly or annual basis. Instead, PSE plans to purchase energy in the wholesale market when it is more cost effective than running its thermal resources. The figure shows that PSE's market purchases increases from 806 annual megawatts (aMW) to about 1,650 aMW over the next 20 years. That is, PSE's strategy is to acquire much of its electric energy from the open market, which could benefit PSE's customers if there is a surplus of electric energy sources in the region.³⁰

²⁹ See IRP Chapter 1, page

³⁰ In theory, the marginal cost of a resource becomes infinitive if the availability of the resource is exhausted.

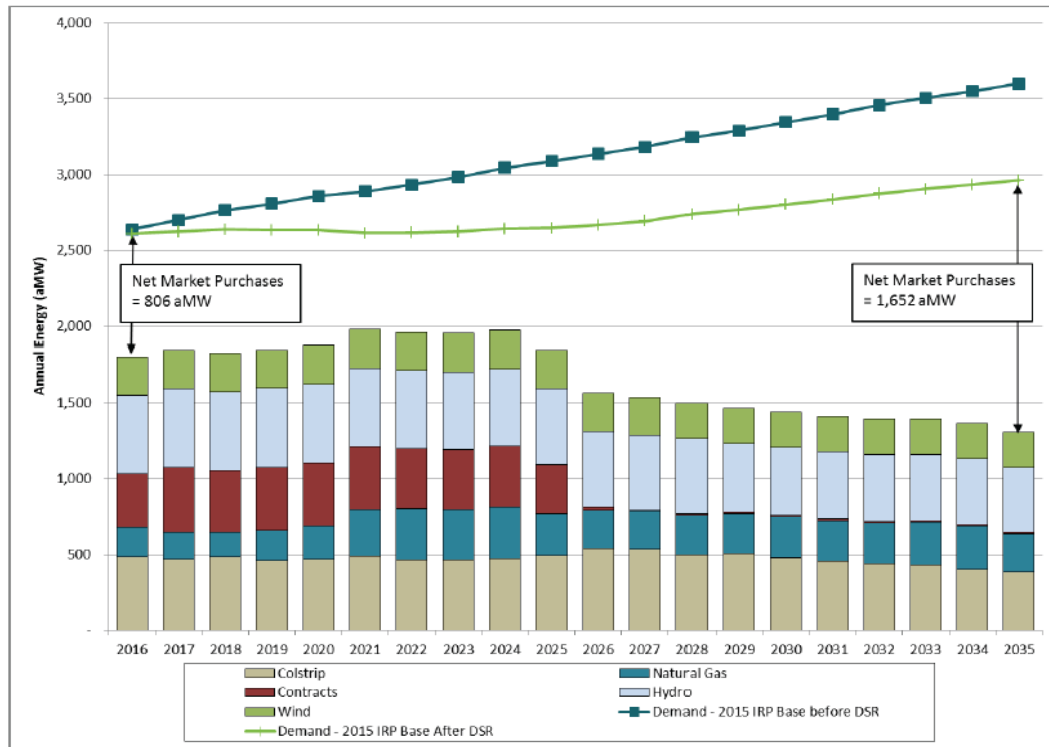


Figure 22. PSE's load forecasts aggregated to an annual basis.³¹

PSE projects that between 2016 and 2033, nominal retail electric rates will grow at an average annual rate of between 1.1 and 1.3 percent, depending on the customer class.³² Assuming an inflation rate of 2.5 percent per year, this means real electric retail rates are expected to decline by 1.2 to 1.4 percent.³³ This is much lower than the 3.1 percent rate increase modeled in the

³¹ See Figure 1-5 on page 1-15 of PSE's IRP

³² Residential electric service rates are at present 0.097543 \$/kWh for the first 600 kWh per month and 0.116365 \$/kWh thereafter. See https://pse.com/aboutpse/Rates/Documents/summ_elec_prices_2016_10_01.pdf

³³ Seattle City Light forecasts an annual rate increase over the next 6 years at 4.3% but does not expect a significant load growth. See Seattle City Light Strategic Plan Update 2017 – 2022. The 2016 residential rate is 0.0596 for the first block (less than 16 kWh per month) and 0.1257 \$/kWh thereafter. A demand change of \$4.51 per month is added. See <http://www.seattle.gov/light/rates/docs/2017/city%20light%202017-2018%20proposed%20retail%20rates.pdf>

2013 IRP.³⁴ Snohomish County PUD that serves the county north of the City has no similar plan available on its web site.³⁵

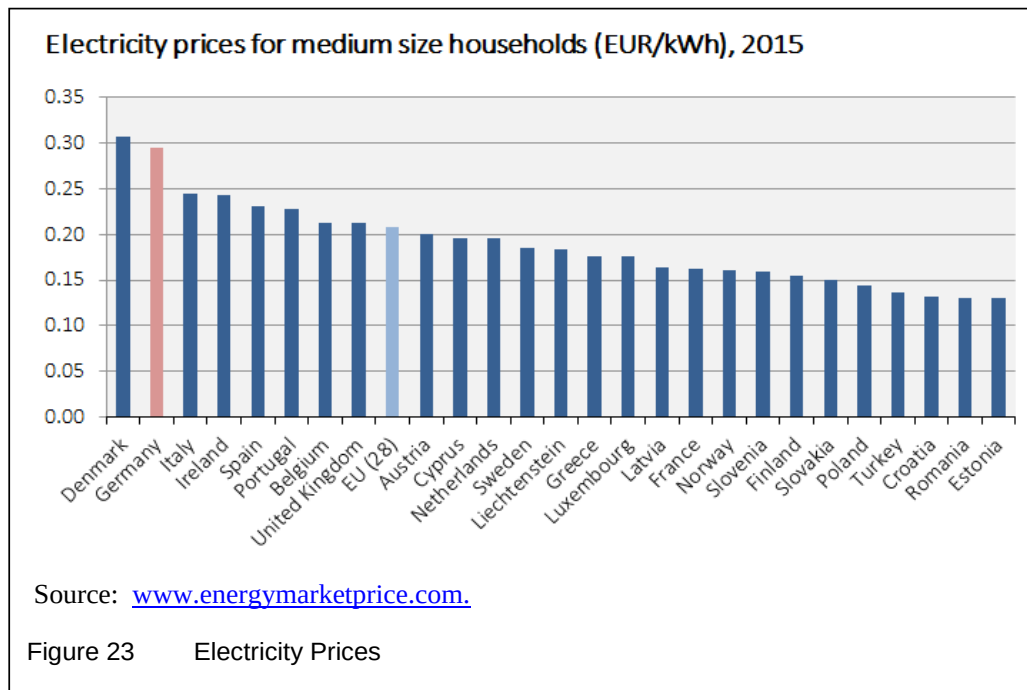
PSE is required according to the state of Washington's RCW 19.285, the Energy Independence Act, to reach certain targets for renewable resources and acquire all cost-effective achievable conservation. Furthermore, according to WAC 480-100-238, "Each electric utility regulated by the commission has the responsibility to meet its system demand with a least cost mix of energy supply resources and conservation." These rules appear to be straightforward and easy to apply. However, alternative energy sources typically cost more than the conventional alternatives based on natural gas, fossil fuels and hydro, which is at odds with the least cost requirement.

The rates in countries with a heavy emphasis on so called Green Power illustrate the high cost of alternative energy sources. Figure 23 below shows typical electric power rates in European countries. The German electric power rate includes a 19% value added tax of 0.0685 EUR/k-Wh.³⁶ In Denmark, about 50% of the electric power is generated by wind power plants. The reason for the high cost of wind energy is that when the wind power is unavailable due to a lack of wind, other sources for electric power generation must be available. That is, the deficit must be made up by other plants that are idle when wind power is generated, which requires added investments in generation facilities. This is reflected in PSE's planning scenarios where the available electric power capacity from PSE's 823 MW of wind power plants is discounted by 91% (9% availability).

³⁴ IRP Chapter 5, page 5-19

³⁵ The power rate as of October 2015 is 0.09879 \$/kWh for an assumed energy consumption of 1,000 kWh per month. See <http://www.snopud.com/?p=1369>.

³⁶ The exchange rate on October 14, 2016 is 1 Euro equals 1.10 \$ US.



PSE and its customers are facing several uncertainties over the 20 year planning horizon. One of these is future policies or regulations associated with carbon emission reductions. Constraints on running generation systems that generate CO₂ could dramatically change the economics of electric power and electric energy. However, if inexpensive electric batteries were to become available, solar and wind power plants might become more reliable electric power sources, which could change the economics for the better of solar and wind power plants. PSE appears to closely monitor these developments.

As part of PSE's ongoing commitment to the exploration and evaluation of emerging resources, PSE's IRP includes analyses of rooftop solar generation (distributed solar)³⁷. In this study, the effect of a system wide installation of 300 MW of solar power plants was included. Electric energy storage technologies such as batteries or pumped hydro plants were also studied.³⁸

³⁷ Distributed solar generation has never been selected in PSE's portfolio analysis as a cost-effective resource for the PSE system, but federal tax credits and state production incentives have made it cost-effective for customers. Already, PSE has 2,800 net-metered customers who have installed rooftop solar panels totaling 17.4 megawatts of capacity and 17,360 megawatt hours of annual energy generation.

³⁸ IRP Chapter 1, page 1-5. See Appendix L for in depth analysis of the studied technologies.

Adoption of New Technologies by PSE

PSE's 2015 IRP is devoted to assessment and plans for adding power supply resources by PSE so it can meet the future, expected demands for electric power. The IRP does not address investments in distribution systems to improve the reliability of PSE's electric power customers. This seems to be appropriate because the key resource limit that PSE needs to address is the potential shortage of electric power generation resources in the northwestern states over the next 20 years. PSE addressed the so called smart grid technology acquisitions and implementation in a report entitled "2012 Smart Grid Technology Report" dated September 1, 2012.³⁹

"Smart grid" is only a marketing slogan, which does not describe a specific set of equipment or prescribe a certain power system architecture. The fundamental component of the smart grid concept is advanced data acquisition and communication infrastructure, which will enable timely and detailed information flow from the power system back to the system operators⁴⁰. To fully utilize the added features in the data acquisition systems, advanced sensors are typically required to be installed in the switches and breakers placed in the lines and substations. The information received from the sensors might make it possible automate some functions that will speed up system restoration after an outage or minimize the parts of the power system that is damaged.⁴¹

PSE's smart grid report describes significant investments from 1998 through 2012 by PSE in the communication and automation infrastructure for both the transmission and distribution systems. A number of "smart grid technologies" were put through testing to establish if the technologies would work and the potential cost benefits from using them. The plan discussed the following:

- Automated meters with two-way communication capability to collect energy usage information that enables customers to check and manage their daily energy usage via the Internet;
- Integration of customer owned grid-connected solar and wind systems allowing them to generate their own power and supply excess energy back to the grid;
- Implementation of conservation voltage reduction in several substations to manage electric power system capacity limitations;
- Automation of transmission and distribution (T&D) systems to improve service reliability; and

³⁹ Filed pursuant to WAC 480-100-505.

⁴⁰ This may also make the power system more susceptible to hackers.

⁴¹ After a major storm, it might be necessary to patrol the lines to make sure that there are no undetected downed conductors, which could reduce in electrocution of people coming in close contact with the conductors if they were to become energized.

- New or upgraded back-end systems such as energy management systems (EMS), outage management system (OMS), and a geospatial information system (GIS), which provide the foundational core for implementation of smart grid technologies.

The costs of fully implementing the systems that are described in the report are very high. Also, the technologies are not mature and the useful life of many of the technologies is short. This is in particular true for automation and communication infrastructure systems and equipment. That is, the annual cost of keeping the systems in operation, maintaining and upgrading the systems to keep up with technology changes will be high. This could have a significant impact on the electric power rates. The rollout of the technologies has, therefore, been slow but the EMS, OMS and GIS systems have been completed.

PSE has had an automated meter reading (AMR) installed for a long time. The step that is being taken now is to move to a two-way communication system using so called smart meters. PSE is migrating to this new technology at a slow pace since wholesale change out of the AMR system is very costly. The new systems might speed up outage reporting since the older system is has a limited capability to report outages. However, the most reliable outage information is derived from customer calls for loss of power. This is at least at present, the most reliable way to identify fallen or broken conductors along distribution lines. The calls made to report outages are fed into the OMS system and provide a map of the outage areas.

Like most utilities pursuing significant reliability improvements on the distribution system, PSE has installed three phase reclosers to reduce the impact of outages on the feeders to its customers. Reclosers interrupt faults and re-energize the line after a short waiting period. If the fault is temporary, this will restore power back to the customers. If the fault is permanent, the recloser will “lock out” and remain open after a preset number of operations. These devices dramatically reduce the impact of outages to customers on the feeder by not requiring the station circuit breaker to lock out and interrupt service to all the customers on the feeder. PSE is also evaluating and piloting the installation of line reclosers with communication used for remote monitoring and control of the device. This will help determine the challenges and benefits from using reclosers as a part of distribution automation systems.

To minimize the customers affected by a distribution line fault, additional, smart reclosers would have to be installed in the distribution feeder circuits serving the City. However, in order to take full advantage of distribution reclosers in the distribution system serving the City, the substation circuit breakers need to be connected to the distribution supervisory control and data acquisition system (DSCADA). This might require replacement of older circuit breakers. Remote control of the substation circuit breakers would be in addition to having remote control of the reclosers and fault data information transferred from the installed reclosers to the distribution system operators. If this were to be done, the number of customers affected by an outage could be significantly reduced. A further reduction of the number of affected customers would be possible if the radial, looped circuit could be remotely energized from the remote ends of the radial lines by the distribution system operators. This can now be done only by having roving operators manually open and tag out substation breakers and manually close the switches at the remote ends of the distribution feeders.

An example of how these new technologies are working can be found in a recent Wall Street Journal article covered the performance of the power systems affected by hurricane Mathews.⁴² In this article it was stated that the power systems survived the onslaught by the hurricane much better than during previous hurricanes such as hurricane Hugo on September 22, 1989, which devastated South and North Carolina.⁴³ This hurricane caused so much destruction of the power systems so a substantial portion of the system had to be completely rebuilt. The devastation resulting from hurricane Mathew was apparently significantly less. One other lesson learnt came out of significant flooding by the Mississippi and Missouri rivers at around the same time as for hurricane Hugo was the need to remove the station batteries from substations prior to the substations being flooded to avoid corroding electrical/electronic equipment by having corrosive electrolytes and corrosive direct current flows causing destruction of electrical connections. That is, the strategies for dealing with major storms or flooding events have evolved from lessons learnt from past events when such information is shared among utility operators.

⁴² <http://www.wsj.com/articles/hurricane-matthew-tests-electric-grids-new-storm-resistant-technology-1476125502>

⁴³ Around midnight on September 22, 1989 Hurricane Hugo roared ashore just north of Charleston, S.C. as a massive Category 4 storm with winds near 140 mph and a storm tide around 20 feet. The hurricane leveled beachfront properties and toppled trees, leaving much of the coastal areas in absolute ruin. Hugo remained strong as it moved into western North Carolina, producing hurricane-force wind gusts all the way to Charlotte.

Conclusions and Recommendations

Exponent has performed a reliability assessment of the electric system within Kenmore to identify the current status of the system reliability and to provide recommendations for improvement in system reliability. Key findings and observations include:

Reliability-related: observations related to electric system reliability

- Kenmore has experienced a lower level of electric power system reliability over the past several years relative to the overall PSE system. The majority of Kenmore's distribution circuits are in the lowest quartile of circuit rankings based on outage duration over the past five years.
- Kenmore is an area with many tall trees and several narrow corridors for the distribution lines and is therefore, susceptible to outages due to storms and wind events. During the past two years, Kenmore suffered long duration electric power outages due to storm events.
- One of the worst performing distribution circuits, the Kenmore-26 circuit, has a section of the circuit that passes through the back properties of homes and is therefore, very difficult to access in order to perform trouble-shooting and repair after outages with faults in that area.
- Kenmore is primarily served from four high voltage substations. These are Kenmore, Inglewood, North Bothell and Wayne substations. These substations have multiple feeds from the transmission system that provides redundancy making the system feeding power into or close to city robust and reliable. Normally two independent events are required for a substation to lose power and thereby lose its ability to serve the affected portions of the City.
- The Kenmore distribution circuits are looped radial circuits. That is, the circuits are normally fed from one end only, which leads to an electric power outage for the customers connected to the circuit. However, it is possible to feed the circuits from the remote ends by performing manual switching after the fault location or locations are isolated. This circuit design provides a good foundation to improve the reliability of the circuits through the use of sectionalizing devices to improve recovery from outages for the unfaulted portions of the circuits.
- There were observations of tree-related issues during a walkthrough of various neighborhoods performed by Exponent. That is, there are indications of the need for a shorter time interval between tree trimming activities.
- System-wide programs and projects as well as targeted projects currently being planned for Kenmore should provide reliability improvements. Additionally, two recent projects

(underground of line to the Bastyr University and upgrade of line from Moorlands to Vitulli stations) provide additional reinforcement that should enhance the reliability of the power system.

- The impairments include investments in what is typically referred to the smart grid concept, which fundamentally includes the addition of advanced data acquisition and communication infrastructure, which will enable timely and detailed information flow from the power system back to the system operators after a disturbance. As a first step, PSE has developed a program to evaluate and implement various technology improvements. A major improvement was the installation of the new outage management system. Additionally, the use of automation within the system will benefit reliability.

Capacity-related: observations related to long-term capacity

- There is the potential to add additional capacity in the substations feeding Kenmore to address future growth needs as an additional transformer can be added to existing substations.
- Relative to system demand: By the year 2035 the plan assumes that about 1,000 MW can be had from demand side resources (DSR). This is 17% of the electric power demand forecast. The forecast also shows that by 2035, close to 1,600 MW of new power sources must be obtained. Since the lead time for construction of new power plants can be long, this indicates that there is an urgent need for PSE to begin the process for new power plant construction in the next few years.
- The Energize Eastside project for upgrade of the 115kV to 230kV does not have a major impact on Kenmore. It can provide for additional redundancy, but the transmission line upgrade does not appear to affect power to Kenmore.

Based on these observations, Exponent has identified several recommendations for potential improvement in electric reliability. These recommendations include:

1. Since the Kenmore circuits are looped radial circuits, the installation of reclosers and sectionalizing switches can make major improvements in outage restoration to reduce overall outage duration. It is recommended the installation of these devices be expedited for the Kenmore area.
2. PSE should implement its current plans for the rebuilding of Kenmore-26 (relocation of sections of the circuit), Kenmore-27 (feeder reconductoring) and Kenmore-23 circuits (feeder reconductoring). They should also implement improvements for other identified reliability issues on other circuits in Kenmore. [Note: there are on-going discussions between PSE and Kenmore regarding the scope of these upgrades.]
3. Kenmore is subject to significant storm impacts related to tree-related outages. The Kenmore area is on a four-year tree trimming cycle. It is recommended to perform more

frequent patrols in Kenmore to identify potential emerging activities within the four-year period.

4. To further effect a turnaround in reliability, it is recommended that PSE install current modern technologies that it is utilizing in other parts of their system. It is recommended that Kenmore work with PSE to install other advanced technologies that are intended to improve electric reliability. These technologies may include various automation solutions, SCADA installations, and communications protocols for events and storm response.
5. Kenmore should request a reliability report from PSE that provides more details for evaluation of the Kenmore circuits. This report would highlight circuit outages, circuit projects, on-going maintenance activities, and performance related metrics. This report would provide for a better communication between Kenmore and PSE relative to reliability and capacity issues. This reliability report can also form the basis for an annual meeting between PSE and Kenmore to review future plans and provide feedback on reliability issues.
6. Kenmore and PSE should have a more formal protocol for reviewing growth plans for Kenmore so that these plans are included in PSE's system planning activities.

These recommendations are intended to assist Kenmore in working with PSE to ensure appropriate levels of support for the Kenmore community right-of-ways

Voucher Certification and Approval

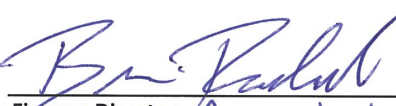
I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a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

The following checks and electronic payments are approved for payment:

Total Check numbers: 35433 through 35538 \$ 750,332.20

Payroll check number: 9194 \$ 891.02

Total Payroll electronic deposits dated: 10/14/2016 \$ 85,875.16

 _____ City Manager	<u>10-24-16</u> _____ Date
 _____ Finance Director	<u>10/21/16</u> _____ Date

Accountant

Check #	Vendor Name	Description	Check Amount
35433	RANDALL, BRIAN	WFOA Travel Expense Reimbursement	381.58
35434	UNITED STATES POSTMASTER	Postage for Mailing Walkways & Waterways	1,443.41
35435	NATIONWIDE FINANCIAL 401a	Social Security Replacement Plan	12,909.77
35436	NATIONWIDE RETIREMENT SOLUTIONS 457	Deferred Comp Payroll Deduction	2,195.00
35437	ICMA RETIREMENT TRUST 457 - 304745	Deferred Comp Payroll Deduction	3,103.81
35438	DRS 457	Deferred Comp Payroll Deduction	1,160.00
35439	CITY OF KENMORE FS	Flexible Spending Medical Plans	396.38
35440	BANK OF AMERICA 941	Payroll Taxes	19,772.41
35441	DEPARTMENT OF RETIREMENT SYSTEMS	WA State Retirement	18,644.35
35442	STATE OF FLORIDA DISBURSEMENT UNIT	Payroll Deduction	275.00
35443	HSA BANK	Employee Health Savings Acct. Contribution	80.76
35444	DEPARTMENT OF LABOR AND INDUSTRIES	Volunteer Hours 3rd Qtr 2016	18.35
35445	ACTION ENTERTAINMENT	DJ for Kenmore Junior High Dance	375.00
35446	BAKER, DAVID	Sep./Oct. Mileage Reimbursement	358.56
35447	BRAVO ENVIRONMENTAL SERVICE	September Vactor Services	12,589.14
35448	CENTER FOR HUMAN SERVICES	Qtr 2 Human Svcs - Family Support	3,750.00
35449	CENTER FOR HUMAN SERVICES	2nd Qtr Human Svcs - Clinical Programs	1,250.00
35450	CITY OF LAKE FOREST PARK	September Public Works Crew	73,325.15
35451	CITY OF SHORELINE	May - Sept. Jail Van Usage	1,175.89
35452	CITY OF SHORELINE	Special Police SET Services Case #C16001115	7,490.00
35453	CITY OF SHORELINE	Special Police SET Services Case #C16046144	749.00
35454	CITY OF SHORELINE	Special Police SET Services Case #C15300546	1,765.50
35455	COASTWIDE LABORATORIES	Boat Launch Recycling Can & Parks Supplies	577.52
35456	REPUBLIC SERVICES	September City Hall & Rhod. Park Solid Waste	904.09
35457	EVERGREEN PRINT SOLUTIONS	Check Stock & Treasurer's Receipts	774.46
35458	FERGUSON ENTERPRISES INC #1539	Drainage Materials for Catch Basin Raising	500.84
35459	CALPORTLAND COMPANY	Crushed Rock for Potholes	42.19
35460	HOME DEPOT CREDIT SERVICES	Charge from Last Billing Rec'd Late	1.00
35461	HOPELINK	2nd Qtr Human Svcs Food Program	3,750.00

35462	HOPELINK	2nd Qtr Human Svcs Housing Program	1,250.00
35463	HOPELINK	Q2 Human Svcs Emergency Financial Svcs	2,500.00
35464	JET CITY PRINTING	City Logo Envelopes	301.13
35465	KING COUNTY SHERIFF	Aug. Police Overtime at Summer Concerts	219.83
35466	LIGHTHOUSE CONSULTING INC	Sept. IT & Backup/Protection/Archiving Svcs	5,456.60
35467	NORTHSHORE SENIOR CENTER	2nd Qtr Human Services Program	5,500.00
35468	NORTHSHORE UTILITY DIST	Sept. Vehicle Fuel/Maint. & Wtr/Swr/Irrigation	34,450.20
35469	NORTHSHORE YOUTH & FAMILY SERVICES	2nd Qtr Human Services Program	4,000.00
35470	OFFICE DEPOT	Office Supplies	942.85
35471	OFFICE TEAM	Temporary Employee Services	197.59
35472	OLYMPIC ENVIRONMENTAL RESOURCES INC	Fall Recycling Event @ Inglemoor High School	13,266.19
35473	PACIFIC TOPSOILS	8/26-9/23 Mulch Purchased & Dump Fees	532.70
35474	PARAMETRIX INC	15-C1471 3/26-8/27 Lakepointe Prof. Svcs	3,695.00
35475	PETTY CASH CUSTODIAN	Replenish Petty Cash Fund	386.06
35476	PUGET SOUND ENERGY	SR522 W. A & Signals/Street Light Charges	15,691.21
35477	SEATTLE TIMES	Legal Notices/Advertising	439.31
35478	STATE AUDITOR'S OFFICE	Sept. Audit Services	1,705.24
35479	STEWART MACNICHOLS HARMELL, INC.	Sept. Public Defender Services	5,000.00
35480	TOTAL LANDSCAPE CORP	Oct. Parks & City Hall Landscaping	5,002.61
35481	AURORA RENTS	Scissor Lift -City Hall Ceiling Art Removal	527.79
35482	WASHINGTON TREE SERVICE INC	Rhododendron Park Weevil Application	1,533.00
35483	MACLEOD RECKORD	16-C1502 Sept. Moorlands Park Prof. Svcs	6,966.25
35484	NATIONAL LEAGUE OF CITIES	Annual Dues	1,563.45
35485	VAN NESS, ALLAN	Sept. Mileage & Parking Reimbursement	177.48
35486	SNOHOMISH COUNTY	September Vactor Disposal Charges	852.00
35487	KONICA MINOLTA BUSINESS SOLUTIONS	Sept. SR522 W. A & Incubator Copier Charges	589.20
35488	BANNER BANK CS	Police Supplies/Kids Promotions	510.68
35489	DIGITAL REPROGRAPHICS SERVICES INC.	Printing Svcs - St. Edward State Park	115.91
35490	BANNER BANK DB	Employee Recognition Supplies	1,674.59
35491	CURTIS, DR. MILTON	Room Rental Damage Deposit Refund	250.00
35492	A+ CONFERENCING	9/28 Conference Call	31.22
35493	BANNER BANK JGORDON	Rain Gear	93.01
35494	KENMORE ELEMENTARY PTA	2nd Qtr Human Services Program	1,500.00
35495	COMCAST	10/14-11/13 City Hall Internet	288.77
35496	GORDON THOMAS HONEYWELL	Sept. Government Relations Consulting	3,713.56
35497	HORIZON DISTRIBUTORS INC	Parks Irrigation Parts & Supplies	978.54
35498	INTEGRA TELECOM	10/8-11/7 City Hall Phone Service	905.83
35499	FRONTIER	9/28-10/27 City Hall Phones	1,041.09
35500	FAZZARI MARKETING	Reflector Lights & Table Covers	1,148.23
35501	LAW OFFICE OF JOHN RONGERUDE, PS	Special Defense Services	300.00
35502	INDEPENDENT STATIONERS	Office Supplies	253.03
35503	BANNER BANK BH	Supplies/Training Registration	511.85
35504	AUTOMATED CONTROLS	16-C1549 City Hall HVAC Controls	1,543.95
35505	VERIZON WIRELESS	9/27-10/26 Cell Phones/I-Pads	529.52
35506	WASHINGTON STATE PATROL	July/Aug Sammamish River Bridge Enforcement	1,697.62
35507	GREATER BOTHELL CHAMBER OF COMMERCE	Sept. Kenmore Business Alliance Support	200.00
35508	WAGE WORKS	AFLAC & FSA Admin. Fees for September	116.00
35509	KENMORE COMMERCIAL LLC	Nov. Incubator Bldg. Lease Payment	3,281.00
35510	ALPHAGRAPHICS US718	Business Cards	314.31
35511	UTILITIES UNDERGROUND LOCATION CTR	September Utility Locates	237.36
35512	OSBORN CONSULTING INC.	4/16-8/31/16 12-C1081 On Call Services	5,819.97
35513	G & H PRINTING	Halloween at the Hall Posters	89.85
35514	NORTHWEST LANDSCAPE SERVICES	October SR522 ROW Landscaping	1,745.12

35515	MARINE FLOATS CORPORATION	Removal of Log Boom Park Marine Floats	2,621.34
35516	SCORE	September Inmate Housing	28,350.00
35517	MARSHBANK CONSTRUCTION	SR522 West A 14-C1328 Construction	29,272.65
35518	KPFF CONSULTING ENGINEERS	15-C1484 7/30-8/26 Professional Svcs	9,580.74
35519	SITTS & HILL ENGINEERS, INC.	Rhododendron Park & Squires Landing Services	8,659.91
35520	SKYWARD CONSTRUCTION	Sept. Town Green Construction 15-C1462	198,366.51
35521	TOP TO BOTTOM JANITORIAL, INC.	Oct. City Hall Janitorial Service/Carpet Cleaning	3,725.00
35522	AQUATECHNEX LLC	Invasive Plant Treatment/Noxious Weeds	10,336.80
35523	EA ENGINEERING SCIENCE & TECHNOLOGY	16-C1582 Lodge @ St. Edward Prof. Services	56,837.34
35524	FCS GROUP, INC.	16-C1589 8/20-9/23 Development Svcs Fee Study	9,175.25
35525	TRAFFICALM SYSTEMS	Speed Feedback Sign Brackets	56.00
35526	ECOSS	16-C1593 Sept. SWM Outreach	2,540.76
35527	TYLER TECHNOLOGIES, INC.	New Financial Software	33,050.39
35528	KEARNEY GROUP, LLC	Halloween Performers Woody & Jessie	668.00
35529	QUINN, JANET	Mileage Reimbursement	71.60
35530	CLEARWATER LEAK DETECTION, INC.	Rhododendron Park Leak Detection Service	1,100.00
35531	CABOT DOW ASSOCIATES, INC.	August & September Salary Study Services	3,836.25
35532	EXPONENT, INC.	16-C1580 Aug Prof. Svcs/Electric Reliability Study	10,040.00
35533	SOLAR TRAFFIC SYSTEMS INC.	SR522 West A LED Stop Signs	4,935.00
35534	OLBRECHTS & ASSOCIATES, PLLC	Hearing Examiner Services	660.00
35535	GLENMOOR 6, LLC	Cash Deposit Refund PRJ2005-093	7,500.00
35536	NORTHWEST PRECISION BUILDERS	Cash Deposit Refund PRJ2004-035	7,825.40
35537	NORTHWEST PRECISION BUILDERS	Cash Deposit Refund PRJ2004-034	8,077.40
35538	NORTHSHORE SENIOR CENTER	2nd Qtr Human Svcs Program/Transportation	1,650.00
9194	BLESSINGTON, DEBORAH	Payroll Check	891.02
10/14/2016	PAYROLL	Direct Deposit	85,875.16
			<u>\$ 837,098.38</u>

2016	PRIOR VENDOR ACTIVITY	TOTAL	FOR 2016
	A & A LIMOUSINE & BUS SERVICE		1,653.00
	A+ CONFERENCING		885.43
	AA ASPHALTING, INC		11,389.51
	AAA FLAG & BANNER MFG. CO., INC.		4,918.36
	AAA PRINTING		1,100.65
	AABCO BARRICADE COMPANY INC.		2,726.55
	ABIGANIA, ALBERT		300.00
	ACF WEST INC		3,533.01
	ACTION ENTERTAINMENT		395.00
	ACTIVE SHOOTER TRAINING LLC		1,425.00
	ADMAN, STACI		6,296.26
	ADVANCE TESTING & SERVICE INC		702.00
	AFLAC		3,140.46
	AGORA NW LLC		336.39
	ALCALDE & FAY		46,080.03
	ALEXANDER, JEFF		400.00
	ALL CLIMATE HEATING AND AIR		36.05
	ALL TRAFFIC SOLUTIONS		2,625.00
	ALLPLAY SYSTEMS LLC		58.04
	ALPHAGRAPHICS US718		946.78
	ALTA MAXINE MELVIN		14,674.00
	AM TEST, INC		1,650.00
	AMERICAN GENERAL LIFE GPO-400S		3,889.53
	AMERICAN PLANNING ASSOCIATION		2,124.00
	AMERICAN PUBLIC WORKS ASSOCIATION		1,225.00
	AMERICAN SOCIETY OF CIVIL ENGINEERS		225.00
	AMERICAN SOCIETY OF COMPOSERS		336.63
	ANCHOR QEA, LLC		7,611.50
	APPLIED CONCEPTS, INC.		2,979.50
	AQUATECHNEX LLC		27,287.40
	ARC - PACIFIC NORTHWEST		2,711.51
	ARTS OF KENMORE		4,344.76
	ARTSITE LTD, LLC		1,435.76
	ASPLUNDH		5,420.25
	ASSOCIATION OF WA CITIES		16,935.04
	ATHENAS		320.00
	AURORA RENTS		1,545.42
	AUTO BEE		150.00
	AV CAPTURE ALL		4,718.57
	AVCA HARDWARE		341.33
	AWC EMPLOYEE BENEFITS		408,250.27
	BAKER, BRIDGIT		138.62
	BAKER, DAVID		3,079.08
	BANK OF AMERICA 941		300,719.45
	BANNER BANK		3,774.45
	BANNER BANK DB		1,204.04
	BANNER BANK LD		2,264.98
	BANNER BANK BAKER		7,861.97
	BANNER BANK BH		3,850.49
	BANNER BANK CS		4,034.05
	BANNER BANK DB		1,681.46

BANNER BANK	JG	3,388.29
BANNER BANK	JGORDON	8,095.44
BANNER BANK	KENMORE	24,849.24
BANNER BANK	LD	4,012.88
BANNER BANK	NO	3,297.52
BANNER BANK	PS	2,189.67
BANNER BANK	RK	3,035.97
BANNER BANK	VAN NESS	4,381.46
BARTLETT TREE EXPERTS		394.20
BASTYR UNIVERSITY		50,200.00
BELLEVUE COLLEGE		219.12
BELMARK, LLC		7,776.05
BEN HOLT INDUSTRIES		6,050.00
BERK CONSULTING		77,226.03
BEST BUY BUSINESS ADVANTAGE ACCOUNT		21,943.51
BJELDE, LAUREN		1,750.00
BLACKBAUD		7,225.80
BLUEBEAM, INC.		2,592.00
BRAVO ENVIRONMENTAL SERVICE		14,076.30
BRIEN, GAYLYNN		500.00
BRUCE DEES & ASSOCIATES		56,089.28
BUILDERS EXCHANGE OF WASHINGTON INC		451.95
BULGER SAFE & LOCK, INC.		363.54
CALPORTLAND COMPANY		1,282.25
CAPITAL ONE COMMERCIAL/ COSTCO		19.37
CAPPS, DAWNA		50.00
CARSTAR		1,793.19
CASCADE PEST CONTROL		1,138.80
CASCADE RECREATION, INC		301.13
CATHOUSE PIZZA		112.00
CEMEX		2,768.97
CENTER FOR HUMAN SERVICES		5,000.00
CHICAGO TITLE		1,099.78
CITY OF BELLEVUE		119,804.72
CITY OF KENMORE FS		5,531.22
CITY OF KENT		500.00
CITY OF LAKE FOREST PARK		692,443.72
CITY OF SHORELINE		1,357.68
CITY OF TACOMA		40.00
CITYWORKS/ AZTECA SYSTEMS INC.		21,900.00
CLOWNS UNLIMITED, INC.		897.90
COAST & HARBOR ENGINEERING		63,329.05
COASTAL WEAR PRODUCTS INC		1,356.71
COASTWIDE LABORATORIES		6,775.21
COBRA BEC, INC.		8,945.94
CODE PUBLISHING COMPANY		8,349.64
COLUMBIA RIDGE LANDFILL		8,019.72
COMCAST		4,469.26
CONSOLIDATED PRESS		9,239.49
CONTOUR FENCE CO. INC.		4,789.53
CORT PARTY RENTAL		582.98
COX PRINTING & SIGNS		766.40
CULLEY, AMBERLY		6,296.26

CURTIS, DR. MILTON	310.16
D.R. HORTON	15,000.00
DAILY JOURNAL OF COMMERCE	2,381.55
DANSOUND INC	8,830.08
DAY WIRELESS SYSTEMS	76.44
DEPARTMENT OF ECOLOGY	34,739.65
DEPARTMENT OF LABOR AND INDUSTRIES	22,778.80
DEPARTMENT OF RETIREMENT SYSTEMS	339,937.97
DEPPA, DOUG	127.50
DEVRIES, DENIS	423.93
DIGITAL REPROGRAPHICS SERVICES INC.	314.87
DRS 457	22,520.00
DURRANT, JEFF	178.50
EA ENGINEERING SCIENCE & TECHNOLOGY	3,160.00
ECONOMIC DEV COUNCIL OF SEATTLE/KC	5,000.00
ECOSS	1,300.78
EJ USA, INC.	2,868.72
EMERALD FIRE LLC	289.08
EMPLOYMENT SECURITY DEPT	13,988.75
ENVIRONMENTAL SYSTEMS RESEARCH INST	5,694.00
ESA ADOLFSON	34,929.05
EVERGREEN PRINT SOLUTIONS	715.24
EVERGREEN SAFETY COUNCIL	299.00
EVER-MARK, LLC	1,570.73
FAZZARI MARKETING	1,007.46
FCS GROUP, INC.	8,894.25
FEDEX OFFICE	941.05
FEENEY WIRELESS	1,195.81
FERGUSON ENTERPRISES INC #1539	5,963.73
FINANCIAL CONSULTANTS INT'L INC	495.50
FIRE PROTECTION, INC	5,002.92
FIRE SYSTEMS WEST, INC.	547.50
FIX AUTO	1,000.00
FLEMINGS HOLIDAY LIGHTING LLC	1,394.66
FLOW TECHNOLOGIES INC.	54,497.61
FOOTPRINT PROMOTIONS	1,912.53
FRONTIER	9,414.28
FRUHLING SAND & TOPSOIL	4,008.79
FUJII, GLORIA	1,700.00
G & H PRINTING	298.99
GALLATIN PUBLIC AFFAIRS	33,925.03
GOOD TO GO	18.75
GOODSELL POWER EQUIPMENT #2 INC.	49.13
GORDON THOMAS HONEYWELL	30,035.56
GOVDELIVERY, INC.	11,025.00
GOVERNMENT FINANCE OFFICERS ASSOC	190.00
GRAINGER	2,047.80
GREATER BOTHELL CHAMBER OF COMMERCE	4,600.00
GREGORY, JOANNE	459.50
GRINDLINE SKATEPARKS INC.	12,850.01
GROUP FOUR INC.	7,620.00
GRYPHON TRAINING GROUP, INC.	150.00
HAMPSON, BRYAN	138.14

HANSEN, COREY	30,825.00
HARRIS, LESLIE	242.38
HATFIELD, CHRISTOPHER	75.00
HDR ENGINEERING, INC	532,940.33
HERBIG, NIGEL	61.56
HERMANSON COMPANY, LLP	5,352.94
HESTON VISUAL ARTS	1,051.75
HEWITT	114,314.14
HOME DEPOT CREDIT SERVICES	407.29
HONEY BUCKET	3,769.68
HOPELINK	7,500.00
HOPKINS, CRAIG	750.06
HORIZON DISTRIBUTORS INC	1,743.55
HSA BANK	1,534.44
IAP2 PUGET SOUND CHAPTER	1,550.00
ICMA RETIREMENT TRUST 457 - 304745	58,122.39
iCOMPASS TECHNOLOGIES, INC.	9,650.00
INDEPENDENT STATIONERS	1,360.08
INGLEWOOD GOLF COURSE	1,248.30
INSLEE, BEST, DOEZIE & RYDER, P.S.	367,878.23
INTEGRA TELECOM	8,177.01
INTERNATIONAL BUSINESS INNOVATION	525.00
INTERNATIONAL CITY/CNTY MGMT ASSOC	1,528.46
INTERNATIONAL CODE COUNCIL	135.00
INTERNATIONAL INST OF MUNI CLERKS	220.00
iWORQ SYSTEMS	2,800.00
JACOBS ENGINEERING GROUP	215,424.66
JD PLUMBING & FIRE PROTECTION INC.	214.03
JET CITY PRINTING	4,545.54
JOYCE ZIKER PARKINSON	10,007.50
JP HENNESSY	500.00
JUSTIN BREWER WEB DESIGN	945.00
KAMINS, CHAD	546,369.09
KARLINSEY, ROB	154.72
KBA INC.	101,767.91
KCDA PURCHASING COOP	1,693.69
KD CANOPY	771.00
KEEP POSTED INC	304.00
KENMORE CAMERA	2,994.70
KENMORE COMMERCIAL LLC	29,953.19
KENMORE COMMUNITY CLUB	490.00
KENMORE HERITAGE SOCIETY	475.00
KIMBERLY LANE 9, LLC	8,645.82
KING COUNTY ANIMAL SVCS	2,349.00
KING COUNTY DISTRICT COURT	121,748.00
KING COUNTY FINANCE	309,126.91
KING COUNTY FINANCE W.L.R.D.	61,731.13
KING COUNTY FINANCE/ GIS	2,644.47
KING COUNTY FLEET ADMIN	882.17
KING COUNTY MUNICIPAL CLERKS ASSOC	25.00
KING COUNTY OFFICE OF FINANCE	1,838.87
KING COUNTY RADIO COMM SERVICES	850.83
KING COUNTY RECORDER'S OFFICE	166.00

KING COUNTY SHERIFF	2,415,919.87
KING COUNTY TREASURY	12,024.01
KING'S DRYWALL REPAIR LLC	2,299.50
KINGS HEATING	28.84
KOMPAN, INC	169.73
KONICA MINOLTA BUSINESS SOLUTIONS	6,468.77
KORTE, BRENT	27.61
KPFF CONSULTING ENGINEERS	231,234.77
KRAZAN & ASSOCIATES, INC.	8,522.50
KVO INDUSTRIES, INC	1,245.00
LANEY JONES AND THE SPIRITS	1,000.00
LANGTON SPIETH, LLC	35,000.00
LANGUAGE LINE SERVICES, INC.	4.83
LAW OFFICE OF JOHN RUNGERUDE, PS	1,800.00
LENNAR NORTHWEST, INC.	13,334.10
LIGHTHOUSE CONSULTING INC	55,736.88
LINCOLN NATIONAL LIFE INSURANCE	8,240.09
LITTLE, ERIK	7,500.00
LOVE BOMB GO-GO	1,500.00
LOYUK, SAMANTHA	52.92
M M COMFORT SYSTEMS	28.84
MACDONALD MILLER FACILITY SOLUTIONS	2,079.05
MACLEOD RECKORD	12,356.30
MAGEE, STEVEN	49.44
MAIL FINANCE	2,109.00
MAINSTREET MASONRY RESTORATION LLC	1,228.25
MARINE FLOATS CORPORATION	2,222.85
MARSHBANK CONSTRUCTION	4,582,482.99
MARY BRABEC	3,500.00
MCALLISTER, TERESA	186.18
MCKINNEI, SHAHIN	102.35
METROPOLITAN TRANS. COMMISSION	1,500.00
MILLER STEPHENS, MARY	15,000.00
MIWONGTUM, RACHEL	120.99
MOBILE MINI, INC.	2,721.16
MOON CONSTRUCTION COMPANY	27,199.81
MORGAN SOUND INC	2,581.80
MOTT MACDONALD GROUP, INC.	945.00
MR. T'S TROPHIES	253.65
MRSC ROSTERS	90.00
MUMMA, RYAN	58.32
MUNIMANAGE, LLC	18,125.00
NATIONAL LIFE OF VERMONT	1,108.53
NATIONWIDE FINANCIAL 401a	233,880.89
NATIONWIDE RETIREMENT SOLUTIONS 457	5,655.00
NEOPOST NORTHWEST	58.02
NORTHLAKE LUTHERAN CHURCH	100.00
NORTHSHORE FIRE DEPT	5,483.00
NORTHSHORE PARK & REC SERVICE AREA	1,360.00
NORTHSHORE ROTARY CLUB	714.00
NORTHSHORE SCHOOL DISTRICT	2,500.00
NORTHSHORE SENIOR CENTER	7,150.00
NORTHSHORE UTILITY DIST	121,312.72

NORTHSHORE YOUTH & FAMILY SERVICES	4,000.00
NORTHWEST ARBORICULTURE LLC	1,235.00
NORTHWEST LANDSCAPE SERVICES	30,456.83
NORTHWEST MARINE TRADE ASSOCIATION	425.00
NORTHWEST PLAYGROUND EQUIPMENT INC.	14.97
NORTHWEST TROPHY	2,433.28
NORTHWESTERN COLLECTION SERVICE INC	690.00
NRC ENVIRONMENTAL SERVICES, INC.	4,975.10
OAC SERVICES, INC	307.97
OFFICE DEPOT	9,453.50
OFFICE TEAM	13,958.83
OGDEN, MURPHY, WALLACE	14,820.00
OLYMPIC ENVIRONMENTAL RESOURCES INC	20,457.68
OSBORN CONSULTING INC.	44,365.79
OUSLEY, NANCY	1,020.86
OVERLEESE, KRISTEN	62.40
OWEN EQUIPMENT COMPANY	1,246.98
PACE ENGINEERS, INC.	62,925.82
PACIFIC TOPSOILS	4,430.15
PACIFICA LAW GROUP LLP	632.50
PAJEK, KELLY	22.00
PAMPLIN MEDIA GROUP	190.00
PARAMETRIX INC	26,969.40
PASSPORT TRAVEL AND TOURS	924.40
PAT'S TREES AND LANDSCAPE INC.	4,043.52
PAWS	1,925.00
PCS MOBILE	4,741.35
PEARSON ESTATES LLC	14,897.46
PEMBERTON, JIM	3,086.64
PENDLETON, MICHAEL	3,186.34
PEOPLES STORAGE	1,608.00
PERFORMANCE SYSTEMS INTEGRATION LLC	826.73
PERSONAL BEST/ TOPHEALTH	117.20
PERTEET INC.	156,861.92
PETERSON, JANET	2,250.00
PETTY CASH CUSTODIAN	838.59
PHSI PURE HEALTH SOLUTIONS INC.	100.63
PHSI PURE WATER FINANCE	1,424.11
PRINTWEST	492.75
PROFFITT, QUINN	150.00
PROTECTION TECHNOLOGIES, INC	1,224.63
PROTHMAN COMPANY	14,275.80
PRSA	307.00
PUBLIC HEALTH DEPT. OF KING COUNTY	430.00
PUGET SOUND BUSINESS JOURNAL	105.00
PUGET SOUND CLEAN AIR AGENCY	17,411.00
PUGET SOUND ENERGY	180,875.65
PUGET SOUND FINANCE OFFICERS ASSOC	50.00
QUALITY BUSINESS SYSTEMS INC.	9,119.78
R.C. PAINTING & SONS, INC.	1,314.00
RAMCO CONSULTING SERVICES, INC.	185.00
REID, JAMES FALCONER	5,400.00
REIQUAM, PETER	19,500.00

REPUBLIC SERVICES	5,929.58
RESOURCE EXPLORATION, LLC	12,000.00
RFI ENTERPRISES INC.	2,075.03
RICHARDSON, ZACK	116.00
RICHMOND AMERICAN HOMES OF WA	47.00
SALTER, JON	444.00
SAMYN, DR. JEFFREY	250.00
SANDRA OWEN DESIGN	260.00
SARAH ROBERTS	95,612.58
SAUVE, GAYLEN	350.00
SAWYER, RICHARD	124.11
SCHINDLER ELEVATOR CORPORATION	5,519.47
SCHOCK, BRETT	116.00
SCORE	264,093.73
SEATTLE TIMES	12,158.22
SELECT AIR SERVICES DBA GREENWOOD	32.14
SESAC	378.00
SHRED-IT USA LLC	1,170.70
SIGN UP, SIGN CO, INC	1,890.01
SITEIMPROVE, INC.	2,499.00
SITTS & HILL ENGINEERS, INC.	17,473.55
SKILLET	404.00
SKYWARD CONSTRUCTION	2,509,793.51
SMITH, BRENT	63.72
SMITH, JARRETT	140.49
SNOHOMISH COUNTY	8,680.00
SNO-KING WATERSHED COUNCIL	3,000.00
SOFTRESOURCES LLC	4,243.75
SOFTWAREONE, INC.	10,353.38
SOLOMON ARTS & ENTERTAINMENT	300.00
SOLTERRA	298.65
SOUND CITIES ASSOC	13,353.25
SOUND LAW CENTER	17,948.00
SOUND OCEAN	188.96
SOUND PUBLISHING, INC.	6,763.02
SPERRY, LAURIE	64.80
ST EDWARD STATE PARK	7,410.40
STARDOM SERVICES, INC.	4,590.00
STATE AUDITOR'S OFFICE	25,146.68
STATE OF FLORIDA DISBURSEMENT UNIT	5,225.00
STEWART MACNICHOLS HARMELL, INC.	45,803.00
SUNGARD PUBLIC SECTOR INC.	51,096.00
SWANK MOTION PICTURES, INC.	386.55
TACOS LA FLACA	40.00
TECHNEX	24,768.90
TELESYSTEMS WEST	634.12
TERREBONNE LIMITED	301.83
THE DAVEY TREE EXPERT COMPANY	3,613.50
THE TILLERS, LLC	1,750.00
THE WIDE FORMAT COMPANY	1,045.73
THOMAS, MICHAEL	223.30
TOP TO BOTTOM JANITORIAL, INC.	21,400.00
TOPIA TECHNOLOGY/ BIS	1,300.00

TOTAL LANDSCAPE CORP	95,968.39
TOWN CENTER HARDWARE	948.46
TRAFFICALM SYSTEMS	4,515.00
TWO STORY ZORI	1,750.00
TYLER TECHNOLOGIES, INC.	13,770.99
UNCLE STINKY'S MAGIC	273.75
UNITED RENTALS NW, INC	1,355.45
UNITED STATES POSTMASTER	4,660.83
UNITED STATES TREASURY	4.10
UNITED WAY OF KING COUNTY	4,420.00
UPS STORE	277.62
US POSTAL SERVICE (HASLER)	9,559.28
UTILITIES UNDERGROUND LOCATION CTR	1,355.79
V2WORKS	935.55
VAN NESS, ALLAN	2,340.75
VAUGHAN, KENT	198.00
VERIZON WIRELESS	8,977.54
VERTICAL VISUAL SOLUTIONS INC.	793.88
VICENTE, JOHN	47.00
VOLGISTICS, INC	540.00
W.S.S.O. Advanced Training	520.00
WA ASSOC OF BUILDING OFFICIALS	1,575.00
WA ASSOC OF PUBLIC RECORDS OFFICERS	350.00
WA CITIES INSURANCE AUTHORITY	229,194.00
WA FINANCE OFFICERS ASSOCIATION	475.00
WA STATE DEPARTMENT OF AGRICULTURE	25.00
WA STATE DEPT OF LABOR & INDUSTRIES	141.60
WA STATE DEPT OF TRANSPORTATION	35,340.16
WAGE WORKS	878.00
WALL, JOHN	187.83
WALTERS, GEORGE	7,500.00
WASHINGTON ARCHITECTURAL HARDWARE	1,664.41
WASHINGTON AWARDS	546.39
WASHINGTON CITY/COUNTY MGMT ASSOC	630.00
WASHINGTON STATE DEPT OF REVENUE	2,667.11
WASHINGTON STATE OFFICE CASH MGMT	2,847.50
WASHINGTON STATE PATROL	1,059.80
WASHINGTON TREE SERVICE INC	1,533.00
WATSON, ELIZABETH	500.00
WELLS FARGO FINANCIAL	9,785.02
WELWEST CONSTRUCTION INC.	36,050.00
WESTERN DISPLAY FIREWORKS, LTD.	17,000.00
WETLANDS & WOODLANDS INC	730.91
WELHAM, STEPHANIE	250.00
WINTERBOURNE LANDSCAPE	574.88
WONDERLAND DEVELOPMENT	1,250.00
WRIGHT, MARCI	1,500.00
WSU URBAN IPM & PESTICIDE SAFETY	58.00
YOURMEMBERSHIP.COM, INC	150.00
ZONAR SYSTEMS	525.33
ZONES	1,122.80
ZORNES, GARY	641.50
ZUMAR	554.28
	<u>17,756,529.05</u>



**City Council Business Agenda Item
City of Kenmore, WA**

Subject/Topic: Contract Amendment to Contract No. 15-C1475 with KBA for the Town Green Project Proposed Council Action/Motion: Authorize the City Manager to execute amendment no. 2 to Contract No. 15-C1475 with KBA for Inspection Services for the Town Green Project in the amount of \$20,000.	For Council Meeting Agenda of: November 7, 2016 Department: City Manager Prepared by: John Vicente, Capital Projects Manager Approved by Department Head: Approved by City Attorney: Approved by Finance Director: Approved by City Manager: Exhibits/Attachments: <u>Initial & Date</u> <u>LWA GW DB</u> <u>N/A</u> <u>10/27/16</u> <u>RJK</u>	
Expenditure Required \$4.265M (includes design, construction and contingencies)	Amount Budgeted \$4.265 million	Appropriation Required NA
<u>INFORMATION/BACKGROUND:</u> On 10/12/15 Council authorized the City Manager to execute Contract No. 15-C1475 with a KBA for inspection services for the Town Green project. The current total authorized contract amount is \$114,000. Construction was anticipated to be completed in August 2016. During construction, unforeseen issues as well and modifications to the design have increased the duration of construction. To provide the necessary inspection services to complete construction, an amendment is needed to increase the total fees with KBA. This increase in fees will provide for additional inspection for the remainder of construction. If approved, the total contract amount for KBA will be \$134,000. Staff is requesting that Council authorize the City Manager to execute amendment no. 2 to Contract No. 15-C1475 with KBA in the amount of \$20,000.		
<u>FISCAL CONSIDERATION:</u> There is sufficient budget to cover this amendment.		
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> Council goal #2 develop downtown is part of implementing the Economic Development Plan. A central gathering space is identified in the positioning statement for Kenmore Village. Developing a central gathering space is also consistent with the adopted Downtown Plan and Park and Recreation Open Space (PROS) plan.		



**City Council Business Agenda Item
City of Kenmore, WA**

Subject/Topic: Motion to Authorize the City Manager to Execute an Interlocal Agreement with Puget Sound Regional Council (PSRC), City of Kenmore Contract No. 16-C1620, Documenting the City's Membership in the PSRC. Proposed Council Action/Motion: Authorize the City Manager to Execute an Interlocal Agreement with Puget Sound Regional Council (PSRC), City of Kenmore Contract No. 16-C1620, Documenting the City's Membership in the PSRC.	For Council Meeting Agenda of: November 7, 2016 - Consent Agenda Department: City Manager Prepared by: Patty Safrin, City Clerk <u>Initial & Date</u> Approved by Department Head: _____ Approved by City Attorney: _____ Approved by Finance Director: <u>[Signature] 10/28/16</u> Approved by City Manager: <u>[Signature]</u> Exhibits/Attachments: A. Letter from PSRC dated 10/20/2016 B. Letter from Stephen Anderson, former City Manager, dated 3/10/1999 C. March 25, 1999 PSRC Executive Board Agenda Item and Minutes from that meeting D. PSRC Interlocal Agreement
Expenditure Required: \$7,854 for 2016 Membership Amount Budgeted: \$15,324 for 2015-2016 Biennium Appropriation Required: \$0	
<u>INFORMATION/BACKGROUND:</u> The City of Kenmore became a member of the Puget Sound Regional Council (PSRC) in March of 1999. However, neither the City nor PSRC have an executed Interlocal Agreement on file. Accordingly, PSRC has sent the City two original copies of the Interlocal Agreement documenting the City's membership, signed by PSRC representatives, and are requesting that the City sign both copies, keeping one original for the City's files and returning the other original to PSRC for their files. The stated mission of PSRC is to preserve and enhance the quality of life in the central Puget Sound area. They prepare, adopt, and maintain goals, policies and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and State law and based on local comprehensive plans. They ensure implementation in the region of the provisions of State and federal law which pertain to regional transportation planning and regional growth management.	
<u>FISCAL CONSIDERATION:</u> (See above.)	
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> Goal #2 - To continue to implement the Economic Development Plan Goal #5 - To actively pursue Sound Transit 3 projects for SR 522	

EXHIBIT A



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 \\\ SEATTLE, WA 98104-1035 \\\ psrc.org \\\ 206-464-7090

October 20, 2016

Patty Safrin, City Clerk
City of Kenmore
P.O. Box 82607
Kenmore, WA 98028-0607

RECEIVED
OCT 24 2016
CITY OF KENMORE

Re: Interlocal Agreement Documentation

Dear Ms. Safrin:

The City of Kenmore became a member of the Puget Sound Regional Council (PSRC) in 1999. Both PSRC and the City of Kenmore do not have a signed Interlocal Agreement on file.

Our records document the City of Kenmore's official request to join PSRC and action taken by our Executive Board March 25, 1999 to approve the City of Kenmore's membership. For your reference, copies of the documents are enclosed.

To ensure proper recordkeeping, PSRC kindly requests that the Interlocal Agreements enclosed be signed by the appropriate signatories.

Enclosed are two copies of the Interlocal Agreement, each signed by PSRC representatives. We ask that your representatives sign both documents and **return one copy** in the preaddressed and stamped envelope provided.

Sincerely,

Mark Gulbranson
Deputy Executive Director

Enclosures

March 10, 1999 Membership Request Letter from City of Kenmore
March 25, 1999 PSRC Executive Board Agenda Cover
March 25, 1999 PSRC Executive Board Agenda Action Item Memo RE: Membership for the City of Kenmore
March 25, 1999 PSRC Executive Board Minutes – reference pg. 7a-3
PSRC Interlocal Agreement for signature (2 copies)

EXHIBIT B



The City Of Kenmore

P. O. Box 82607

Kenmore, Washington 98028-0607

RECEIVED
MAR 12 1999
PUGET SOUND REGIONAL COUNCIL

March 10, 1999

The Honorable Bob Drewel
Snohomish County Executive
President, Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

Dear Mr. Drewel:

The Kenmore City Council successfully completed all requirements necessary to incorporate on August 31, 1998 and began providing municipal services to its 17,000 residents. We are excited to be the newest incorporated city in the Puget Sound region.

We respectfully request that the Board consider this letter as our City's formal application for membership in the Puget Sound Regional Council for the 1999/2000 fiscal year that we understand begins on July 1, 1999. Your timely consideration and approval of this request will be greatly appreciated.

Councilmembers are committed to becoming actively involved in issues of regional importance and making a positive contribution on behalf of our community. We recognize the importance of participating with other members of the Puget Sound Regional Council in the decision-making process to develop policies that affect this region's quality of life.

If additional information is required, please do not hesitate to contact me at 425-398-8900. The City Council looks forward to a cooperative relationship with our fellow communities in the Puget Sound region.

Sincerely,

Stephen L. Anderson
City Manager

C: City Councilmembers

6524 NE 181st Street
Executive Board Agenda

Office: 425-398-8900

FAX: 425-481-3236

Page 7c-2

March 25, 1999

EXHIBIT C

Puget Sound Regional Council



Executive Board Meeting

Thursday, March 25, 1999

→ 10:00 a.m. ←

6th Floor Board Room
1011 Western Avenue
Seattle, WA

Agenda 10:00 a.m.

1. Call to Order - Executive Bob Drewel, President
2. Roll Call
3. Communications and Citizen Comments
 - Letter from Executive Bob Drewel to Governor Gary Locke, February 26, 1999*
 - Letter from Governor Gary Locke to Councilmember Richard McIver, March 5, 1999*
4. President's Remarks
5. Committee Reports
 - a. Transportation and Growth Management Policy Boards - Councilmember Richard McIver, Chair, Transportation Policy Board; Councilmember Karen Biskey, Chair, Growth Management Policy Board
 - b. Operations Committee - Councilmember Bob Edwards, Chair
6. Executive Director's Report
7. Consent Agenda
 - a. Approval of Minutes of Meeting held February 25, 1999*
 - Operations Committee
 - b. Approval of Vouchers dated 02/26/99 through 03/16/99, in the amount of \$445,051.83*
 - c. Approval of Membership for the City of Kenmore***
 - Transportation Policy Board
 - d. Certification of Plan Amendments, Cities of Auburn, Federal Way, Mill Creek, Puyallup and Sumner; Certification of Transportation Element Update - City of Auburn*/**
 - e. Approval of a Routine Amendment to 1998-2000 Transportation Improvement Program*
8. Action Item
 - Compensation and Benefits Study Results and Phase II Recommendations*
9. Information Items
 - a. Status Report from Port of Seattle re: Resolution A-96-02*
 - b. Second Pricing Research Paper, *The Effects of the Current Transportation Finance Structure* - Councilmember Richard McIver, Chair, Transportation Policy Board (available at the meeting)
10. Future Action
 - Composition of Policy Boards for 2001 Metropolitan Transportation Plan Refinement (April)
11. Announcements

Next Meeting Date and Time -

 - Executive Board Meeting - Thursday, April 22, 1999, 6th Floor Board Room, 1011 Western Avenue, Seattle, WA, 10 - 11:30 a.m.

11:30 a.m. Adjourn

*Supporting materials attached for Executive Board members and alternates. For copies of the complete agenda packet, please contact the Information Center, (206) 464-7532.

**Supporting materials enclosed for Executive Board members and alternates only. For copies of the report, please contact the Information Center.

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling Grace Foster at (206) 464-7090; TDD/TTY (206) 464-5409.

Puget Sound Regional Council



ACTION ITEM

March 17, 1999

To: Executive Board
From: Councilmember Bob Edwards, Chair, Operations Committee
Subject: Membership for the City of Kenmore

AT ISSUE

The City of Kenmore has requested membership in the Puget Sound Regional Council.

RECOMMENDED ACTION

The Executive Board should: recognize the City of Kenmore as a member of the Puget Sound Regional Council, effective July 1, 1999; authorize the Regional Council President to sign the Interlocal Agreement; authorize the Executive Director to bill the City of Kenmore for dues of \$5,891 for the period July 1, 1999, through June 30, 2000.

For more information, contact Mark Gulbranson at (206) 464-7524.

**MINUTES
PUGET SOUND REGIONAL COUNCIL EXECUTIVE BOARD
THURSDAY, MARCH 25, 1999
10:00 A.M.
PSRC BOARD ROOM**

Call to Order/Roll Call

The meeting of the Executive Board was called to order at 10:10 a.m. by Councilmember Bob Edwards, Vice President. Attendance was determined by the signatures on the Attendance Sheet.

Members and Alternates present included:

Councilmember Bob Edwards, Vice Pres.	Councilmember Richard McIver
Councilmember Carol Arends	Councilmember Rob McKenna
Commissioner Pat Davis	Councilmember Pat O'Malley
Commissioner Jack Fabulich	Ms. Renee Montgelas
Councilmember Maggi Fimia	Councilmember Dave Russell
Councilmember Frank Hansen	Councilmember Sue Singer
Mayor William Harrison	Councilmember Peter Steinbrueck
Commissioner Don Hopkins	Councilmember Christopher Vance
Commissioner George Kargianis	

Members absent included:

Councilmember Barbara Cothorn	Commissioner Charlotte Garrido
Commissioner Aubrey Davis	Mayor Ed Hansen
Councilmember Sue Donaldson	Councilmember Paul Miller
Councilmember Jan Drago	Secretary Sid Morrison
Executive Bob Drewel, President	Mayor Paul Schell
Mayor Erselle Eade	Executive Ron Sims
Mayor Barb Fahey	Executive Doug Sutherland

A list of guests present for all or part of the meeting is attached to the official record of these minutes.

Citizen Comments - There were no comments from members of the audience.

President's Remarks

Councilmember Edwards directed attention to a letter from Executive Bob Drewel to Governor Gary Locke, dated February 26, 1999, and to a letter from Governor Locke to Councilmember Richard McIver, dated March 5. He also welcomed Councilmember Carol Arends from the City of Bremerton, the new representative for the Kitsap Regional Coordinating Council.

He reported that he, Councilmember McIver, Mary McCumber and Richard McIver had attended the National Association of Regional Councils policy briefing in Washington, D.C. He said it was "great to see that other parts of the country regard what we do here as a model. The FAST Corridor project was

described as a great example of MPO and other transportation cooperation.” He also noted that they had visited several Congressional offices to discuss the Six Year Action Strategy and support for the FAST Corridor funding and the effort to seek funding under the new TEA-21 grant. He said he was “delighted by the strong support for the things that we are doing.”

“In your agenda packets, you’ll find a Status Report from the Port of Seattle related to Resolution A-96-02. The report outlines actions taken by the Port to reduce the impacts of airport noise on communities around Sea-Tac Airport. As you may remember, the Regional Council General Assembly amended the Metropolitan Transportation Plan to include planning for the third runway in July 1996. As part of that action, the Assembly felt it was important to also make sure there were mechanisms in place to assure accountability. One of those mechanisms was to require that the Port of Seattle report to the Executive Board twice a year on their efforts. Later this morning, we’ll hear a summary of the status report from Port staff.”

Councilmember Edwards reported that Board members would hear a report on the second pricing research paper, the result of the Transportation Pricing Task Force, appointed by the Transportation Policy Board. “The paper represents two years of work by the Task Force and staff to document the effects of how we price and finance transportation. The paper was approved by the Policy Board at its March meeting after considerable discussion.”

Policy Board Reports

Growth Management and Transportation Policy Boards

Councilmember McIver reported on the joint meeting of the two policy boards. He noted that it was a very well attended joint policy board meeting and that there were several routine items the Executive Board’s agenda for approval. He further explained that the majority of the policy boards’ meeting time was spent on a most interesting and lively discussion which resulted in approval of the Regional Council’s second pricing paper. He mentioned that the Executive Board would have a briefing on this paper under a later agenda item.

Operations Committee

Councilmember Bob Edwards reported on the activities of the Operations Committee.

Executive Director’s Report

Mary McCumber directed attention to a letter from the Transportation Commission thanking the Board for support of the HOV policy. She also noted that the President had received a letter regarding the agreement on the proposal PSRC recommended on the STP flexible dollars, which are new funds coming to the state with the implementation of TEA-21. The agreement signed by the cities, counties and port associations, DOT, MPOs and the Governor’s office would provide 22 percent of the new flexible dollars to the regions for distribution. Executive Board members expressed support for this position, noting that the Regional Council should join with the other organizations to ensure Senate and House support.

Ms. McCumber then announced that the University of Washington’s Northwest Forum was bringing back Neil Peirce and Curtis Johnson to participate in a 10-year reunion discussion of the 1989 Peirce

Report sponsored by the Seattle Times. "They would be coming back 10 years later with a progress report." She noted that Board members would be invited to a luncheon meeting and work session on May 5. "They interviewed 100 people in 1989, and will be inviting those people from the region to join the discussion."

Finally, in April, the Executive Board will have on the agenda a recommendation from the officers on integrating the two policy boards for the 2001 Metropolitan Transportation Plan update." She reviewed the background of the two policy boards, pointing out that the composition of those boards is established by the Executive Board with some guidance from the Growth Management Act and Interlocal Agreement. "Based on that composition, we request appointments from those entities. The timing of going out for appointments is based on the work program."

"One major part of the Metropolitan Transportation Plan update will be to bring in land use with transportation. Looking at the work plan between now and the 2001 action, the officers wanted to look at bringing together a combined policy board for this work effort for the two-year period.

"In putting together that composition, the officers included the vice chairs of the policy. There is an interest in finding a way to have that same composition we currently have but not have the total number of combining the two boards. So we will be looking at some alternatives for you to consider. There are some additional issues, including representation from transit agencies, representation including Bellevue, and some proposed legislation that would require a regional transportation planning organization to have additional legislative representatives."

Consent Agenda

ACTION: It was moved and seconded to adopt the following items on the Consent Agenda: (a) approval of the minutes of the meeting of February 25, 1999; (b) approval of the vouchers dated 02/26/99 through 03/16/99, in the amount of \$445,051.83; (c) approval of membership for the City of Kenmore; (d) certification of plan amendments for the Cities of Auburn, Federal Way, Mill Creek, Puyallup and Sumner; and certification of transportation element update for the City of Auburn; and (f) approval of a routine amendment to the 1998-2000 Transportation Improvement Program.

The motion carried unanimously.

New Business

- **Compensation and Benefits Study Results and Phase II Recommendations**

Councilmember Edwards reported that the Operations Committee had reviewed the Phase II recommendations in depth and voted to recommend that the Executive Board authorize the implementation of Phase II. He asked Jan Harding from Human Resource Novations, Inc., to summarize the recommendations.

Ms. Harding noted that a revised copy of the Compensation and Benefit Study Results and Phase II Recommendations action memo had been distributed to all Board members. (A copy is attached to the official copy of these minutes.) She directed attention to the summary on pages 8-6 and 8-7. "We wanted to accomplish several things with Phase II of the compensation program. The first one was an opportunity to define a program that really would enhance our ability to attract and retain skilled and talented workers, reward high performers, recognize longevity, and recognize the relative shortage of skilled and talented workers here in the Puget Sound area."

She explained that broad banding in compensation programs is "quite a change for the Regional Council, but it is an increasing trend in the public sector" and offers greater flexibility in attracting and retaining quality staff. "It moves away from the automatic COLAs, automatic step increases, providing pay increases on an annual basis based on performance. It really gives us the opportunity to reward performance." Broad banding uses fewer pay grades with broader salary ranges than traditional compensation programs. It is more consistent with the "flattening of organizational levels and the growing use of jobs that are multi-dimensional in nature."

"In order to be successful with the foundation that we need has been in place for quite some time at the Regional Council. All employees will receive a performance review in the summer period and that information will provide guidance for making compensation decisions."

Commissioner Fabulich commented that this had been reviewed extensively by the Operations Committee. Councilmember Edwards pointed out that Executive Bob Drewel was very supportive of the plan.

ACTION: It was moved and seconded to proceed with implementing Phase II effective July 1, 1999. Phase II includes the following elements:

- (1) A new classification structure with fewer and broader salary ranges called "broad banding" that consists of four salary ranges with a minimum to maximum spread from 55 percent to 65 percent;
- (2) A pay-for-performance system that eliminates automatic step increases and annual COLA adjustments;
- (3) Lump sum payments for employees at the top of their range when they exceed expectations;
- (4) A combined vacation and sick leave bank called the Personal Time Bank (PTB);
- (5) Employees in Grade I and II will accrue time off (vacation or PTB) at the five-year rate;
- (6) An employer-paid short-term disability program; and
- (7) Employer contributions based on seniority to PSRC's deferred compensation plan with the reduction in Washington State Public Employees Retirement System (PERS) contributions.

The motion carried unanimously.

Information Items

Status Report from Port of Seattle re: Resolution A-96-02

Commissioner Pat Davis reported that the Port and the Highline School District had signed an interlocal agreement for the Port to fund a study to measure the noise levels. "Both sides felt that the children were the ultimate goal and while we diverged on how to get there we finally have agreed on how to start the study."

She then introduced Lynae Jacobson from the Port of Seattle, who reviewed the status report. Ms. Jacobson highlighted several major items for Board members. She noted that the three major ones included the Highline School District, noise monitoring system, and the Part 150 Study.

Regarding the noise monitoring system, she said that "we've made a lot of progress. We selected 25 sites for monitors; we have 11 now so we're expanded that quite a bit. We're in the process of getting approval from all the different areas where we're going to be putting these monitors. We will have a new flight tracking system going along with those monitors so we can not only see where the planes fly but how loud they are at the same time on the same system. We expect that to begin delivery around June or July."

She reported that on the Part 150 Study, "we're moving right along with that. We should be finished with that by the end of this year. We have those technical and citizen advisory committees that were created some time ago and from those we have subcommittees that have been doing quite a bit of work in the areas of land use around the airport, different types of operational procedures and what to do with all the data we've been collecting.

Ms. Jacobson noted that a newsletter was attached to the report. "That pretty much gives you an update of where we are on our third runway project."

Councilmember Hansen complimented the Port of Seattle staff for "hanging in there." He noted it was a "very difficult job."

Second Pricing Research Paper, *The Effects of the Current Transportation Finance Structure*

Councilmember Richard McIver, Chair of the Transportation Policy Board, introduced a briefing on completion of the Regional Council's second transportation pricing research paper, *The Effects of the Current Transportation Finance Structure*. This is the second in a series of three pricing research papers which take policy direction for their development from the adopted 1995 Metropolitan Transportation Plan (MTP). This second paper is the result of two years of very hard work by our Transportation Pricing Task Force, chaired by ex-State Transportation Commissioner, Alice Tawresey, and had active participation from members of both the Transportation and Growth Management Policy Boards along with citizen interests from those boards. Councilmember McIver noted that the second paper built on the foundation of the first paper which documented the full public and private costs of transportation and mobility in the Puget Sound region. He further noted that this paper has arrived at some very significant findings that the Pricing Task Force and Policy Boards feel are critically important to communicate to

our membership and the general public in a very simple fashion – a summary of the paper is being prepared.

He then asked Mr. King Cushman to review this report for Board members. Using briefing slides, Mr. Cushman's overview highlighted the following points:

- **MTP Objectives for Exploring Finance & Pricing Reform**

Develop public dialogue and seek broad support for pricing strategies that might better...

- *Manage travel demand*
- *Reduce subsidies for less efficient travel*
- *Support growth management and economic development*
- *Support environmental objectives*
- *Improve relationship between use of system (benefits) and its costs*
- *Provide stable transportation funding*

- **Overall Methodology -- Three Stage Process**

- Develop regional consensus on problems
- Identify implications of existing structure
- Begin regional dialogue on solutions

Prepare three research papers to reflect these stages...

- *Full Costs of Transportation (October 1996)*
- *Effects of the Current Financing and Pricing Structure (March 1999)*
- *Exploration of Options (scheduled for Fall 1999)*

- **1st Step - Understanding Costs**

- *Used conservative approach to cost assumptions*
- *Reviewed research work done by others*
- *Local data used wherever possible*
- *Costs divided into three major groups (public-private-indirect)*
- *Recognized effort would be on-going*
- *Indirect or external costs difficult to define for consensus agreement (Note: Regional Council proposes to focus on full "direct costs," public & private, for MTP update to satisfy state requirement for "least cost planning")*

- **Annual Transportation Costs: \$21.1 billion total**

The total annual costs consist of...

- *Direct Public - 8% (\$1.7 billion)*
- *Direct Private-Autos - 62% (\$13.0 billion)*
- *Direct Private-Freight - 24% (\$5.1 billion)*
- *Direct Private-Other 1% (\$0.2 billion)*
- *Indirect/External (Public & Private) 5% (\$1.1 billion; this is the least agreed upon cost element, as some researchers feel it should be 10 times this amount, as high as 50% of total direct, while others argue it should not even be counted as a real cost).*

● **How Cost Information Can Be Used**

- *Creates level playing field for investment analysis*
Provides analytical framework to consider non-transportation tradeoffs
Assists in illustrating the complexity of the existing finance structure and the poor connection between regional objectives and the existing finance/pricing structure

● **Major Findings of 2nd Paper**

The current transportation finance system...

1. ***Fails to adequately meet our needs - public investments undercapitalized***
Vehicle miles up per capita while fuel taxes are down per capita
Increasing demands on state and local taxes
Personal and business satisfaction with current transportation system declining
2. ***Fails to support region's transportation goals adopted in the MTP***
Fails to provide necessary capital for system improvements
Encourages driving with less awareness of other costs (e.g. only 31% of all public revenues spent on transportation relate to use of transportation system)
Promotes inefficient system performance
Wastes energy, encourages pollution
3. ***Separates transportation planning, programming, and the generation of revenues.***
Except for state highways, most other portions of regional transportation system built, operated and managed one jurisdiction at a time
Current funding programs don't match current needs
Each mode (and jurisdiction) seeks funding on its own
Inadequate funding for major projects

● **Next Steps? The Real Challenges**

1. *Communicating complex realities while striving for civil discussion.*
How to explain that congestion is a symptom of historic public and private decisions that have resulted in a very unbalanced system for supply & demand?
What is the reality of public expectations regarding congestion? Relief, reduction or management?
Undercapitalization - how to recognize and address full (on-going) direct public and private regional costs when making new transportation investments?
2. *Identifying options for change and engaging public's interest.*
Current transportation and finance system appears to reasonably meet immediate public needs, as efforts to change either travel behavior or increase financial support for system has been notably difficult to achieve.
Change and reform are exceedingly difficult

A good deal of discussion ensued regarding what conclusions one could draw about use of existing non-transportation, non-user based tax sources. Mr. Cushman noted that these issues will be considered in the third paper, which will discuss a wide variety of options that could address and reform the current financial structure; this is where personal and political values for any potential options should be thoroughly debated.

Announcements

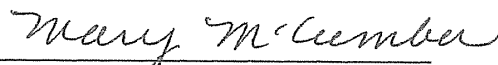
- Next Meeting Date and Time
 - Executive Board Meeting -Thursday, April 22, 1999, 6th Floor Board Room, 1011 Western Avenue, Seattle, WA; 10:00 a.m.

Adjourn - There being no further business to come before the Executive Board, the meeting adjourned at 11:30 a.m.



Executive Bob Drewel, President

ATTEST:



Mary McCumber, Executive Director

EXHIBIT D

**PUGET SOUND REGIONAL COUNCIL
INTERLOCAL AGREEMENT FOR REGIONAL PLANNING
IN THE CENTRAL PUGET SOUND AREA**

MARCH 11, 1993

ADOPTED by the General Assembly of the Puget Sound Regional Council September 30, 1991

AMENDED March 11, 1993 to add statutory members: the Ports of Everett, Seattle and Tacoma and the state Department of Transportation per Regional Transit Act of 1992 (Chapter 81.112)

Includes September 22, 2016 Addendum

**INTERLOCAL AGREEMENT FOR REGIONAL PLANNING
OF THE CENTRAL PUGET SOUND AREA**

This Agreement is entered into by and between the undersigned Counties, Cities and Towns, political subdivisions and municipal corporations of the State of Washington and federally recognized Indian tribes. This Agreement is made pursuant to provisions of the Interlocal Cooperation Act of 1967, Chapter 39.34 R.C.W. and has been authorized by the legislative body of each jurisdiction pursuant to formal action as designated on the signature page.

I. NAME AND PURPOSE

The purpose of this Agreement is to establish the PUGET SOUND REGIONAL COUNCIL, hereinafter called the "Regional Planning Agency," and the terms and conditions under which the parties shall participate in the activities of the Regional Planning Agency.

II. MISSION

The mission of the Regional Planning Agency is to preserve and enhance the quality of life in the central Puget Sound area. In so doing, it shall prepare, adopt, and maintain goals, policy, and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and state law and based on local comprehensive plans of jurisdictions within the region. The agency shall ensure implementation in the region of the provisions of state and federal law which pertain to regional transportation planning and regional growth management.

III. ESTABLISHMENT OF REGIONAL PLANNING AGENCY; DURATION

This Agreement shall become effective upon execution by sixty (60) percent of all of the units of general government in King, Kitsap, Pierce, and Snohomish Counties, including the counties, representing three-quarters (3/4) of the population. This Agreement shall remain in force and effect perpetually or until terminated by member agencies which represent seventy-five (75) percent of the regional population.

IV. DEFINITIONS

For the purpose of this Interlocal Agreement and all other agreements, contracts and documents executed, adopted or approved pursuant to this Agreement, the following terms shall have meaning prescribed to them within this section unless the context of their use dictates otherwise:

- (1) Member agency shall mean any public agency which is a party or becomes a party to this Interlocal Agreement and is a county, city, town or federally recognized Indian tribe.
- (2) Statutory member shall mean any public agency whose membership is required by a state or federal statute.
- (3) Public agency shall mean any city, town, county, public utility district, port district, fire protection district, school district, air pollution control authority, federally recognized Indian tribe, or metropolitan municipal corporation of this State, any agency of the State government or of the United States and any political subdivision of another state.
- (4) Board shall mean the Executive Board of the Puget Sound Regional Council.
- (5) State shall mean a state of the United States.
- (6) Region shall mean that territory physically lying within the boundaries of the counties of King, Pierce, Snohomish, Kitsap and any other member county.
- (7) Population shall mean that population of any general purpose local government that is a member agency last determined for each such member as certified by the State Office of Financial Management or its succeeding office of the State of Washington at the time of the signing of this document and on the first day of May of each year thereafter, except that the population of member counties shall be that population determined in the same manner for the unincorporated area of such county; and further that the population of Indian tribes shall be the latest figures established and certified by the Federal Bureau of Indian Affairs.
- (8) Regional population shall be determined by adding together the population of the member agencies.
- (9) Local comprehensive plan: A generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to state law.
- (10) Countywide comprehensive policy plan: A policy-based document (which reflects city and county comprehensive plans), establishing countywide goals and objectives to guide the development of local

comprehensive plans for cities, towns, and the unincorporated areas within a county. The plan addresses issues of countywide significance.

- (11) Certification: A statement of verification that local or countywide plans and policies are consistent and coordinated with regional plans and policies covering issues of regionwide significance.
- (12) Consistency: A condition in which plans and policies affecting the area within the regional agency's jurisdiction are compatible and mutually reinforcing. Consistency is achieved when these plans, taken together, meet state requirements for consistency in local and regional plans.
- (13) Conflict resolution: A process initiated by the Regional Planning Agency upon review of local comprehensive plans or of countywide comprehensive policy plans, when the agency finds that such a plan appears inconsistent with the certifiable elements of the regional plan. In the process, parties agree to seek a mutually acceptable accommodation of their differences among themselves or, when required, with the assistance of an independent intervener or third party. The purpose of the process is to achieve consistency and, where applicable, to assure certification of the plan. If the parties cannot accommodate their differences, the conflict will be resolved by the board of hearing examiners described in Section 7(5) hereof.
- (14) Goal: Statement of an aim or desired outcome of a plan or planning process.
- (15) Growth management: A system for guiding, directing, limiting, and encouraging growth so that the demands for housing, infrastructure, and other growth support systems can be met. Growth management includes but goes beyond concern for natural systems, embracing also social, economic, and legal issues. At its best, a growth management system can and will separate urban and rural areas in a way that protects open space, farmland, and natural areas in the rural countryside, and provides for land, densities, and infrastructure to support needed residential, commercial, and industrial facilities.
- (16) Metropolitan Planning Organization (MPO): The agency designated by the United States Department of Transportation and the governor that is responsible, in cooperation with the State, for ensuring that transportation planning is conducted through a "continuous, cooperative, and comprehensive (3-C) process." The process is stipulated in federal law.

- (17) Minimum standard: The quantitative or qualitative measure applied to an activity, task, or function to determine if the region is achieving expectations for a planning objective. Higher standards may be set for the same objective in local plans.
- (18) Objective: Statement of a concrete result to be obtained from a plan.
- (19) Policy/Guidelines: A statement establishing the framework within which actions to achieve objectives can be taken. A policy often specifies direction but is broad enough to allow alternatives to be evaluated.
- (20) Regional growth management strategy: A planning document that establishes a vision and policy on regional aspects of growth issues, including transportation, land use, open space, housing, economic development, and environmental concerns.
- (21) Regionally significant transportation projects: As defined by state law, such projects exhibit one or more of the following characteristics:
 - 1. The project crosses boundaries of member jurisdictions;
 - 2. The project is or will be used by a significant number of people who live or work outside the county in which the project is located;
 - 3. Significant impacts from the project are expected to be felt in more than one county;
 - 4. Potentially adverse impacts of the project can be better avoided or mitigated through adherence to regional policies;
 - 5. Transportation needs addressed by the project have been identified by the regional transportation planning process and the remedy is deemed to have regional significance.
- (22) Regional Transportation Planning Organization (RTPO): An agency authorized under state law to develop and adopt a regional transportation plan, and to certify that the transportation elements of local comprehensive plans conform to requirements of state law and are consistent with the regional transportation plan. In urbanized areas, the RTPO is the same as the MPO.
- (23) Sensitive areas: These include the following areas and ecosystems: wetlands, groundwater aquifers, fish and wildlife habitat conservation areas, floodplains, geologically hazardous areas.
- (24) Setting categories of priorities: An annual or biennial evaluation by the regional agency of regionally significant transportation projects recommended for funding. Evaluation is made on the basis of general

criteria, to establish regional preference for federal and state funding and construction among the recommended projects.

- (25) Urban growth areas: As defined in state law, areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature.
- (26) Vision: Statement of a desired future.

V. MEMBERSHIP AND REPRESENTATION

- A. Membership. Membership in the Regional Planning Agency shall be available to all statutory members and to the County and all City governments in King, Kitsap, Pierce, and Snohomish Counties. Membership by county and city governments is established by execution of this Agreement and payment of dues.
 - 1. All federally recognized Indian Tribes within the jurisdiction area are eligible to petition for approval as members of the agency, with voting representation in the General Assembly.
 - 2. Special purpose governments and other State government agencies are eligible to petition for approval as members of the organization, but without voting representation in the General Assembly.
- B. General Assembly.
 - 1. The General Assembly shall be composed of all elected officials representing the executive and legislative branches of cities, towns, and counties which are members of the agency, representatives of Tribal governments which are members, and representatives of statutory members.
 - 2. The General Assembly shall make decisions when a quorum is present, and on the basis of a weighted vote of the members, with the weight of each city and county jurisdiction vote as follows: total votes of all city and county jurisdictions within each county will be proportional to each county's share of the regional population. County government will be entitled to fifty (50) percent of their respective county's total vote. City and town votes will be based on their respective share of the total incorporated population of their county. Indian Tribe vote will be based on their respective share of the regions' population. The vote of statutory members shall be as prescribed in the applicable statute or as determined by the Executive Board where the applicable statute is silent on the matter of voting.

C. Executive Board.

1. The Executive Board shall be composed of statutory members and members of the General Assembly, representing the four counties and their cities.
2. The Executive Board shall make decisions when a quorum is present. Votes for member agency jurisdictions represented on the Board will be proportional to the total population within the regional agency's jurisdiction. Up to one vote in any such membership category may be split to achieve greater proportional representation. Votes for statutory members shall be as prescribed in the applicable statute or as determined by the Executive Board where the applicable statute is silent.

Weighted votes shall be distributed as defined in Section V.B.2. Weighted votes shall be used when requested by any member of the Executive Board and Representatives present shall cast the jurisdiction's total weighted votes. Initially, the Board membership and voting structures shall be established as follows:

(Note: The following numbers have been revised to reflect the most recent population figures. For current membership and voting structure, see the attached addendum.):

	Member Jurisdiction	Representatives	Votes	Weighted Votes
King County:	County	4	4	275
	Largest City (Seattle)	3	3	144
	Other Cities/Towns	3	3	131
Kitsap County:	County	1	1/2	35
	Cities/Towns	1	1/2	35
Pierce County:	County	2	2	105
	Largest City (Tacoma)	2	1-1/2	75
	Other Cities/Towns	1	1/2	30
Snohomish County	County	2	2	85
	Largest City (Everett)	1	1	29
	Other Cities/Towns	1	1	56
Member Jurisdiction Totals		21	19	1000
Statutory Members:				
	Port of Seattle	1	1	50
	Port of Tacoma		1	30
	Port of Everett		1	10
	State Transportation Commission	1	1	30
	State Department of Transportation	1	1	30
Statutory Member Totals		5	5	150
GRAND TOTALS		26	24	1150

3. The distribution of county and city representation on the Board between and within counties shall be reconsidered every three years based on current population data provided by the State Office of Financial Management.
4. Member agency representatives on the Board shall be elected officials and shall be appointed by the local jurisdictions which they represent on the Board. Alternate member agency representatives to the Board may be designated who are elected officials and are of the same number as the authorized Board membership for each jurisdiction or group of jurisdictions. Appointment of statutory members and alternates shall be at the discretion of the appointing authority.

5. Members of the Board eligible to cast votes in the decision-making process of the Board shall be designated by the jurisdictions they represent at the beginning of each calendar year.

VI. GENERAL ORGANIZATION

- A. The agency shall be organized into a General Assembly, consisting of all voting members of the organization, an Executive Board of representatives of the voting members, and advisory boards and task forces as established by the Board.
- B. The General Assembly shall meet annually and otherwise at the request of the Board to elect officers from the Executive Board, and to review and ratify key decisions of the Board, such as the annual budget of the agency and essential policy documents, including the regional transportation plan and regional growth management strategy and amendments to them.
- C. The Executive Board shall carry out all delegated powers and managerial and administrative responsibilities between the meetings of the full Assembly.
- D. Key policy boards to advise the Executive Board on recommended changes in policy or new direction on regional transportation and regional growth management will be created by the Board.
 1. As directed by state law, the Board will establish a regional Transportation Policy Board to provide advice on regional aspects of transportation issues to the Executive Board and participate in agency policy making. It will include representatives of large and small employers in the region, the Washington State Department of Transportation (WSDOT), transit and port districts in the region, representatives of community and neighborhood organizations and other interest groups, and citizens at large, as well as representatives of cities, towns, and counties which are members of the organization and such statutory members as may be required from time to time.
 2. A regional growth management board will be similarly constituted and provide policy advice on regional aspects of growth management issues.
- E. The Board shall establish such other standing committees or task forces as may be required to provide advice and recommendations to the Board.
- F. The Board shall hire an Executive Director who shall be subject to direction of the Board. The Executive Director shall hire necessary staff consistent with the agency's annual budget. The Board is authorized to

contract for professional services to meet other support needs that may arise and otherwise enter into contracts and acquire, hold and dispose of personal and real property as necessary.

VII. FUNCTIONS/AUTHORITY

A. Transportation. In meeting its responsibilities for regional transportation planning, the Agency shall:

1. Produce a Regional Transportation Plan (RTP), as prescribed by federal and state law and regulations and based on local comprehensive planning. The RTP will establish planning direction for regionally significant transportation projects, as defined in state law and shall be consistent with the regional growth management strategy.

The RTP will cover major highways and roads, regional transportation connectors (bridges and tunnels), ferry systems, public transit systems, airports, seaports, and other regional transportation facilities. It will address transportation system demand management, levels of service, and capital investments.

The RTP will also include regional High-Capacity Transportation (HCT) plans, and impacts of urban growth on effective HCT planning and development, as prescribed in state law.

2. Through the RTP, establish regional transportation policy and, in cooperation with the state transportation department, set minimum standards for state government to integrate in its transportation planning and for local governments to reflect and include in the preparation of transportation elements of local comprehensive plans.
3. Carry out MPO functions as prescribed for federally funded projects in the region. These functions include preparation of an RTP, an annual work program, and a six-year capital plan (with an annual element).

As an MPO, manage right-of-way preservation proposals for highway and high-capacity transportation development to assure conformance with the RTP and associated regional development strategies.

4. Carry out RTPO functions as prescribed by state law. These functions include preparation of an RTP covering regionally significant transportation projects, as well as these other functions mandated by state law:

- a. Certify that transportation elements of local comprehensive plans are consistent with the regional transportation plan.
 - b. Certify that transportation elements of comprehensive plans adopted by counties, cities, and towns conform with comprehensive planning provisions of state law.
 - c. Certify that all transportation projects within the region that have a significant impact upon regional facilities or services are consistent with the RTP.
 - d. In cooperation with the State Department of Transportation, identify and jointly plan improvements and strategies within those corridors which are important to moving people and goods on a regional or statewide basis.
5. In the case of certification of transportation elements of all local comprehensive plans for consistency with the Regional Transportation Plan (RTP), the Board shall direct staff to review plans and recommend certification.
- If staff does not recommend certification because of inconsistencies with the RTP, the local government(s) involved shall be notified, and the affected party or parties may appeal the staff recommendation to the Board for resolution. Upon receipt of an appeal, the Board will direct that a board of hearing examiners be constituted from the membership of the Executive Board to resolve the conflict, establishing consistency with the RTP, and allowing for certification.
6. Determine categories for priorities for the region among recommended regionally significant transportation projects, and forward those priorities to the State Department of Transportation for review in the development of state transportation funding programs.
7. Review and comment in the NEPA/SEPA process on proposed actions with potential significant impact on the implementation of the RTP.
- B. Growth Management. The agency shall maintain VISION 2020 as the adopted regional growth management strategy. The regional growth management strategy shall be based on and developed from local comprehensive planning and address only regional issues including transportation, open space, air and water quality, economic development and regional facilities.
- C. Countywide Comprehensive Plans. One year after adoption of this Agreement, a process for the regional review of countywide plans (which reflect city and county comprehensive plans) for consistency with the

adopted regional growth strategy and/or the regional transportation plan shall be considered by the governing Board of the new Regional Council.

- D. Regional Data Base Development. The agency shall provide for establishment and maintenance of a regional data base to:
1. Support development of the RTP and regional growth management strategy;
 2. Forecast and monitor economic, demographic, and travel conditions in the region;
 3. Develop the database jointly with relevant state agencies for use in the region by local governments and the State of Washington.
 4. Respond to data prepared by the State Office of Financial Management.
- E. Technical Assistance. As requested, the agency shall provide technical assistance to local, state and federal governments through regional data collection and forecasting services, consistent with the mission and functions of the agency.
- In addition, the agency may provide general planning assistance, consistent with the mission and functions of the agency, to small cities and towns which are members of the agency and which request help to complete planning work they are unable to staff or fund.
- F. Discussion Forum. The agency may provide a forum for discussion among local and state officials and other interested parties of common regional issues.

VIII. RELATIONSHIP OF REGIONAL PLANNING AGENCY TO LOCAL AND STATE GOVERNMENTS

- A. Planning preparation: In a collaborative process with citizens of the region, interested groups and organizations, and local, regional and state government, the regional agency prepares the RTP and a regional growth management strategy. After public review and adoption by the Regional Planning Agency, these documents establish a vision and goals for growth and mobility in the central Puget Sound region.
- The RTP and the regional growth management strategy are based on direction of state law and based on and developed from local comprehensive plans.

IX. FUNDING OF AGENCY ADMINISTRATION/OPERATIONS

- A. State and Federal Funding. Appropriations from the State through WSDOT to the Regional Planning Agency are to be provided as defined and authorized in state law. The Board is authorized to seek additional state funding as may be necessary. The agency will receive federal assistance through Urban Mass Transportation Administration (UMTA), Federal Highway Administration (FHWA), and Federal Aviation Administration (FAA) Airports Systems planning funds, and other appropriate federal sources.
- B. Local Funding. Dues of member agencies, statutory members and associate members shall be established by the Executive Board. All city and county members shall pay dues, as established by the Board, based proportionally on a formula to include their population and their assessed valuation.
- C. Other Funding. The agency Board may contract on a fee-for-service basis with non-member agencies which request special services and with member agencies which may seek additional services.
- D. The Board shall establish the annual budget and the amount of dues necessary to support the functions of the Regional Planning Agency. Dues will be paid on July 1 of each year.

X. AMENDMENTS

- A. Amendments to this Agreement may be proposed by any city or county and shall be considered by all members upon recommendation by the Board. The Agreement shall be amended by adoption of affirmative resolutions by all of the prior signators.
- B. In the event 60 percent of all units of general government in King, Kitsap, Pierce, and Snohomish counties, including the counties, representing at least seventy-five percent of the regional population become signators to a new agreement involving substantially the same subject matter as this Agreement, this Agreement shall terminate.

XI. MERGER

This Agreement merges and supersedes all prior discussions, representations and/or agreements between the parties relating to the subject matter of this Agreement and constitutes the entire contract between the parties.

XII. WITHDRAWALS; DISSOLUTION

- A. Any member shall have the right to withdraw from this Interlocal Agreement by giving written notice, six months prior to the annual assessment, to the Executive Board.
- B. The members agree that withdrawal will not absolve them of responsibility for meeting financial and other obligations of annual contracts or agreements which exist between the State of Washington or the federal government and the Regional Planning Agency at the time of withdrawal.
- C. Upon termination of this Agreement any money or assets in possession of the Regional Planning Agency after payment of all liabilities, costs, expenses, charges validly incurred under this agreement, shall be returned to all contributing governments in proportion to their assessment determined at the time of termination. The debts, liabilities, and obligations of the Regional Planning Agency shall not constitute a debt, liability or obligation of any member agency.

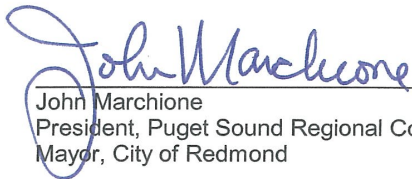
XIII. SEVERABILITY

If any of the provisions of this Agreement are held illegal, invalid or unenforceable, the remaining provisions shall remain in full force and effect.

XIV. STATE RELATIONSHIP

A copy of this Agreement shall be filed with the State Department of Community Development.

IN WITNESS WHEREOF, this Agreement has been executed by each party on the date set forth below:



John Marchione
President, Puget Sound Regional Council
Mayor, City of Redmond

Jurisdiction's Representative

Jurisdiction: City of Kenmore

Date: _____

Attest:

Approved as to Form:



Josh Brown, PSRC Executive Director

Jurisdiction's Legal Counsel

**ADDENDUM
EXECUTIVE BOARD REPRESENTATIVES
AND VOTES**

Note: Weighted votes are updated annually to reflect the most recent office of Financial Management (OFM) population figures per Article V, Section C3 of the Interlocal Agreement. Every three years the Executive Board will reconsider the distribution of county and city representation on the Executive Board. The current weighted votes for member agency jurisdictions represented on the Executive Board follow.

	Member Jurisdiction	Representatives ^{*/**}	Weighted Votes
King County	County	2	262.94
	Seattle	4	98.86
	Bellevue	1	20.06
	Federal Way	1	13.48
	Kent	1	17.92
	Kirkland	1	12.19
	Renton	1	14.58
	Other Cities & Towns	3	85.84
Kitsap County	County	1	33.31
	Bremerton	1	15.28
	Other Cities & Towns	1	18.03
Pierce County	County	2	106.83
	Tacoma	1	48.94
	Other Cities & Towns	1	57.89
Snohomish County	County	2	96.92
	Everett	1	24.70
	Other Cities & Towns	2	72.22
	Total Member Jurisdictions	26	1,000
Statutory Members	Port of Bremerton	1	3
	Port of Everett	1	10
	Port of Seattle	1	50
	Port of Tacoma	1	30
	WA State Dept. of Trans.	1	30
	WA Trans. Commission	1	30
	Total Statutory Members	6	153
	Grand Total	32	1,153

* Pursuant to RCW 47.80.060, 50 percent of the county and city local elected officials who serve on the Executive Board must also serve on transit agency boards or on a regional transit authority.

** Weighted votes are updated every September, and representatives for the Executive Board are reviewed every three years, per Interlocal Agreement, Article V.c.3. and as prescribed in RCW 47.80.010. Next review of the Executive Board Representatives will be in Autumn 2019.

September 22, 2016



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: WSDOT Statewide Bike Counter Project

For Council Meeting Agenda of: November 7, 2016

Department: Public Works

Prepared by: Brett Schock, PE

Proposed Council Action/Motion:

Authorize the City Manager to execute agreement No. 16-C1618 with the Washington State Department of Transportation for installation of bike and pedestrian counters

Approved by Department Head:

Initial & Date

KMO 10/26/16

Approved by City Attorney:

N/A

Approved by Finance Director:

10/27/16

Approved by City Manager:

PSK

Exhibits/Attachments:

Attachment A: WSDOT Project Summary sheet

Expenditure Required
\$9,900

Amount Budgeted
\$0 (See Fiscal Considerations)

Appropriation Required
\$0

INFORMATION/BACKGROUND:

The City of Kenmore is participating in a Washington State Department of Transportation (WSDOT) statewide bicycle and pedestrian counter project. The project identified locations statewide for installation of permanent, continuous bicycle and pedestrian counting equipment. Two locations in the City were chosen;

- On the Burke-Gilman trail near 73rd Avenue, and
- On the northbound shoulder of Juanita Drive near NE 160th Street.

Under the terms of the project agreement with WSDOT, the City of Kenmore will purchase counter equipment for the two locations. WSDOT will reimburse the City for the direct cost of purchasing this equipment and pay for the cost of automatic data transmission for the first year (see Attachment A). WSDOT will install the equipment at no cost to the City. The terms of the agreement with WSDOT require the City, for a period of five years, to make quarterly manual updates of counts to the WSDOT online bicycle and pedestrian count portal. The City Traffic Engineer will make these quarterly updates. The City will be responsible for maintenance of the equipment for a total of five years.

The installation of this counting equipment will help the City to monitor bicycle and pedestrian traffic on the Burke-Gilman trail, as well as on Juanita Drive. Information from the Burke-Gilman trail will include both quantity and direction of travel. All bicycle traffic counted on Juanita Drive would be heading southbound. This information may be useful in future grant applications and in the design of future bicycle and pedestrian facilities in the City.

Staff recommends that Kenmore City Council approve this project. With Council approval, the counters are expected to be ordered, installed and operational by the end of 2016.

FISCAL CONSIDERATION:

The City will be reimbursed by WSDOT for the full cost of the counter equipment and the first year of automatic data transmission. Installation of the equipment will be performed by WSDOT at no cost to the City. Future maintenance of the counters is estimated to be \$200/year and will be part of the Engineering budget.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

1. To focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle and other means of travel.

Project Summary

Agency: Kenmore

Project Title: Permanent Statewide Bike Counter Installation

Project Description - Counter location (installation):

1. Burke-Gilman Trail and 73rd Ave NE (east of underpass)

Type of facility(s): Multi-use path

Number/Type counter: 1 – Bike/Ped with inductive loops and infrared for pedestrians with direction detection

2. Juanita Drive (Southbound only) north of NE 160th St

Type of facility: striped bike lane going south

Number/Type counter: 1 – inductive loop counter in pavement

Equipment Manufacturer: Eco-Counter

Project Schedule (Estimated):

Task	Date
Local Agency project agreement signed	10/2016
Counters purchased – (must be data accessibility compliant with WSDOT's current structure)	11/2016
Counters installed	12/2016
Counter(s) operational	12/2016
Counter data validation completed	12/2016
Counters reporting data to WSDOT on-line site	12/2016
Other:	N/A

Project Cost and Award Amount:

Phase	Total cost	Match	Amount requested	Amount awarded
Preliminary Engineering	\$0	\$0	Not Eligible	\$0
Counter(s)	\$9,900	\$0	\$9,900	\$0
Installation Estimate	\$2,000	\$0	Not Eligible	\$0
Other				
Total	\$11,900	\$0	\$9,900	\$0

Contact: Brett Schock

Email: BSchock@kenmorewa.gov

NOTE: Please submit with the Local Agency Agreement for authorization.

WSDOT

1

10/12/16

Permanent Bicycle and Pedestrian Counters

Additional Requirements

Kenmore will be reimbursed for the direct costs of purchasing the permanent counter equipment including the first year of automatic data transmission service. As a condition of this funding **Kenmore** is responsible for the following:

- **Installation:** Agencies are responsible for the cost of installing the permanent counters. Installation must be performed in accordance with the counter manufacture's specifications and data must be validated according to manufactures procedures. WSDOT may be able to perform the installation of these counters based on schedule availability. Please contact Ken Lakey at 360-570-2374.
- **Data Sharing:** Agencies agree to share all count data to WSDOT IT to be uploaded into the Bicycle and Pedestrian Count Portal for at least five years. If after the first year, the agency selects not to continue automatic data transmission, quarterly Bluetooth transmission reporting is required for the remaining four years. Additional reporting beyond this timeframe is encouraged, at the discretion of the agency.
- **Maintenance:** Agencies are responsible for the costs of maintaining and operating the counter equipment for at least five years. Maintenance responsibilities include but are not limited to battery replacement, spot maintenance, and the replacement of parts or other counter equipment that become damaged or defective outside of specific manufacturer warranties.

CONCURRENCE

Agency Official

Date

Title

NOTE: Please submit a signed copy with the Local Agency Agreement for authorization.



**City Council Business Agenda Item
City of Kenmore, WA**

Subject/Topic:
Public Hearing On Proposed Tax Levy for 2017

For Council Meeting Agenda of: November 7, 2016

Department: Finance and Administration

Prepared by: Joanne Gregory

Proposed Council Action/Motion:
Public Hearing on Proposed Tax Levy Necessary
to Meet Authorized Tax-Supported Estimated
Expenses for the Year 2017.
No Council Action is Required.

Approved by Department Head:

Approved by City Attorney:

Approved by Finance Director:

Approved by City Manager:

Initial & Date

[Signature] 10-27-16

[Signature] 10-27-16

[Signature]

Exhibits/Attachments:

Powerpoint Presentation

Expenditure Required None

Amount Budgeted
2017 Property Tax Levy:
\$4,668,509

Appropriation Required N/A

INFORMATION/BACKGROUND:

A presentation and public hearing will be held November 7, 2016 regarding the proposed tax levy for 2017.

FISCAL CONSIDERATION:

The 2016 property tax levy was \$4,537,138 (the adopted budget was \$4,521,519). The budgeted levy for 2017 is \$4,668,509. The City is allowed to increase its levy by the lesser of one (1) percent or the percentage increase in the July IPD (Implicit Price Deflator). The IPD this year is .953% (which is less than 1%).

The County Assessor has only released preliminary levy information at this time. Based on what has been received, the proposed property tax levy for 2017 would be \$4,674,122 which includes the allowable .953% increase over 2016 (\$43,239), new construction which adds about \$86,592 (or 1.9%) to the tax rolls, and \$7,153 of refunds to be re-levied. This levy will exceed our budgeted levy by \$5,613 which anticipated a 1% increase and \$86,000 of new construction. It is not staff's recommendation to increase the levy by the full 1% which would require adopting a resolution of substantial need. The .027% difference would only be about \$1,224.

The .953% increase in the property tax levy will not have a dramatic increase on the tax that a homeowner pays. In fact, with the increase in assessed valuation for the entire City, the levy rate will decline from \$1.26 to \$1.20 for each \$1,000 of assessed value. The preliminary assessed value is \$3,903,423,117, an increase of about 9% from last year.

If the City Council were to approve the increase of .953% to the levy for 2017, this would generate additional revenue of \$43,239 which will also provide a compounding revenue benefit in future levies. The City also has "banked capacity" property tax available which is unused levy authority from prior years when the City chose to

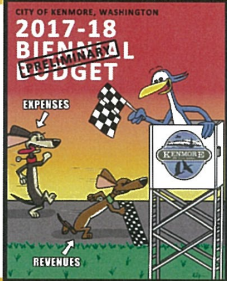
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not take the allowable 1% increase. The City Council did not increase the tax levy by IPD or 1% for 2016 and the City's banked tax capacity is currently \$590,089.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

RCW. 84.55.120 The legislative body must hold a public hearing for the coming year's budget including consideration of possible increases in property tax revenues, before taking action on the property tax levy.

City of Kenmore Public Hearing 2017 Property Tax Levy

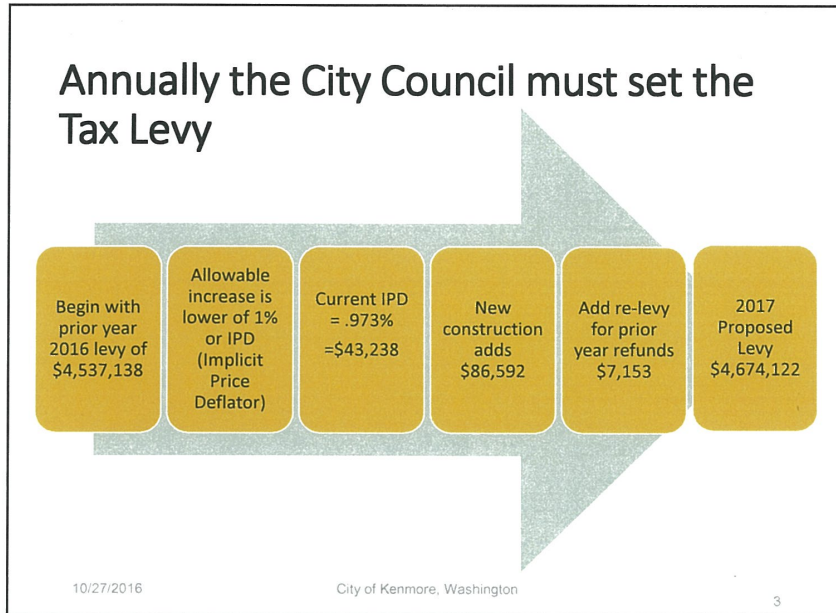


City Council Meeting November 7, 2016

Other Key dates...

November 14, 2016	- Public Hearing on 2017-2018 Preliminary Biennial Budget
November 21, 2016	Public Hearing on Proposed 2015-2016 Budget Amendments
November 28, 2016	- Final Public Hearing on 2017-2018 Preliminary Biennial Budget and 2017 Tax Levy - Adopt 2017 Tax Levy
December 12, 2016	- Adopt 2015-2016 Budget Amendment Ordinance - Adopt 2017-2018 Biennial Budget Ordinance

10/27/2016 City of Kenmore, Washington 2

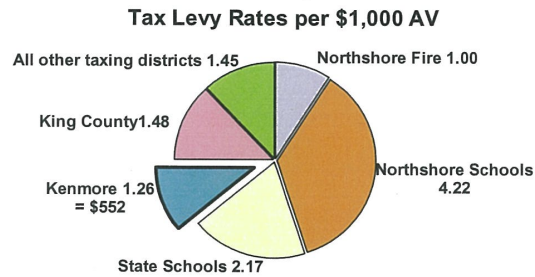


Property taxes and assessed valuation

- **Proposed 2017 tax levy = \$4,674,122**
- .973% increase over last year
- New construction adds:
 - \$68,830,743 AV (preliminary)
 - \$86,592 to levy
 - Re-levy prior refunds = \$7,153
- **Budgeted 2017 tax levy = \$4,668,509**
 - 1% increase + \$86K new construction
 - Proposed > budget by **\$5,613**
- **Total 2017 Assessed Valuation (AV):**
 - \$3,903,423,117 includes new construction
 - 9% **increase in AV** from 2016
 - tax rate projected at **1.20/\$1,000 AV**
 - decrease from 1.26 in 2016

10/27/2016 City of Kenmore, Washington 4

Illustration of the 2016 Property Tax Distribution for a \$438,000 Home*



* 2016 Kenmore Median Residence Value

Estimated total tax bill of \$5,072

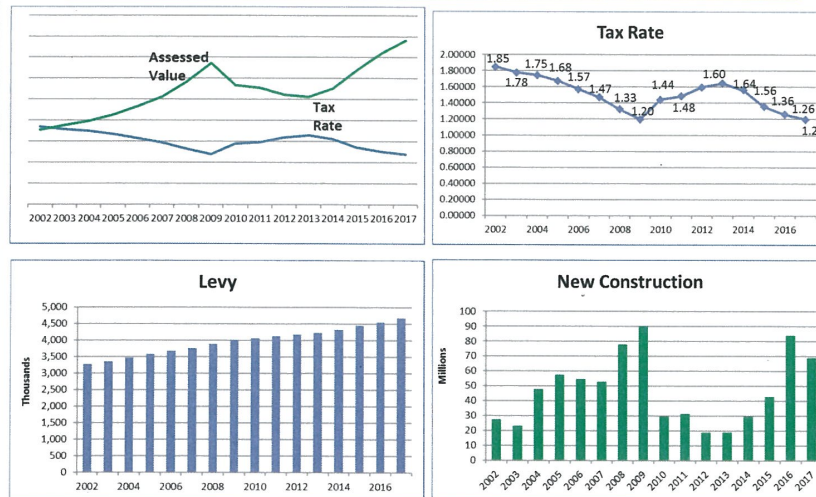
Percentages of total tax bill are based on tax rates for the various jurisdictions (total \$11.58/1000)

10/27/2016

City of Kenmore, Washington

5

Property Tax Rates, AV, & New Construction 2002-2017



10/27/2016

City of Kenmore, Washington

6

THANK YOU!

The presentation portion of the Public Hearing on setting the 2017 Property Tax Levy is concluded

The next actions on the 2017 tax levy will be:

- November 28: Public Hearing and Ordinance to set the 2017 Property Tax Levy

Open for Questions and Public Comment

10/27/2016 City of Kenmore, Washington 7

IX. A. Review of 2017-2018 Proposed Preliminary Biennial Bud...

<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u>
--

The budget should be a performance, financing and spending plan, agreed to by a majority of the City Council. It should contain information and data regarding expected revenues, expected expenditures and expected performance.



TOTAL GENERAL FUND REVENUE

**2015-2016 Amended
Budget** **\$21,048,270**

- Adopted Budget \$20,553,270
 - Amended by \$495,000 due to favorable new construction and development



**2015-2016
Projection** **\$22,515,853**

- 2015 development revenues and sales taxes greatly enhanced the revenue picture (\$875,000)
- Property tax receipts better than originally budgeted (\$127,000)
- Water and sewer franchise fee revenues were greater than anticipated (\$200,000)
- Projections also include one time \$150,000 expense reimbursement for Lakepointe EIS

**2017-2018
Preliminary** **\$23,533,174**

- \$1M greater than 2015-2016 projections
 - Property taxes assume 1% plus favorable new construction
 - Anticipated increases for interfund reimbursements of administrative (staff) costs
 - Development revenues declining
 - Other revenues flat or minimally increasing

GENERAL FUND REVENUE ACCOUNTS

Property Taxes

2017 = \$4,668,509
1% increase + \$86,000 new
construction levy

2018 = \$4,740,194
1% increase + \$25,000 new
construction levy

Sales Tax

2017 = \$2,075,374
2016 average less
\$115,000 new
construction plus 2%
growth; also Criminal
Justice Sales Tax

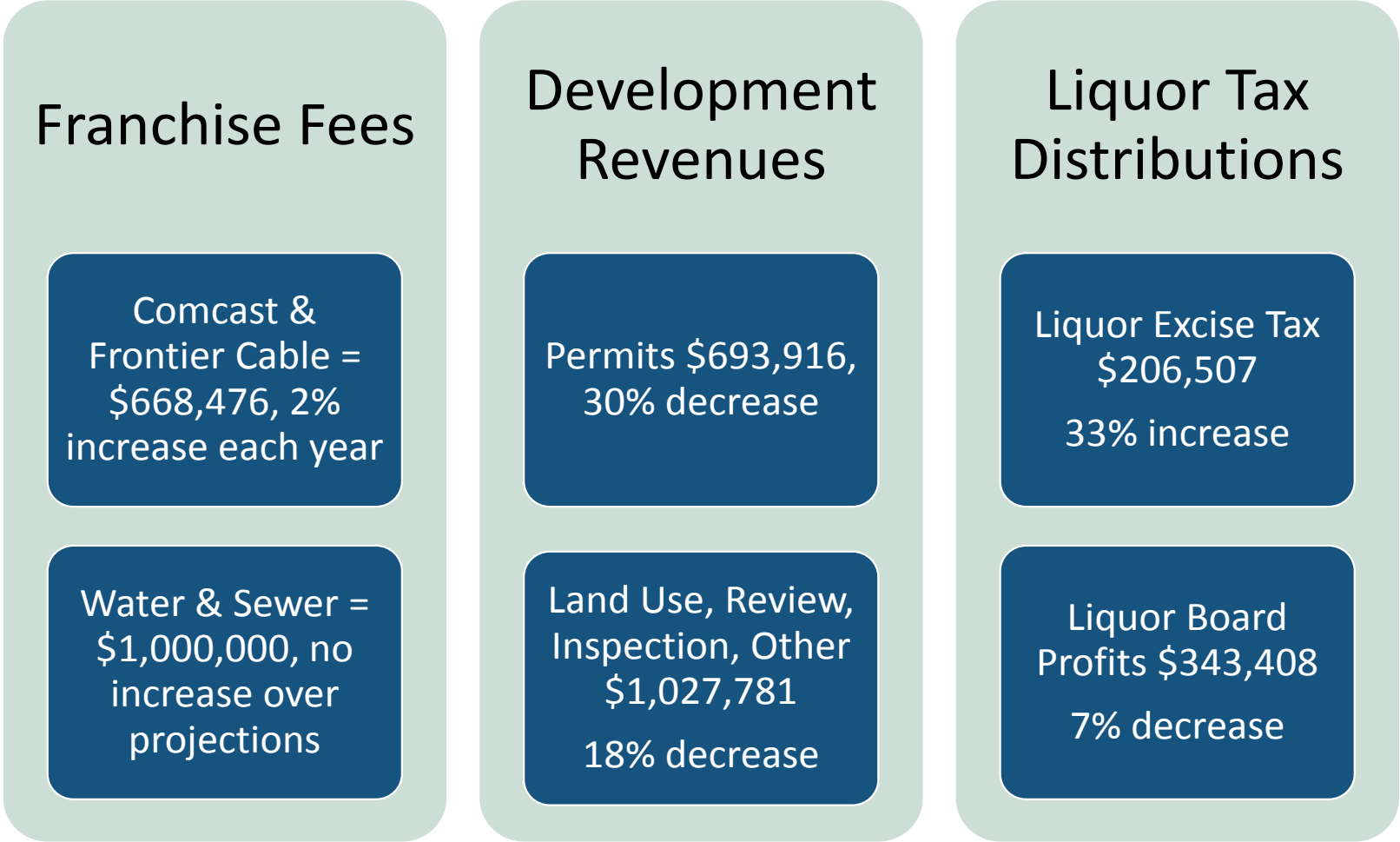
2018= \$2,116,882
2% growth over 2017; also
Criminal Justice Sales Tax

Utility Tax

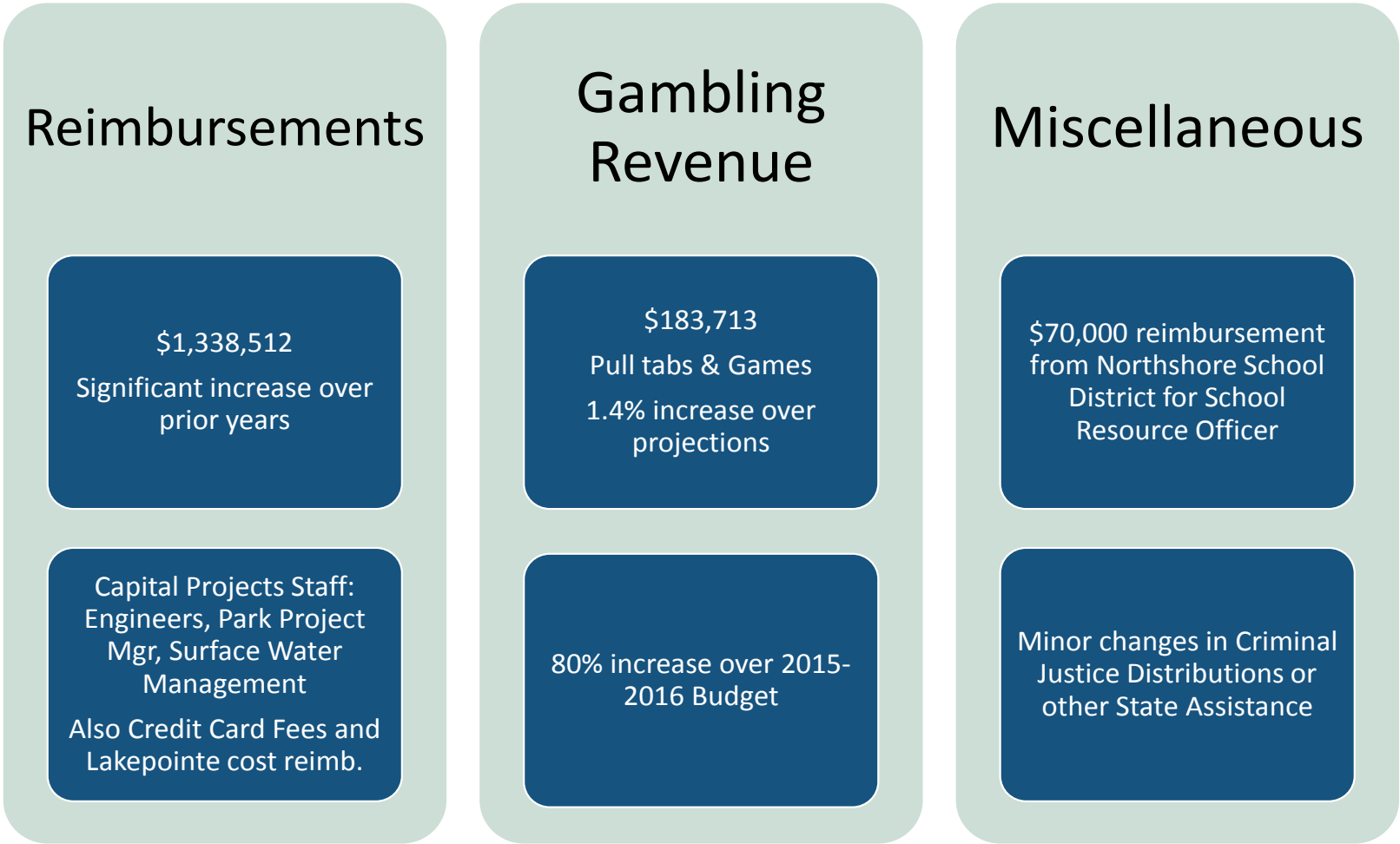
Electric and Gas =
\$1,630,010
2% growth over current
year average

Telephone and Cell =
\$1,087,475
0% increase

GENERAL FUND REVENUE ACCOUNTS



GENERAL FUND REVENUE ACCOUNTS



City Council

- The City Council is the legislative branch of City government and serves as the policy making body

Preliminary Budget

- Total 2017-2018 Budget \$329,426,
 - 9% increase over 2015-2016
- Percent of General Fund 1.4%

FTEs

- FTEs:
 - 1 Mayor, 1 Deputy Mayor
 - 5 Councilmembers



2017-2018 Budget Highlights

- Personnel costs reflect Salary Commission action that was effective in 2016.
- Continued emphasis on intergovernmental relations and securing infrastructure funding will continue to require Mayor and City Council involvement.

National/Regional Representation

- National League of Cities
- Sound Cities Association
- Association of Washington Cities
- Eastside Transportation Partnership
- Seattle/King County Economic Development Council
- King County Board of Health, Solid Waste Advisory Committee, and Aging & Disabilities Committee
- Northshore Parks & Recreation Service Area



City Manager's Department

- The City Manager is appointed by the City Council and provides management and leadership of all City departments and operations in accordance with City Council policies, goals, and priorities

Preliminary Budget

- Total 2017-2018 Budget \$3,328,297
 - 9% increase over 2015-2016
- Percent of General Fund 14.24%

FTEs

- FTEs: 7:
 - City Manager, Assistant City Manager, Community Relations Mgr/Policy Analyst, Volunteer/Events Supervisor, Executive Assistant, Public Records Officer/Admin Assistant, Receptionist



2017-2018 Budget Highlights

- Human Services \$336,140 = 7.53 per capita X 22,320 X 2yr
- ARCH = \$30,000 per year
- Town Square and Hangar finalization and startup (operating costs in Kenmore Village budget)

Central Role

- Strategic Direction / Major Projects
- Lakepointe development progress, including development incentives (costs in Development Services budget)
- Special Projects
- Regional Organizations and Contracts
- Public Records Requests
- Council / Front Desk Administrative Support



Economic Development

- Business Recruitment
- Business Incentives
- Natural Health Hub
- Business Registration and Business Directory
- Port of Seattle Grant

Marketing & Communications

- Target Zero Initiative
- Marketing and Promoting the City
- Publications
- Website & Social Media
- Photography

Volunteerism and Events

- Full-time Volunteer & Events Supervisor (as of Mar 2016)
- Summer Concerts, Fourth of July, etc.
- New activities in downtown Kenmore
- External Community Event Support



Finance and Administration; City Clerk	Budget, Financial and Accounting Services, Personnel Services, Risk Management, Network Administration, and City Clerk Services
Preliminary Budget	- Total \$2,004,218 14.75% increase over 2015-2016 8.6% of General Fund
FTE's	4 FTEs: - Finance and Administration Director, City Clerk, Accountant, Accounting Technician



Budget Highlights and Changes

- Liability Insurance increased \$142,900
- Implementation of Tyler Technologies Financial Management Software \$19,600
- Annual Software Support increase \$15,000
- New Employee Recognition Program \$5,100
- Center for Priority Based Budgeting Tools \$13,000
- Increased Audit Costs \$20,000
- Network Support Increase \$13,500



"You seem to have the qualifications
we're looking for in an accountant"

Legal

- The City Attorney supports the City Council and administration on land use, contracts and intergovernmental agreements, and other subjects, and assists the City in drafting ordinances and resolutions for City Council consideration.
- Services are provided by contract.

Preliminary Budget

- \$500,000
 - 13.6% increase over 2015-2016
- 2% of General Fund Budget
- Code violations and land use issues = increase in costs



Non Department

- Only the General Fund ending fund balance and transfers from the General Fund to other funds are accounted for in this Non-Departmental cost center.

Preliminary Budget

- Transfers:
 - \$1,000,000 to Street Fund
 - \$203,228 to Kenmore Village Fund for operational support of Town Square and Hangar
 - \$125,000 to Kenmore Village Fund for Town Green Art
- 2018 Projected Ending Fund Balance = \$3,308,380



Public Safety

- Provides: police, jail, court, prosecution and public defense services.
- Police and court services are provided through contracts with King County
- Jail services are provided through a contract with South Entity (SCORE) and King County.

Preliminary Budget

- Total 2017-2018 Budget \$8,756,304
 - 8.4% increase over 2015-2016
- 37% of General Fund



FTE's

- Chief, Detective, 12 Officers (14 contracted positions)
- One patrol position was designated as ½ time patrol/ ½ time motor officer to help with traffic enforcement and reaching the Target Zero goal.

Budget Highlights and changes

- Police contract \$6,753,382 (2 yrs)
 - 4.1% increase 2017
 - Est 3% increase in 2018
- Court \$271,570 (2 yrs) = 51% increase
- Jail contracts \$1,123,200 (2 yrs) =16% increase



Budget Highlights and changes

- School Resource Officer funds: \$35,000 per year, from Northshore School District, will come to City directly, not to King County
- As of Nov 2016, Kenmore will be participating in a driving while suspended (DWLS) warrant release program. Officers will be able to release DWLS warrants and schedule a new court date. This will have an undetermined **positive** impact on the jail bill and will allow officers to remain on patrol

Development Services

- The Development Services Department is responsible for oversight of development throughout the City. The Department's mission is to implement the City Council's vision of providing a safe and secure community; sustainable, healthy environment; and a desirable place to work and live.

Preliminary Budget

- Total 2017-2018 Budget = \$2,071,289
 - 26% increase over 2015-2016
- 8.9% of General Fund



FTEs

- 5.5 FTEs: Development Services Director, Associate Planner, Building Inspector/Plans Examiner, Building Inspector/Code Enforcement, Permit & Administrative Specialist, ½ FTE Admin Assistant
- Plus New:
 - 1 FTE, Temporary Building Inspector/Plans Examiner

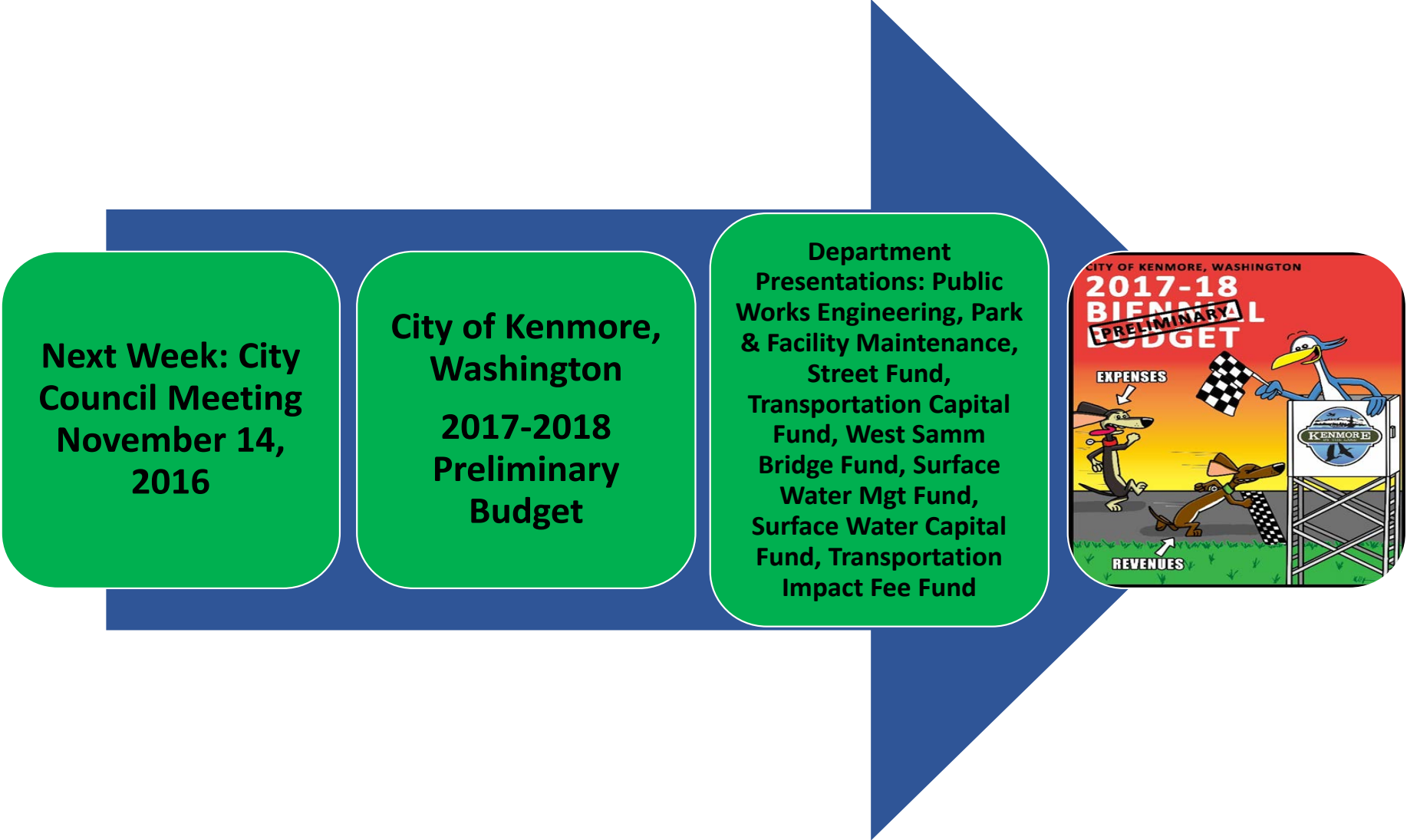
Development
Activities

- While the number of new single-family applications are expected to be comparable, the department expects permit revenues to decrease, mainly due to lack of significant development projects in the permitting pipeline.
- Continue to exceed customer's expectations by providing exceptional customer service.

2017-2018
Budget
Highlights

- It is anticipated that the Lakepointe project will begin securing entitlements, such as, a new Site Plan application, Shoreline Substantial Development Permit, and Transportation Mitigation Analysis. As such, we will assist with the Lakepointe property development negotiations and process the associated permits and agreements.
- Complete and issue Certificate of Occupancies for the Kenmore Village property development (i.e. Spencer68 Phase 2, The Linq at Spencer Square and the Town Green building).
- Continue to process and review land-use, environmental and building permits for the rehabilitation of the existing Saint Edward Seminary building







**City Council Business Agenda Item
City of Kenmore, WA**

Subject/Topic: Adopt 2017 Fee Schedule; Resolution No. 16-281 Proposed Council Action/Motion: Approve Resolution No. 16-281 the City of Kenmore, Washington, Adopting the City of Kenmore's 2017 Fee Schedule	For Council Meeting Agenda of: <u>November 7, 2016</u> Department: <u>Development Services</u> Prepared by: <u>Bryan Hampson</u> <table style="width: 100%;"> <tr> <td style="width: 70%;"></td> <td style="width: 30%; text-align: center;"><u>Initial & Date</u></td> </tr> <tr> <td>Approved by Department Head:</td> <td style="text-align: center;"><u>BA 10/24/16</u></td> </tr> <tr> <td>Approved by City Attorney:</td> <td style="text-align: center;"><u>NA</u></td> </tr> <tr> <td>Approved by Finance Director:</td> <td style="text-align: center;"><u>mg 10/25/16</u></td> </tr> <tr> <td>Approved by City Manager:</td> <td style="text-align: center;"><u>[Signature]</u></td> </tr> </table> Exhibits/Attachments: 1. Resolution No. 16-281 with the 2017 Fee Schedule (Exhibit A) 2. Exhibit B, MRSC Credit Card Fees Article 3. Exhibit C, 2016 Fee Schedule		<u>Initial & Date</u>	Approved by Department Head:	<u>BA 10/24/16</u>	Approved by City Attorney:	<u>NA</u>	Approved by Finance Director:	<u>mg 10/25/16</u>	Approved by City Manager:	<u>[Signature]</u>
	<u>Initial & Date</u>										
Approved by Department Head:	<u>BA 10/24/16</u>										
Approved by City Attorney:	<u>NA</u>										
Approved by Finance Director:	<u>mg 10/25/16</u>										
Approved by City Manager:	<u>[Signature]</u>										
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Expenditure Required \$ NA</td> <td style="width: 33%;">Amount Budgeted \$ NA</td> <td style="width: 33%;">Appropriation Required \$ NA</td> </tr> </table>		Expenditure Required \$ NA	Amount Budgeted \$ NA	Appropriation Required \$ NA							
Expenditure Required \$ NA	Amount Budgeted \$ NA	Appropriation Required \$ NA									
<u>INFORMATION/BACKGROUND:</u> Annually the City of Kenmore's fee schedule is reviewed and updated as provided for in Ordinance 02-0139. We are not proposing to increase the 2016 fees by the Consumer Price Index (CPI). The City Staff is proposing the following revisions and additions to the 2017 Fee Schedule: #1. Page 4 – Revised appeal fee to be consistent throughout. #2. Page 4- Increased technology fee from 3% to 5%. This fee is used to support MyBuildingPermit.com services and other software and technologies. #3. Page 4- Revised the site plan application and review fee and added a new fee for larger project. Site Plan applications are land-use entitlements associated with a new commercial or multi-family project. Previously this fee was \$368 regardless of the size and time spent on an application. #4. Page 5- Added new wireless communications fee based on Ordinance 16-0426 adopted by Council on October 10, 2016. #5. Page 15- Revised transportation impact fees based on Ordinance 16-0420 adopted by Council on May 9, 2016. #6. Page 17- Added a fee for violating the work hours allowed in the franchise right-of-way permits. #7. Page 20- Added a new credit card service fee to pass on credit card fees. See Exhibit B, MRSC article. #8. Page 20- Revised and added appropriate public records request fees.											
<u>FISCAL CONSIDERATION:</u> The proposed annual review and adjustments to the City's fee schedule are needed to ensure the City is recovering costs necessary with performing associated services.											
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> Economic development and to continue to improve City services and processes.											

CITY OF KENMORE
WASHINGTON

RESOLUTION NO. 16-281

**A RESOLUTION OF THE CITY OF KENMORE,
WASHINGTON, REVISING THE CITY FEE SCHEDULE
AND ADOPTING THE 2017 FEE SCHEDULE.**

WHEREAS, for the convenience of Kenmore residents and other city customers, the City Council has adopted all City fees by resolution; and

WHEREAS, the City reviews all fees annually and makes adjustments to them as necessary and appropriate; and

WHEREAS, the City Council desires to adopt a revised fee schedule as set forth in this resolution;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, DOES RESOLVE to adopt the "City of Kenmore, Washington 2017 Fee Schedule", attached as "Exhibit A" to this resolution, which shall be effective on the adoption of this resolution

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 7th DAY OF NOVEMBER, 2016.

CITY OF KENMORE

Mayor

ATTEST/AUTHENTICATED:

Patty Safrin, City Clerk

Approved as to form:

Rod Kaseguma, City Attorney

EXHIBIT A

City of Kenmore, Washington 2017 Fee Schedule



Resolution No. 16-281

Effective Date: November 8, 2016

Table of Contents

	Page
1. Business Registration and Licenses	3
2. Code Enforcement	3
3. Comprehensive Plan and Development Regulation Amendments	4
4. Development Services	4-18
General	4
Development Agreement	5
Pre-Application Fees	5
Zoning and Land Use Permits	5
Subdivision-Preliminary Application Review	6
Shoreline Management Permit	7
Special Review Fees	7
Engineering: General Permitting and Inspections	8
Engineering: Subdivision Plan Review and Inspections	10
Building Permits	12
Plumbing Permits	13
Mechanical Permits	14
Impact Fees	15
Fire Department Review	16
Right-of-Way Permits	16
Special Events Permits	18
5. Animal Care and Control	19
Animal License and Registration	19
Animal Business and Activity Permits	19
Civil Penalties	19
Service Fees	20
6. Miscellaneous Fees	20

Note: Solid vertical lines (||) in the margins indicate a change and a plus sign (+) in the margin of the fee schedule indicates a new fee from the previous schedule.

City of Kenmore, Washington – 2017 Fee Schedule cont.
Page 3 of 21

1. BUSINESS REGISTRATION AND LICENCES

Business Registration	2017 Fee
General Business - New Application for a new business	\$10
General Business Renewal	\$10
Home Occupation - New Application for a new business	\$10
Home Occupation Renewal	\$10
The business registration program is managed through Washington State Department of Revenue (DOR). The City registration fee is in addition to the DOR administration fee, which is currently \$19 for new applications and \$11 for renewals.	

Regulatory Business Licenses	2017 Fee
Adult Entertainment	
Device	\$50 each
Operator	\$500/year
Premises	\$200/year
Panoram Manager License	\$50/year
Adult Cabaret	
Operator	\$500/year
Cabaret Manager License	\$50/year
Cabaret Entertainer License	\$50/year
Adult Retail Business License	\$500/year
Heavy Manufacturing Business	\$200/year
Live Entertainment: music (other than mechanical); boxing or wrestling; pool halls; and bowling alleys.	\$200/year \$100/six months \$50/day
Junk Shop License	\$300/year
Junk Wagon License	\$40/year
Marijuana Business License	\$500/year
Massage Business and Public Bathhouse	\$150/year
Massage Practitioner	\$50/year
Theaters	\$100/each screen
Pawnbroker	\$500/year
Peddler/Solicitor	No fee
Secondhand dealer	\$40/year
Renewal of License, registration or permit late penalty	10% of required fee
Transferability of license of permit	\$25

2. CODE ENFORCEMENT

Code Enforcement	2017 Fee
Inspection/Posting	\$50
Re-inspection	\$50
Abatement	Actual City costs
Abatement Hearing	\$360
Hearing Officer	\$215/hour
Notice of Violation Appeal Hearing	\$125
Removal of Declaration	\$20
Violation of a stop work order	\$500

City of Kenmore, Washington – 2017 Fee Schedule cont.
Page 4 of 21

Housing Code Enforcement		2017 Fee
Inspection/Posting		\$255/hour
Re-Inspection plus Notice and Order		\$510
Hourly Rate		\$255
Appeal Fee		\$125/each
Closing Fee		\$255
Contract Abatement Fee		\$15% of the contract
Late Fee		\$25% of amount due
Hearing Officer		\$215/hour

The following fees apply to all enforcement actions:		2017 Fee
Inspection Warrant		\$350/each
Attorney Fees	Rate per hour to be determined as established by the City Attorney contract for legal services	
Paralegal Services		\$60/hour
Notary Services		\$10
Abatement		Actual cost of labor

3. COMPREHENSIVE PLAN AND DEVELOPMENT REGULATION AMENDMENTS

Type	2017 Fee
Prescreening/threshold review fee	\$200
Annual amendment cycle fee (applicants whose amendment proposals are approved for consideration by the City Council)	\$400

4. DEVELOPMENT SERVICES

General Fees	2017 Fee
Development Review Technology Fee Applies to all fees listed in Section 4. Exception: Items marked with an asterisk "*" are exempt from the technology fee	5%
P-Suffix and other required site plan reviews	
Initial plan review	\$1,090
Each additional review for compliance, including signs and tenant improvements.	\$165
Amend adopted P-suffix conditions	\$2,266
Mobile home park and RV park plan review	\$3,600
Site plan application fee (Land-use permit associated to KMC 18.105)	
Up to \$100,000 project value	\$800
\$100,001 - \$1,000,000 project value	\$3,000
> \$1,000,000 project value	\$3,000 plus \$1,000 for each \$1M or portion thereof
Construction permit site plan review	\$101
Landscape and tree management plan review	
Initial plan review based on site area	
0 – 1 site acre	\$213
> 1 – 2 site acres	\$341

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 5 of 21

> 2 – 5 site acres	\$513
> 5 – 10 site acres	\$683
More than 10 site acres	\$1,367
Each plan revision review	\$328
Request for modification requiring public notice	\$680
Landscape and tree management inspections	
Landscape installation inspection	\$272
Landscape maintenance bond release inspection	\$272
Additional excessive reviews and inspection fees	
Applies to all development permits; additional plan review or inspections required by changes, additions or revisions to the plans or excess reviews of re-submittals will be billed at an hourly rate.	\$101/hour
Hourly fees throughout this section may be billed in ½ hour intervals	

Development Agreement	2017 Fee
Threshold review with City Council	\$200*
Development Agreement requested by the applicant (proposal is approved for consideration by the City Council)	\$5,000 + City Attorney fees
Development Agreement requested by the City	No Fee

Pre-Application	2017 Fee
Pre-application review fee	No Fee

Zoning and Land Use	2017 Fee
Request for site specific rezone	\$3,033
Conditional use permits (CUP) and special use permits (SUP)	
Administrative CUP	\$3,673
SUP with public hearing	\$8,595
Daycare with 24 children or less	\$1,380
Request for time extension	\$147
Variances (including variances from KMC 18.55)	
Application review	\$2,527
Added fee when public hearing required	\$1,644
Request for time extension	\$147
Boundary line adjustment	\$580
Communications facility application fee	\$368
Conditional Use permit (CUP)	\$3,873
Minor Adjustment	\$2,527
Major Adjustment	\$8,795
Accessory dwelling unit	\$51
Change of use (zoning only)	\$51
Reuse of closed public school facilities	\$1,415
Land use inspections	\$101/hour
Reasonable use exception	\$2,527
Public agency and utility exception	\$1,974
Zoning letter inquiry/request	\$101

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 6 of 21

Design review	\$101/hour
Temporary Use Permit	\$101
Public notice mailing fee	\$202*

Subdivision – Preliminary Application Review	2017 Fee
Preliminary short subdivisions	
Short subdivision 4 lots or less	
Base fee	\$1,123
Plus per lot	\$142
Short subdivision 5 to 9 lots	
Base fee	\$7,110
Plus per lot	\$155
Revision to approved preliminary	\$908
Short subdivision alteration	\$1,259
Request for time extension	\$101
Preliminary subdivisions	
Initial application	
50 lots or less	
Base fee	\$13,098
Plus per lot	\$169
More than 50 lots	
Base fee	\$22,452
Plus per lot	\$37
Surcharge for applications utilizing lot clustering or flexible yard provisions (percent of initial fee)	10%
Major revision requiring new public hearing	\$3,909
Minor revisions submitted after preliminary approval (not necessitating additional hearings)	\$935
Request for time extension	\$101
Subdivision alterations or subdivision vacations	
With public hearing	\$3,929
Without public hearing	\$1,965
Supplemental fee – a surcharge for applications involving significant environmentally sensitive areas (percentage of total initial fee)	10%
Supplemental fee – remanded applications (percentage of initial fee)	50%
Binding site plan	
Building permit, as-built or site plan review based plan	\$4,915
Conceptual plan	\$5,796
Revision to a preliminary approved plan	\$1,124
Revision to a final binding site plan	\$2,018

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 7 of 21

Shoreline Management Permit	2017 Fee
Substantial development permit	
Total cost of proposed development:	
Up to \$10,000	\$1,294
>\$10,000 to \$100,000	\$2,588
>\$100,000 to \$500,000	\$6,469
>\$500,000 to \$1,000,000	\$9,704
>\$1,000,000	\$12,938
Single family joint-use dock	\$2,588
Shoreline conditional use permit	
Non-forest practices	\$7,298
Forest practices	\$1,327
Shoreline variance	
Up to \$10,000 project value	\$2,190
>\$10,000 project value	\$7,298
Shoreline re-designation	
Base fee	\$14,597
Per shoreline lineal foot	\$28
Maximum	\$54,740
Shoreline review of other permits or approvals for conditions	\$179
Shoreline exemption	\$279
Supplemental fees	
Request for an extension of a permit, calculated as a percentage of the original permit	20%
Shoreline permit revision, calculated as a percentage of the original permit	20%
Surcharge when public hearing required	12%
Minimum	\$2,070
Permit compliance inspections	
Hourly rate (including travel time)	\$101/hour
Plus per mile	\$0.51/mile

Special Reviews	2017 Fee
State Environmental Policy Act (SEPA) review	
Environmental checklist	
Base fee	\$601
After six hours	\$101/hour
Supplemental Determination of Nonsignificance (DNS), Mitigated Determination of Nonsignificance (MDNS), or Determination of Significance (DS) review	\$101/hour
MDNS deposit	\$1,327
Environmental Impact Statement (EIS) deposit – a percentage of total estimated cost	33%
Draft Environmental Impact Statement (DEIS), Final Environmental Impact Statement (FEIS), Supplemental Environmental Impact Statement (SEIS) or addenda preparation and review costs – including scoping, writing, editing, publishing, mailing, distributing and contract administration:	

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 8 of 21

All fixed and contract costs, and time costs, per hour	\$101/hour
Post MDNS, DEIS, FEIS or SEIS publication work preparing or consulting on staff reports, permit conditions or public hearing testimony, per hour	\$101/hour
Critical areas review Applicants will be eligible for a refund of the portion of the base fee that is less than the city's costs (including consultants, public notice (as necessary) and other associated expenses). Review of residential building permits, shoreline permits, individual short subdivision, boundary line adjustments and right-of-way use permits:	
Site review base fee	\$1,011
Plus, per hour	\$101/hour
Review of commercial building permits, grading permits, engineering permits, subdivisions, PUDs, declassifications, variances, conditional use permits and unclassified use permits:	
Site review base fee	\$1,0011
Plus, per hour	\$101/hour
Flood plain determination – certificate of elevation	\$101
Plus, per hour	\$101/hour
Review of mitigation plan compliance, per hour	\$101/hour
Critical areas inspection	\$101/hour
Inspection and monitoring, per hour	\$101/hour
Appeals	
Appeals to the hearing examiner from decisions of the City	\$126*
Departmental review of non-departmental permits	\$101/hour
Review and monitoring of master drainage plans, per hour	\$101/hour
Legal lot status request	\$202

Engineering: General Permitting & Inspections		2017 Fee
Parking review		
New or additional spaces		
First 0-25 spaces		\$23/each space
Next 26-50		\$21/each space
Next 51-75		\$17/each space
Next 76-150		\$17/each space
Anything above 150		\$12/each space
Minimum fee		\$299
Clearing		
0 – 5 site acres		
Base fee		\$74
Hourly fee		No fee
5.1 site acres or more		
Base fee		\$372
Hourly fee		\$101/hour
Field inspections		\$101/hour
Tree removal		\$74

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 9 of 21

Drainage review			
Residential drainage requirement review base fee		\$241	
Small site drainage review		\$145	
Targeted drainage review		\$237	
Full drainage review			
Simplex review		\$296	
Complex review		\$683	
Commercial drainage plan review base fee		\$576	
Total distributed area	Targeted drainage review #1, 2 and 3	Full drainage review and targeted drainage review for #4	
0 – .50 site acre	\$905	\$1,131	
.51 – 1 site acre	\$1,248	\$1,560	
1.1 – 2 site acres	\$2,280	\$2,850	
2.1 – 5 site acres	\$5,005	\$6,257	
5.1 – 10 site acres	\$6,030	\$7,538	
More than 10 acres	\$6,713	\$8,391	
Traffic impact analysis review			
Level 1 (10 P.M. peak hour trips or less)		\$341	
Level 2 (11-75 P.M. peak hour trips)		\$809	
Level 3 (Over 75 P.M. peak hour trips)		\$1,618	
Road standards/drainage standards variance		\$202	
Grading permits for small projects that do not exceed 500 cubic yards (volume and disturbed area) and that do not require engineered drawings as determined by the director.		\$303	
Grading permits –all other grading permits (based on the total of the two tables listed below)			
Table 1			
Volume	Base fee	Per 100 cubic yards	
0 to 500 cubic yards	\$0	+	\$28.40
>500 to 3,000 cubic yards	\$55	+	\$39.20
>3,000 to 10,000 cubic yards	\$343	+	\$26.10
>10,000 to 20,000 cubic yards	\$2,183	+	\$7.90
>20,000 to 40,000 cubic yards	\$3,355	+	\$2.10
>40,000 to 80,000 cubic yards	\$3,639	+	\$1.40
>80,000 cubic yards	\$4,286	+	\$0.60
Table 2			
Disturbed Area	Base fee	+	Per acre
Up to 1 acre	\$178	+	\$819.40
1.1 to 10 acres	\$385	+	\$614.30
10.1 to 40 acres	\$2,948	+	\$360.80
40.1 to 120 acres	\$10,543	+	\$176
120.1 to 360 acres	\$23,196	+	\$68.70
360.1 acres or more	\$34,552		\$36
Grading plan revision			
Hourly rate			\$101/hour
Grading permit operation monitoring (inspection fee when not associated to a Bond Quantity Worksheet)			
The operation monitoring fee shall be calculated by adding the applicable amount from the Annual Volume Table (below) to an amount equal to \$215			

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 10 of 21

per acre disturbed and not rehabilitated during the monitoring period, to a maximum of \$10,000.

Annual Volume Table

Volume deposited or removed	Base fee		Per 100 cubic yards
0 to 3,000 cubic yards	\$0	+	\$102.20
>3,000 to 10,000 cubic yards	\$2,578	+	\$17.20
>10,000 to 20,000 cubic yards	\$3,801	+	\$5.10
>20,000 to 40,000 cubic yards	\$4,327	+	\$2.50
>40,001 cubic yards	\$4,731	+	\$1.50
Reclamation bond release inspection			\$258
Re-inspection of non-bonded actions			\$227
Construction inspections (when associated to a Bond Quantity Worksheet)			
Bond quantities worksheet amount (line T)	Initial fee + additional fee based on bond		
\$0 – \$30,000	\$215 + \$119 / \$1,000 bond		
>\$30,000 – 120,000	\$2,278 + \$51 / \$1,000 bond		
>\$120,000	\$6,767 + \$14 / \$1,000 bond		
Addition inspection after 1 year	\$101/hour		
Maintenance bond inspections			
Bond quantities worksheet amount (line T)	Initial fee + additional fee based on bond		
\$0 – \$30,000	\$466 + \$15.30 / \$1,000 bond		
>\$30,000 – 120,000	\$778 + \$5 / \$1,000 bond		
>\$120,000	\$1,179 + \$1.70 / \$1,000 bond		

Engineering: Subdivision Plan Review and Inspections		2017 Fee
Short subdivision engineering plan review		
Short subdivision 4 lots or less		
Base fee		\$2,110
Plus per lot		\$211
Short subdivision 5 to 9 lots		
Base fee		\$4,194
Plus per lot		\$211
Additional review in excess of initial fees		\$101/hour
Subdivision engineering plan review		
Subdivision 30 lots or less		
Base fee		\$6,277
Plus per lot		\$34
Subdivision 31 lots or more		
Base fee		\$6,784
Plus per lot		\$17
Revisions and re-submittals		
Each occurrence		\$120
Additional review in excess of initial fees		\$101/hour
Planned unit development engineering plan review		
30 units or less		
Base fee		\$6,277
Plus per unit		\$47

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 11 of 21

31 units or more		
	Base fee	\$6,987
	Plus per unit	\$23
Revisions and re-submittals		
	Each occurrence	\$120
	Additional review in excess of initial fees	\$101/hour
Conceptual binding site plan (including conceptual commercial binding site plan)		
	Plan and profile base fee	\$4,177
	Revisions and re-submittals	
	Each occurrence	\$120
	Additional review in excess of initial fees	\$101/hour
Construction inspections (when associated to a Bond Quantity Worksheet)		
Bond quantities worksheet amount (line T)		Initial fee + additional fee based on bond
\$0 – \$30,000		\$215 + \$119 / \$1,000 bond
\$30,001 – 120,000		\$2,278 + \$51 / \$1,000 bond
\$120,001 or more		\$6,767 + \$14 / \$1,000 bond
Addition inspection after 1 year		\$101/hour
Subdivision final approval		
	Final short subdivision 4 lots or less	\$1,943
	Final short subdivision 5 to 9 lots	\$3,916
	Final short subdivision alteration	\$722
Final subdivision 30 lots or less		
	Base fee	\$5,889
	Plus per lot	\$70
Final subdivision 31 lots or more		
	Base fee	\$6,541
	Plus per lot	\$48
Subdivision alteration		\$1,089
Modification of a recorded building envelope		\$547
Request for name change		\$194
Final planned unit development		\$4,580
	Request for time extension	\$147
	Request for name change	\$194
Final building site plan		\$3,115
Subdivision – post final fees		
Maintenance bond inspection		
Bond amount		Initial fee + additional fee based on bond
\$0 – \$30,000		\$466 + \$15.30 / \$1,000 bond
>\$30,000 – 120,000		\$778 + \$5 / \$1,000 bond
>\$120,000		\$1,179 + \$1.70 / \$1,000 bond

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 12 of 21

Building Permits		2017 Fee
Building permit fees are based on valuation. The table below establishes the permit fee from the valuation. Valuation is determined by type of construction and square footage or from a contractor's bid. The most recent edition of the Building Safety Journal determines the type of construction and square footage factor.		
Total valuation	fee	
\$1 – \$500	\$24	
>\$500 – \$2,000	\$24 for the first \$500 plus \$3.10 for each additional \$100 or fraction thereof, to and including \$2,000.	
>\$2,000 – \$25,000	\$70 for the first \$2,000 plus \$14 for each additional \$1,000 or fraction thereof, to and including \$25,000.	
>\$25,000 – \$50,000	\$396 for the first \$25,000 plus \$10.20 for each additional \$1,000 or fraction thereof, to and including \$50,000.	
>\$50,000 – \$100,000	\$651 for the first \$50,000 plus \$7.10 for each additional \$1,000 or fraction thereof, to and including \$100,000.	
>\$100,000 – \$500,000	\$1005 for the first \$100,000 plus \$6 for each additional \$1,000 or fraction thereof, to and including \$500,000.	
>\$500,000 – \$1,000,000	\$3,259 for the first \$500,000 plus \$5 for each additional \$1,000 or fraction thereof, to and including \$1,000,000.	
>\$1,000,000	\$5,670 for the first \$1,000,000 plus \$4 for each additional \$1,000 or fraction thereof.	
Building plan review		
Plan review fees shall be 65% of the building permit fee (this does not include other review type costs). If the plan is a “basic”, as determined by the Building Official, the plan check fee shall be 25% of the permit fee.		
Additional plan review required for changes, additions or revisions to plans (minimum charge ½ hour)		\$101/hour
For use of outside consultants for plan review and inspections		Actual costs
Building code change in use or occupancy		Minimum 2 hour inspection charge (\$202) plus actual inspections at hourly rate (\$101/hour)
Mobile homes		
Mobile home permit		\$218
Temporary mobile home permit		\$266
Temporary mobile home for hardship		\$266
Non-insignia mobile home inspection		\$266
Re-Roof permits		
Single family residential		\$95
Commercial and multi-family		Based on permit per fee valuation table
Special review of oversized buildings		\$140
Condominium conversion review		
Project fee		
1 to 30 units		\$674
31 to 99 units		\$1,683
100 or more units		\$3,369
Plus per unit		\$336
Special plan review		\$101/hour
Pre-inspections		

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 13 of 21

Fire or flood damage	\$314
Minimum housing or other code compliance	\$314
Relocation of structures	\$314
Demolition inspection	\$95
Re-inspection (Ordinance 00-0098)	\$101/hour
Inspections outside of normal hours	\$101/hour
Inspections for which no fee is specifically indicated	\$101/hour
Billboard alteration or relocation site review	\$674
Certification of permit completion	
Temporary occupancy certificate, per building or tenant space	\$287
Final occupancy certification when more than one building permit, each additional building	\$287
Final occupancy certification for individual condominium or other portions of buildings, per unit	\$129
Letter of completion for shell construction permits when more than one building permit, each additional building	\$287
Extension and renewal	
Extensions for final inspection only	
Single family residential	\$101
All other permits	\$101
All other extensions or renewals (including temporary reinstatement)	
Single family residential and all other permits	\$101
Temporary mobile home	\$132
Temporary hardship mobile home	\$120
State Building Code Council surcharge	\$4.50/ building permit \$2.00 dwelling unit after first

Plumbing Permits		2017 Fee
Commercial and Multi-family (Non one- and two-family dwellings and townhouses)	Based on actual valuation of all fixtures materials and installation as submitted and determined by the Building Official. When plan review is required, as determined by the Building Official, the plan review fee for all permits will be 65% of the permit fee.	
New one- and two-family dwellings and townhouses		\$227/dwelling
Alterations or additions to one- and two-family dwellings and townhouses		Based on the table below
Base fee		\$24
Plus:		
For each plumbing fixture on one trap or set of fixtures on one trap		\$10/each
Roof drain		\$10/each
Electric water heater		\$10/each
Grease trap		\$10/each
Alteration or repair of water piping or water treating equipment		\$10/each
Back flow devices (other than atmospheric vacuum breakers)		\$10/each
Other		\$10/each

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 14 of 21

Mechanical Permits		2017 Fee
Commercial and Multi-family (Non one- and two-family dwellings and townhouses)	Based on actual valuation of all fixtures materials and installation as submitted and determined by the Building Official. When plan review is required, as determined by the Building Official, the plan review fee for all permits will be 65% of the permit fee.	
New one- and two-family dwellings and townhouses		\$227/dwelling
Alterations or additions to one- and two-family dwellings and townhouses		Based on the table below
Base fee		\$24
Plus: Furnaces		
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, up to and including 100,000 Btu/h (29.3 kW)		\$15
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, over 100,000 Btu/h (29.3kW)		\$18.40
For the installation or relocation of each floor furnace, including vent		\$15
For the installation or relocation of each suspended heating, recessed wall heater or floor-mounted unit heater		\$15
Appliance vent		
For the installation, relocation or replacement of each appliance vent installed and not included in an appliance permit		\$7.25
Repairs, alterations and additions		
For the repair or alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit, or each heating, cooling, absorption or evaporative cooling system, including installation of controls regulated by the Mechanical Code		\$14
Boilers, compressors and absorption systems		
For the installation and relocation of each boiler or compressor to and including 3 horsepower (10.6 kW) to and including 15 horsepower (52.7 kW), or each absorption system to and including 100,000 Btu/h (29.3 kW)		\$15
For the installation and relocation of each boiler or compressor to and including 3 horsepower (10.6 kW) to and including 15 horsepower (52.7 kW), or each absorption system over 100,000 Btu/h (29.3 kW) to and including 500,000 Btu/h (146.6 kW)		\$27
For the installation and relocation of each boiler or compressor over 15 horsepower (52.7 kW) to and including 30 horsepower (105.5 kW), or each absorption system over 500,000 Btu/h (146.6 kW) to and including 1,000,000 Btu/h (512.9 kW)		\$38
For the installation or relocation of each boiler or compressor over 30 horsepower (105.5 kW) to and including 50		\$56

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 15 of 21

	horsepower (176 kW), or each absorption system over 1,00,000 Btu/h (293.1 kW) to and including 1,750,000 Btu/h (512.9 kW)	
	For the installation or relocation of each boiler or compressor over 50 horse power (176 kW), or each absorption system over 1,750,000 Btu/h (512.9 kW)	\$94
Air handlers	For each air-handling unit to and including 10,000 cubic feet per minute (cfm) (4719 Us), including ducts attached thereto. Note: this fee does not apply to an air-handling unit which is a portion of a factory-assembled appliance, cooling unit, evaporative cooler or absorption unit for which a permit is required elsewhere in the Mechanical Code)	\$11
	For each air-handling unit over 10,000 cfm (4719 Us)	\$18
Evaporative Coolers	For each evaporative cooler other than the portable type	\$11
Ventilation and exhaust	For each ventilation fan connected to a single duct	\$8
	For each ventilation system which is not a portion of any heating or air conditioning system authorized by a permit	\$11
	For the installation of each hood which is served by mechanical exhaust, including the ducts for such hood	\$11
Incinerators		
	For the installation or relocation of each domestic-type incinerator	\$18.20
	For the installation or relocation of each commercial or industrial-type incinerator	\$15
Gas piping	Gas pipe (1-5 outlets)	\$11
	Gas pipe (outlets over 5)	\$1/each
Miscellaneous	For each appliance or piece of equipment regulated by the Mechanical Code but not classed in other appliance categories, or for which no other fee is listed in the table	\$11
	Gas water heater	\$11

Transportation Impact Fees*		2017 Fee
ITE Land-Use Category	Net New Person Trips	Impact Fee
Single-Family	1.45 per dwelling unit	\$9,320.43 per dwelling unit
Apartment	1.02 per dwelling unit	\$6,906.50 per dwelling unit
Condominium	0.85 per dwelling unit	\$5,792.55 per dwelling unit
Mobile Home	0.97 per dwelling unit	\$6,229.41 per dwelling unit
Hotel	0.87 per room	\$6,413.14 per room
Motel	0.68 per room	\$5,023.63 per room
Light Industrial	1.06 per 1,000 sq ft	\$9.90 per sq ft
Manufacturing	0.79 per 1,000 sq ft	\$7.45 per sq ft
Mini-Warehouse	0.28 per 1,000 sq ft	\$2.65 per sq ft
Marina	0.23 per boat berth	\$1,323.44 per boat berth
Golf Course	0.37 per acre	\$2,154.28 per acre

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 16 of 21

Movie Theater	0.09 per seat	\$371.63 per seat
Health/Fitness Club	4.30 per 1,000 sq ft	\$24.59 per sq ft
High School	1.18 per 1,000 sq ft	\$4.32 per sq ft
Church	0.67 per 1,000 sq ft	\$4.54 per sq ft
Hospital	1.13 per 1,000 sq ft	\$10.42 per sq ft
Nursing Home	0.27 per bed	\$1,375.00 per bed
General Office	1.75 per 1,000 sq ft	\$16.45 per sq ft
Medical Office	4.20 per 1,000 sq ft	\$37.17 per sq ft
Shopping Center	2.98 per 1,000 sq ft	\$7.03 per sq ft
Supermarket	7.39 per 1,000 sq ft	\$28.32 per sq ft
Convenience Market 24-hr	31.27 per 1,000 sq ft	\$73.78 per sq ft
Drive-in Bank	19.23 per 1,000 sq ft	\$53.32 per sq ft
Restaurant, Sit-down	4.80 per 1,000 sq ft	\$22.64 per sq ft
Fast Food, No Drive-up	15.92 per 1,000 sq ft	\$61.43 per sq ft
Fast Food, w/Drive-up	19.88 per 1,000 sq ft	\$79.81 per sq ft
Gas Station	9.80 per pump	\$32,116.80 per pump
Gas Station w/Convenience	7.24 per pump	\$24,286.88 per pump

Park Impact Fees*	2017 Fee
Single family residence	\$2,565/unit
Multi-family	\$1,677/unit
Mobile home	\$797/unit

Fire Department Review*	2017 Fee
The fire review fee will be assessed per the approved contract with the Northshore Fire District #16 for all single family, multi-family and commercial projects.	

Limited Right-of-Way Permits	2017 Fee
Type A permit may be issued for activities within the right-of-way which will alter the surface or subsurface of the right-of-way. Examples include: • Open cut trenching • Culvert installation • Driveways • Shoulder improvements • Sidewalks • Above ground pedestals or utility boxes • Paving operations in right-of-way • Landscaping • Beautification (no fee)	
Application fee (includes review and 1 hour inspection)	\$202
Inspections in excess of 1 hour	\$101/hour
Type B permit may be issued for temporary use of the right-of-way (24 hours or less) for activities that will not alter the right-of-way surface or subsurface. Examples include: • Parade • Block party • Temporary parking • Temporary storage of dumpster/storage container	
Application fee (includes review and inspection)	\$76*

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 17 of 21

Type C permit may be issued for temporary use of the right-of-way (more than 24 hours) for activities that will not alter the right-of-way surface or subsurface. Also includes activities that require traffic plan and traffic plan review. Examples include:

- Street closures
- Commercial activities in the right-of-way
- Extended storage in the right-of-way
- Right-of-way used as construction site for private development

Application fee (includes 1 hour inspection)	\$152*
Inspection in excess of 1 hour	\$101/hour*
Use fee	Fee = (use area) x \$20 per sq. ft. x days of usage/365 or a minimum of \$100, whichever is greater*

Access Right-of-Way Permits*		2017 Fee
Application fee (includes 1 hour review and 1 hour inspection)		\$202*
Review fee in excess of 1 hour		\$101/hour*
Inspection fee in excess of 1 hour		\$101/hour*
Use fee		
Open to the public		No fee
Limited (not open to the public)		Fee = (use area) x value ¹ x 25% or a minimum of \$100 whichever is greater*
¹ value of adjacent land (in area, sq ft) according to the County Assessor records		

Encroachment Right-of-Way Permits		2017 Fee
Application fee (includes 1 hour review and 1 hour inspection)		\$202
Review fee in excess of 1 hour		\$101/hour
Inspection fee in excess of 1 hour		\$101/hour
Use fee		Fee = (use area) x value ¹ x No. of Years x 12% or a minimum of \$100 whichever is greater
¹ value of adjacent land (in area, sq ft) according to the County Assessor records		

Utility franchise Right-of-Way Permits*		2017 Fee
Application fee		\$202
Review fee		\$101/hour
Inspection fee		\$101/hour
Use fee		No fee
Violation of Work Hours		\$500

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 18 of 21

Annual Use Payment for Use of Right-of-Way*	2017 Fee
Type of Equipment/Facility within the right-of-way	
Separate support structure (such as a monopole or lattice) used solely for wireless antenna, with antenna/receiver transmitter and/or equipment cabinet	\$5,000/year
Antenna/receiver transmitter (on an existing or replacement pole) and equipment cabinet	\$3,000/year
Antenna/receiver transmitter (on an existing or replacement pole) or equipment cabinet, but not both	\$2,000/year

State Route 522 driveway connection permit*	2017 Fee
Fee structure. The following nonrefundable fee structure is established for the processing, review and inspection of the connection permit application. A description of each category can be found in section 12.85.040 of the KMC. Due to the potential complexity of Category II and Category III connection proposals, and required mitigation measures that may involve construction on SR 522, the city may require a developer agreement in addition to the connection permit. The developer agreement may include, but is not limited to: plans; specifications; maintenance requirements; bonding requirements; inspection requirements; division of costs by the parties, where applicable; and provisions for payment by the applicant of actual costs incurred by the city in the review and administration of the applicant's proposal that exceed the required base fees in the following schedule:	
Category I – Base fee for one connection:	
• Agricultural, forest, utility operation and maintenance	\$50
• Residential dwelling units (up to 10)- single connection	\$50/dwelling
• Other, with 100 average weekday vehicle trip ends	\$500
• Fee per additional connection point	\$50
Category II – Base fee for one connection:	
• Less than 1,000 average weekday vehicle trip ends	\$1,000
• 1,000 to 1,500 average weekday vehicle trip ends	\$1,500
• Fee per additional connection point	\$250
Category III - Base fee for one connection:	
• 1,500 to 2,500 average weekday vehicle trip ends	\$2,500
• Over 2,500 average weekday vehicle trip ends	\$4,000
• Fee per additional connection point	\$1,000
Category IV – Base fee per connection:	\$100
Surety Bond. Prior to the beginning of construction of any connection, the city may require the permit holder to provide a surety bond as specified in WAC 468-34-020(3).	

Special Event Permit	2017 Fee
Application fee	\$100*

Memorial Sign	2017 Fee
Application fee and sign	\$300*

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 19 of 21

5. ANIMAL CARE AND CONTROL

Animal License and Registration	2017 Fee
Pet license – dog or cat	
Unaltered	\$60
Altered	\$30
Juvenile pet license – dog or cat	\$15
Discounted pet license – dog or cat	\$15
Replacement tag	\$5
Transfer fee	\$3
Guard dog registration	\$100
Exotic pet	
New	\$500
Renewal	\$250
Service animal	No fee
K-9 police dog	No fee
Late fees	
Received 45-90 days following license expiration	\$15
Received 90-135 days following license expiration	\$20
Received more than 135 days following license expiration	\$30
Received more than 365 days following license expiration	\$30 plus license fee(s) for any previous year pet was unlicensed

Animal Business and Activity Permits	2017 Fee
Hobby kennel and hobby cattery license	\$50
Private animal placement permit	No fee

Civil Penalties	2017 Fee
General	
No previous similar code violation within one year	\$50
One previous similar code violation within one year	\$100
Two previous similar code violation within one year	Double the rate of the previous penalty, up to a maximum of \$1,000.
Vicious animal or animal cruelty violations	
First violation within one year	\$500
Subsequent violations within one year	\$1,000
Dog leash law violations	
First violation within one year	\$25
Additional violation within one year	\$50
Animal abandonment	\$500
Unlicensed cat or dog	
Altered cat or dog	\$125
Unaltered cat or dog	\$250

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 20 of 21

Service Fees	2017 Fee
Adoptions –including licensing and spaying or neutering or the animal	\$75-\$250 based upon adoptability/animal
Spay or neutering deposit	\$150/animal
Impound or redemption – dogs, cats or other small animals	
First impound within one year	\$45
Second impound within one year	\$85
Third impound within one year	\$125
Impound or redemption – livestock, small	\$45
Impound or redemption – livestock, large	\$45 or actual cost of sheltering, whichever is greater
Kenneling at King County animal shelter – per 24 hours or portion thereof in-field pick-up of an owner's deceased unlicensed pet or pick-up of an unlicensed pet released voluntarily to the regional animal service section.	\$20
Owner-requested euthanasia (unlicensed pets)	\$50
Optional micro-chipping for adopted pets	\$25

6. MISCELLANEOUS

Type	2017 Fee
Credit Card Service Fee	3%
NSF (insufficient check)	\$25
Reports, copies, maps, etc.	
Standard size black and white copies (standard size are 8 ½"x 11", 8 ½" x 14", and 11"x 17")	\$0.15/page
Standard size color copies	\$0.20/page
Oversized documents such as building plans and maps	Actual cost charged by outside vendor
Large copy jobs	Actual cost charged by outside vendor
Records copied to CD or DVD	\$1 per CD or DVD
Records copied to thumb/flash drive	Actual cost of supplies
Scanned Copies (converting from paper to electronic)	No charge for first 10 pages > 11 pages \$0.10/page
Mailing envelopes or packaging and postage	Actual cost of supplies and postage
Recording documents	Actual costs or \$100 minimum, whichever is greater
Use of City owned property, other than right-of-way, for event parking, storage or similar use	\$100/day
City Sponsored Event - Vendor Fees	
Food Vendor	\$30/day
Craft Vendor	\$30/day

City of Kenmore, Washington – 2017 Fee Schedule cont.

Page 21 of 21

Non-Profit Booth or Vendor	\$10/day
Public Safety Fees	
First three false alarms	No fee
Fourth and fifth false alarms	\$50 each
Sixth and additional false alarms	\$100 each

EXHIBIT B



Can Local Governments Pass on Credit Card Fees to Customers?

March 19, 2014 by [Bob Meinig](#)

Category:

As a result of a 2013 settlement agreement in a federal district court anti-trust case in New York State, yes, they can. Many local governments have long allowed people to pay fees and charges by credit card, and no Washington State law prohibits them from passing on to customers the fees that credit card companies charge for the use of their services (“interchange fees”). However, the major credit card companies (Visa and MasterCard) would not allow it for certain transactions. But, as a result of this settlement, those credit card companies now allow “merchants,” including local governments, to impose that surcharge on these transactions, as long as certain requirements are followed.

Those requirements involve:

- Notice to Visa or MasterCard and their “acquirer” (the bank or other financial institution that processes the credit card payments) 30 days prior to imposing the surcharge;
- Disclosure to customers that the surcharge is being imposed; and
- Limitations on the rate of the surcharge.

Surcharging is prohibited on debit and prepaid cards, and the surcharge must be the same for all credit card transactions of that brand, regardless of issuer. For merchants, including local governments, that accept credit cards from other brands of credit payment, including American Express, Discover, and PayPal, surcharging practices are subject to a competitive “level playing field” limitation.

Here are links to more information on this settlement and on the ability of local governments to impose this surcharge:

- [Local Governments Now Allowed to Charge Fees for Accepting Credit and Charge Card Payments](#), by Kara Millonzi, *Coates’ Canons: NC Local Government Law*, 02/18/2103 (an excellent and comprehensive summary of the settlement and what it means)
- [Merchant Support, Surcharging](#), Visa
- [Merchant Surcharge Rules: What it Means to You](#), MasterCard
- [Payment Card Interchange Fee Settlement](#), official court-authorized settlement website.

Whether local governments should impose this surcharge on credit card transactions is a policy decision for each local government to make.

EXHIBIT C

City of Kenmore, Washington 2016 Fee Schedule



Resolution No. 15-264

Effective Date: October 13, 2015

Table of Contents

	Page
1. Business Registration and Licenses	3
2. Code Enforcement	3
3. Comprehensive Plan and Development Regulation Amendments	4
4. Development Services	4-18
General	4
Development Agreement	5
Pre-Application Fees	5
Zoning and Land Use Permits	5
Subdivision-Preliminary Application Review	5
Shoreline Management Permit	6
Special Review Fees	7
Engineering: General Permitting and Inspections	8
Engineering: Subdivision Plan Review and Inspections	10
Building Permits	11
Plumbing Permits	13
Mechanical Permits	13
Impact Fees	15
Fire Department Review	16
Right-of-Way Permits	16
Special Events Permits	18
5. Animal Care and Control	18
Animal License and Registration	18
Animal Business and Activity Permits	18
Civil Penalties	18
Service Fees	19
6. Miscellaneous Fees	19

Note: Solid vertical lines (||) in the margins indicate a change and a plus sign (+) in the margin of the fee schedule indicates a new fee from the previous schedule.

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 3 of 20

1. BUSINESS REGISTRATION AND LICENCES

Business Registration	2016 Fee
General Business - New Application for a new business	\$10
General Business Renewal	\$10
Home Occupation - New Application for a new business	\$10
Home Occupation Renewal	\$10
The business registration program is managed through Washington State Department of Revenue (DOR). The City registration fee is in addition to the DOR administration fee, which is currently \$19 for new applications and \$11 for renewals.	

Regulatory Business Licenses	2016 Fee
Adult Entertainment	
Device	\$50 each
Operator	\$500/year
Premises	\$200/year
Panoram Manager License	\$50/year
Adult Cabaret	
Operator	\$500/year
Cabaret Manager License	\$50/year
Cabaret Entertainer License	\$50/year
Adult Retail Business License	\$500/year
Heavy Manufacturing Business	\$200/year
Live Entertainment: music (other than mechanical); boxing or wrestling; pool halls; and bowling alleys.	\$200/year \$100/six months \$50/day
Junk Shop License	\$300/year
Junk Wagon License	\$40/year
Marijuana Business License	\$500/year
Massage Business and Public Bathhouse	\$150/year
Massage Practitioner	\$50/year
Theaters	\$100/each screen
Pawnbroker	\$500/year
Peddler/Solicitor	No fee
Secondhand dealer	\$40/year
Renewal of License, registration or permit late penalty	10% of required fee
Transferability of license of permit	\$25

2. CODE ENFORCEMENT

Code Enforcement	2016 Fee
Inspection/Posting	\$50
Re-inspection	\$50
Abatement	Actual City costs
Abatement Hearing	\$360
Hearing Officer	\$215/hour
Notice of Violation Appeal Hearing	\$125
Removal of Declaration	\$20
Violation of a stop work order	\$500

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 4 of 20

Housing Code Enforcement		2016 Fee
	Inspection/Posting	\$255/hour
	Re-Inspection plus Notice and Order	\$510
	Hourly Rate	\$255
	Appeal Fee	\$150/each
	Closing Fee	\$255
	Contract Abatement Fee	\$15% of the contract
	Late Fee	\$25% of amount due
	Hearing Officer	\$215/hour

The following fees apply to all enforcement actions:		2016 Fee
	Inspection Warrant	\$350/each
Attorney Fees	Rate per hour to be determined as established by the City Attorney contract for legal services	
Paralegal Services		\$60/hour
Notary Services		\$10
Abatement		Actual cost of labor

3. COMPREHENSIVE PLAN AND DEVELOPMENT REGULATION AMENDMENTS

Type	2016 Fee
Prescreening/threshold review fee	\$200
Annual amendment cycle fee (applicants whose amendment proposals are approved for consideration by the City Council)	\$400

4. DEVELOPMENT SERVICES

General Fees	2016 Fee
Development Review Technology Fee Applies to all fees listed in Section 4. Exception: Items marked with an asterisk "*" are exempt from the technology fee	3%
P-Suffix and other required site plan reviews	
Initial plan review	\$1,090
Each additional review for compliance, including signs and tenant improvements.	\$165
Amend adopted P-suffix conditions	\$2,266
Mobile home park and RV park plan review	\$3,600
Site plan application fee (Land-use permit associated to KMC 18.105)	\$368
Construction permit site plan review	\$101
Landscape and tree management plan review	
Initial plan review based on site area	
0 – 1 site acre	\$213
> 1 – 2 site acres	\$341
> 2 – 5 site acres	\$513
> 5 – 10 site acres	\$683
More than 10 site acres	\$1,367
Each plan revision review	\$328
Request for modification requiring public notice	\$680

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 5 of 20

Landscape and tree management inspections	
Landscape installation inspection	\$272
Landscape maintenance bond release inspection	\$272
Additional excessive reviews and inspection fees Applies to all development permits; additional plan review or inspections required by changes, additions or revisions to the plans or excess reviews of re-submittals will be billed at an hourly rate.	\$101/hour
Hourly fees throughout this section may be billed in ½ hour intervals	

Development Agreement	2016 Fee
Threshold review with City Council	\$200*
Development Agreement requested by the applicant (proposal is approved for consideration by the City Council)	\$5,000 + City Attorney fees
Development Agreement requested by the City	No Fee

Pre-Application	2016 Fee
Pre-application review fee	No Fee

Zoning and Land Use	2016 Fee
Request for site specific rezone	\$3,033
Conditional use permits (CUP) and special use permits (SUP)	
Administrative CUP	\$3,673
SUP with public hearing	\$8,595
Daycare with 24 children or less	\$1,380
Request for time extension	\$147
Variances (including variances from KMC 18.55)	
Application review	\$2,527
Added fee when public hearing required	\$1,644
Request for time extension	\$147
Boundary line adjustment	\$580
Communications facility application fee	\$368
Accessory dwelling unit	\$51
Change of use (zoning only)	\$51
Reuse of closed public school facilities	\$1,415
Land use inspections	\$101/hour
Reasonable use exception	\$2,527
Public agency and utility exception	\$1,974
Zoning letter inquiry/request	\$101
Design review	\$101/hour
Temporary Use Permit	\$101
Public notice mailing fee	\$202*

Subdivision – Preliminary Application Review	2016 Fee
Preliminary short subdivisions	
Short subdivision 4 lots or less	
Base fee	\$1,123

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 6 of 20

Plus per lot	\$142
Short subdivision 5 to 9 lots	
Base fee	\$7,110
Plus per lot	\$155
Revision to approved preliminary	\$908
Short subdivision alteration	\$1,259
Request for time extension	\$101
Preliminary subdivisions	
Initial application	
50 lots or less	
Base fee	\$13,098
Plus per lot	\$169
More than 50 lots	
Base fee	\$22,452
Plus per lot	\$37
Surcharge for applications utilizing lot clustering or flexible yard provisions (percent of initial fee)	10%
Major revision requiring new public hearing	\$3,909
Minor revisions submitted after preliminary approval (not necessitating additional hearings)	\$935
Request for time extension	\$101
Subdivision alterations or subdivision vacations	
With public hearing	\$3,929
Without public hearing	\$1,965
Supplemental fee – a surcharge for applications involving significant environmentally sensitive areas (percentage of total initial fee)	10%
Supplemental fee – remanded applications (percentage of initial fee)	50%
Binding site plan	
Building permit, as-built or site plan review based plan	\$4,915
Conceptual plan	\$5,796
Revision to a preliminary approved plan	\$1,124
Revision to a final binding site plan	\$2,018
Shoreline Management Permit	
2016 Fee	
Substantial development permit	
Total cost of proposed development:	
Up to \$10,000	\$1,294
>\$10,000 to \$100,000	\$2,588
>\$100,000 to \$500,000	\$6,469
>\$500,000 to \$1,000,000	\$9,704
>\$1,000,000	\$12,938
Single family joint-use dock	\$2,588
Shoreline conditional use permit	
Non-forest practices	\$7,298

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 7 of 20

Forest practices	\$1,327
Shoreline variance	
Up to \$10,000 project value	\$2,190
>\$10,000 project value	\$7,298
Shoreline re-designation	
Base fee	\$14,597
Per shoreline lineal foot	\$28
Maximum	\$54,740
Shoreline review of other permits or approvals for conditions	\$179
Shoreline exemption	\$279
Supplemental fees	
Request for an extension of a permit, calculated as a percentage of the original permit	20%
Shoreline permit revision, calculated as a percentage of the original permit	20%
Surcharge when public hearing required	12%
Minimum	\$2,070
Permit compliance inspections	
Hourly rate (including travel time)	\$101/hour
Plus per mile	\$0.51/mile

Special Reviews	2016 Fee
State Environmental Policy Act (SEPA) review	
Environmental checklist	
Base fee	\$601
After six hours	\$101/hour
Supplemental Determination of Nonsignificance (DNS), Mitigated Determination of Nonsignificance (MDNS), or Determination of Significance (DS) review	\$101/hour
MDNS deposit	\$1,327
Environmental Impact Statement (EIS) deposit – a percentage of total estimated cost	33%
Draft Environmental Impact Statement (DEIS), Final Environmental Impact Statement (FEIS), Supplemental Environmental Impact Statement (SEIS) or addenda preparation and review costs – including scoping, writing, editing, publishing, mailing, distributing and contract administration:	
All fixed and contract costs, and time costs, per hour	\$101/hour
Post MDNS, DEIS, FEIS or SEIS publication work preparing or consulting on staff reports, permit conditions or public hearing testimony, per hour	\$101/hour
Critical areas review	
Applicants will be eligible for a refund of the portion of the base fee that is less than the city's costs (including consultants, public notice (as necessary) and other associated expenses).	
Review of residential building permits, shoreline permits, individual short subdivision, boundary line adjustments and right-of-way use permits:	

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 8 of 20

Site review base fee	\$1,011
Plus, per hour	\$101/hour
Review of commercial building permits, grading permits, engineering permits, subdivisions, PUDs, declassifications, variances, conditional use permits and unclassified use permits:	
Site review base fee	\$1,0011
Plus, per hour	\$101/hour
Flood plain determination – certificate of elevation	\$101
Plus, per hour	\$101/hour
Review of mitigation plan compliance, per hour	\$101/hour
Critical areas inspection	\$101/hour
Inspection and monitoring, per hour	\$101/hour
Appeals	
Appeals to the hearing examiner from decisions of the City	\$126*
Departmental review of non-departmental permits	\$101/hour
Review and monitoring of master drainage plans, per hour	\$101/hour
Legal lot status request	\$202

Engineering: General Permitting & Inspections		2016 Fee
Parking review		
New or additional spaces		
	First 0-25 spaces	\$23/each space
	Next 26-50	\$21/each space
	Next 51-75	\$17/each space
	Next 76-150	\$17/each space
	Anything above 150	\$12/each space
	Minimum fee	\$299
Clearing		
0 – 5 site acres		
	Base fee	\$74
	Hourly fee	No fee
5.1 site acres or more		
	Base fee	\$372
	Hourly fee	\$101/hour
Field inspections		\$101/hour
Tree removal		\$74
Drainage review		
Residential drainage requirement review base fee		\$241
	Small site drainage review	\$145
	Targeted drainage review	\$237
Full drainage review		
	Simplex review	\$296
	Complex review	\$683
Commercial drainage plan review base fee		\$576
Total distributed area	Targeted drainage review #1, 2 and 3	Full drainage review and targeted drainage review for #4
0 – .50 site acre	\$905	\$1,131
.51 – 1 site acre	\$1,248	\$1,560
1.1 – 2 site acres	\$2,280	\$2,850

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 9 of 20

2.1 – 5 site acres	\$5,005		\$6,257
5.1 – 10 site acres	\$6,030		\$7,538
More than 10 acres	\$6,713		\$8,391
Traffic impact analysis review			
Level 1 (10 P.M. peak hour trips or less)			\$341
Level 2 (11-75 P.M. peak hour trips)			\$809
Level 3 (Over 75 P.M. peak hour trips)			\$1,618
Road standards/drainage standards variance			\$202
Grading permits for small projects that do not exceed 500 cubic yards (volume and disturbed area) and that do not require engineered drawings as determined by the director.			\$303
Grading permits –all other grading permits (based on the total of the two tables listed below)			
Table 1			
Volume	Base fee		Per 100 cubic yards
0 to 500 cubic yards	\$0	+	\$28.40
>500 to 3,000 cubic yards	\$55	+	\$39.20
>3,000 to 10,000 cubic yards	\$343	+	\$26.10
>10,000 to 20,000 cubic yards	\$2,183	+	\$7.90
>20,000 to 40,000 cubic yards	\$3,355	+	\$2.10
>40,000 to 80,000 cubic yards	\$3,639	+	\$1.40
>80,000 cubic yards	\$4,286	+	\$0.60
Table 2			
Disturbed Area	Base fee	+	Per acre
Up to 1 acre	\$178	+	\$819.40
1.1 to 10 acres	\$385	+	\$614.30
10.1 to 40 acres	\$2,948	+	\$360.80
40.1 to 120 acres	\$10,543	+	\$176
120.1 to 360 acres	\$23,196	+	\$68.70
360.1 acres or more	\$34,552		\$36
Grading plan revision			
Hourly rate			\$101/hour
Grading permit operation monitoring (inspection fee when not associated to a Bond Quantity Worksheet)			
The operation monitoring fee shall be calculated by adding the applicable amount from the Annual Volume Table (below) to an amount equal to \$215 per acre disturbed and not rehabilitated during the monitoring period, to a maximum of \$10,000.			
Annual Volume Table			
Volume deposited or removed	Base fee		Per 100 cubic yards
0 to 3,000 cubic yards	\$0	+	\$102.20
>3,000 to 10,000 cubic yards	\$2,578	+	\$17.20
>10,000 to 20,000 cubic yards	\$3,801	+	\$5.10
>20,000 to 40,000 cubic yards	\$4,327	+	\$2.50
>40,001 cubic yards	\$4,731	+	\$1.50
Reclamation bond release inspection			\$258
Re-inspection of non-bonded actions			\$227

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 10 of 20

Construction inspections (when associated to a Bond Quantity Worksheet)	
Bond quantities worksheet amount (line T)	Initial fee + additional fee based on bond
\$0 – \$30,000	\$215 + \$119 / \$1,000 bond
>\$30,000 – 120,000	\$2,278 + \$51 / \$1,000 bond
>\$120,000	\$6,767 + \$14 / \$1,000 bond
Addition inspection after 1 year	\$101/hour
Maintenance bond inspections	
Bond quantities worksheet amount (line T)	Initial fee + additional fee based on bond
\$0 – \$30,000	\$466 + \$15.30 / \$1,000 bond
>\$30,000 – 120,000	\$778 + \$5 / \$1,000 bond
>\$120,000	\$1,179 + \$1.70 / \$1,000 bond

Engineering: Subdivision Plan Review and Inspections		2016 Fee
Short subdivision engineering plan review		
Short subdivision 4 lots or less		
Base fee		\$2,110
Plus per lot		\$211
Short subdivision 5 to 9 lots		
Base fee		\$4,194
Plus per lot		\$211
Additional review in excess of initial fees		\$101/hour
Subdivision engineering plan review		
Subdivision 30 lots or less		
Base fee		\$6,277
Plus per lot		\$34
Subdivision 31 lots or more		
Base fee		\$6,784
Plus per lot		\$17
Revisions and re-submittals		
Each occurrence		\$120
Additional review in excess of initial fees		\$101/hour
Planned unit development engineering plan review		
30 units or less		
Base fee		\$6,277
Plus per unit		\$47
31 units or more		
Base fee		\$6,987
Plus per unit		\$23
Revisions and re-submittals		
Each occurrence		\$120
Additional review in excess of initial fees		\$101/hour
Conceptual binding site plan (including conceptual commercial binding site plan)		
Plan and profile base fee		\$4,177
Revisions and re-submittals		
Each occurrence		\$120
Additional review in excess of initial fees		\$101/hour
Construction inspections (when associated to a Bond Quantity Worksheet)		

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 11 of 20

Bond quantities worksheet amount (line T)	Initial fee + additional fee based on bond
\$0 – \$30,000	\$215 + \$119 / \$1,000 bond
\$30,001 – 120,000	\$2,278 + \$51 / \$1,000 bond
\$120,001 or more	\$6,767 + \$14 / \$1,000 bond
Addition inspection after 1 year	\$101/hour
Subdivision final approval	
Final short subdivision 4 lots or less	\$1,943
Final short subdivision 5 to 9 lots	\$3,916
Final short subdivision alteration	\$722
Final subdivision 30 lots or less	
Base fee	\$5,889
Plus per lot	\$70
Final subdivision 31 lots or more	
Base fee	\$6,541
Plus per lot	\$48
Subdivision alteration	\$1,089
Modification of a recorded building envelope	\$547
Request for name change	\$194
Final planned unit development	\$4,580
Request for time extension	\$147
Request for name change	\$194
Final building site plan	\$3,115
Subdivision – post final fees	
Maintenance bond inspection	
Bond amount	Initial fee + additional fee based on bond
\$0 – \$30,000	\$466 + \$15.30 / \$1,000 bond
>\$30,000 – 120,000	\$778 + \$5 / \$1,000 bond
>\$120,000	\$1,179 + \$1.70 / \$1,000 bond

Building Permits		2016 Fee
Building permit fees are based on valuation. The table below establishes the permit fee from the valuation. Valuation is determined by type of construction and square footage or from a contractor's bid. The most recent edition of the Building Safety Journal determines the type of construction and square footage factor.		
Total valuation	fee	
\$1 – \$500	\$24	
>\$500 – \$2,000	\$24 for the first \$500 plus \$3.10 for each additional \$100 or fraction thereof, to and including \$2,000.	
>\$2,000 – \$25,000	\$70 for the first \$2,000 plus \$14 for each additional \$1,000 or fraction thereof, to and including \$25,000.	
>\$25,000 – \$50,000	\$396 for the first \$25,000 plus \$10.20 for each additional \$1,000 or fraction thereof, to and including \$50,000.	
>\$50,000 – \$100,000	\$651 for the first \$50,000 plus \$7.10 for each additional \$1,000 or fraction thereof, to and including \$100,000.	
>\$100,000 – \$500,000	\$1005 for the first \$100,000 plus \$6 for each additional \$1,000 or fraction thereof, to and including \$500,000.	

City of Kenmore, Washington – 2016 Fee Schedule cont.
Page 12 of 20

>\$500,000 – \$1,000,000	\$3,259 for the first \$500,000 plus \$5 for each additional \$1,000 or fraction thereof, to and including \$1,000,000.
>\$1,000,000	\$5,670 for the first \$1,000,000 plus \$4 for each additional \$1,000 or fraction thereof.
Building plan review	
Plan review fees shall be 65% of the building permit fee (this does not include other review type costs). If the plan is a “basic”, as determined by the Building Official, the plan check fee shall be 25% of the permit fee.	
Additional plan review required for changes, additions or revisions to plans (minimum charge ½ hour)	\$101/hour
For use of outside consultants for plan review and inspections	Actual costs
Building code change in use or occupancy	Minimum 2 hour inspection charge (\$202) plus actual inspections at hourly rate (\$101/hour)
Mobile homes	
Mobile home permit	\$218
Temporary mobile home permit	\$266
Temporary mobile home for hardship	\$266
Non-insignia mobile home inspection	\$266
Re-Roof permits	
Single family residential	\$95
Commercial and multi-family	Based on permit per fee valuation table
Special review of oversized buildings	\$140
Condominium conversion review	
Project fee	
1 to 30 units	\$674
31 to 99 units	\$1,683
100 or more units	\$3,369
Plus per unit	\$336
Special plan review	\$101/hour
Pre-inspections	
Fire or flood damage	\$314
Minimum housing or other code compliance	\$314
Relocation of structures	\$314
Demolition inspection	\$95
Re-inspection (Ordinance 00-0098)	\$101/hour
Inspections outside of normal hours	\$101/hour
Inspections for which no fee is specifically indicated	\$101/hour
Billboard alteration or relocation site review	\$674
Certification of permit completion	
Temporary occupancy certificate, per building or tenant space	\$287
Final occupancy certification when more than one building permit, each additional building	\$287
Final occupancy certification for individual condominium or other portions of buildings, per unit	\$129
Letter of completion for shell construction permits when more than one building permit, each additional building	\$287
Extension and renewal	

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 13 of 20

Extensions for final inspection only	
Single family residential	\$101
All other permits	\$101
All other extensions or renewals (including temporary reinstatement)	
Single family residential and all other permits	\$101
Temporary mobile home	\$132
Temporary hardship mobile home	\$120
State Building Code Council surcharge	\$4.50/ building permit \$2.00 dwelling unit after first
Plumbing Permits	
2016 Fee	
Commercial and Multi-family (Non one- and two-family dwellings and townhouses)	Based on actual valuation of all fixtures materials and installation as submitted and determined by the Building Official. When plan review is required, as determined by the Building Official, the plan review fee for all permits will be 65% of the permit fee.
New one- and two-family dwellings and townhouses	\$227/dwelling
Alterations or additions to one- and two-family dwellings and townhouses	Based on the table below
Base fee	\$24
Plus:	
For each plumbing fixture on one trap or set of fixtures on one trap	\$10/each
Roof drain	\$10/each
Electric water heater	\$10/each
Grease trap	\$10/each
Alteration or repair of water piping or water treating equipment	\$10/each
Back flow devices (other than atmospheric vacuum breakers)	\$10/each
Other	\$10/each

Mechanical Permits	
2016 Fee	
Commercial and Multi-family (Non one- and two-family dwellings and townhouses)	Based on actual valuation of all fixtures materials and installation as submitted and determined by the Building Official. When plan review is required, as determined by the Building Official, the plan review fee for all permits will be 65% of the permit fee.
New one- and two-family dwellings and townhouses	\$227/dwelling
Alterations or additions to one- and two-family dwellings and townhouses	Based on the table below
Base fee	\$24
Plus:	
Furnaces	

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 14 of 20

For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, up to and including 100,000 Btu/h (29.3 kW)	\$15
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, over 100,000 Btu/h (29.3kW)	\$18.40
For the installation or relocation of each floor furnace, including vent	\$15
For the installation or relocation of each suspended heating, recessed wall heater or floor-mounted unit heater	\$15
Appliance vent	
For the installation, relocation or replacement of each appliance vent installed and not included in an appliance permit	\$7.25
Repairs, alterations and additions	
For the repair or alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit, or each heating, cooling, absorption or evaporative cooling system, including installation of controls regulated by the Mechanical Code	\$14
Boilers, compressors and absorption systems	
For the installation and relocation of each boiler or compressor to and including 3 horsepower (10.6 kW) to and including 15 horsepower (52.7 kW), or each absorption system to and including 100,000 Btu/h (29.3 kW)	\$15
For the installation and relocation of each boiler or compressor to and including 3 horsepower (10.6 kW) to and including 15 horsepower (52.7 kW), or each absorption system over 100,000 Btu/h (29.3 kW) to and including 500,000 Btu/h (146.6 kW)	\$27
For the installation and relocation of each boiler or compressor over 15 horsepower (52.7 kW) to and including 30 horsepower (105.5 kW), or each absorption system over 500,000 Btu/h (146.6 kW) to and including 1,000,000 Btu/h (512.9 kW)	\$38
For the installation or relocation of each boiler or compressor over 30 horsepower (105.5 kW) to and including 50 horsepower (176 kW), or each absorption system over 1,000,000 Btu/h (293.1 kW) to and including 1,750,000 Btu/h (512.9 kW)	\$56
For the installation or relocation of each boiler or compressor over 50 horse power (176 kW), or each absorption system over 1,750,000 Btu/h (512.9 kW)	\$94
Air handlers	
For each air-handling unit to and including 10,000 cubic feet per minute (cfm) (4719 Us), including ducts attached thereto. Note: this fee does not apply to an air-handling unit which is a portion of a factory-assembled appliance, cooling unit, evaporative cooler or absorption unit for which a permit is required elsewhere in the Mechanical Code)	\$11
For each air-handling unit over 10,000 cfm (4719 Us)	\$18
Evaporative Coolers	

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 15 of 20

	For each evaporative cooler other than the portable type	\$11
Ventilation and exhaust	For each ventilation fan connected to a single duct	\$8
	For each ventilation system which is not a portion of any heating or air conditioning system authorized by a permit	\$11
	For the installation of each hood which is served by mechanical exhaust, including the ducts for such hood	\$11
Incinerators		
	For the installation or relocation of each domestic-type incinerator	\$18.20
	For the installation or relocation of each commercial or industrial-type incinerator	\$15
Gas piping	Gas pipe (1-5 outlets)	\$11
	Gas pipe (outlets over 5)	\$1/each
Miscellaneous		
	For each appliance or piece of equipment regulated by the Mechanical Code but not classed in other appliance categories, or for which no other fee is listed in the table	\$11
	Gas water heater	\$11

Transportation Impact Fees*		ITE Code	2016 Fee
	Single family residence	210	\$8,434.02/unit
	Multi-family	220	\$5,462.31/unit
	Per peak hour trip		
	General light industrial	110	\$11.93/sq. ft.
	Manufacturing	140	\$9.01/sq. ft.
	Mini-warehousing	151	\$3.16/sq. ft.
	Condominium/townhouse	230	\$4,581.29/unit
	Mobile home park	240	\$4,926.81/unit
	Hotel	310	\$5,650/unit
	Motel	320	\$4,500.85/unit
	Marina	420	\$1,411.92/berth
	Golf course	430	\$2,298.31/acre
	Movie Theater	444	\$28.79/sq. ft.
	Racquet club	492	\$4.76/sq. ft.
	High School	530	\$4.61/sq. ft.
	Church	560	\$5.81/sq. ft.
	Hospital	610	\$14.10/sq. ft.
	Nursing home	620	\$1,466.32/bed
	General office building	710	\$18.15/sq. ft.
	Medical-dental building	720	\$42.74/sq. ft.
	Shopping center	820	\$9.30/sq. ft.
	Restaurant	932	\$49.66/sq. ft.
	Fast food restaurant without drive through	933	\$64.58/sq. ft.
	Fast food restaurant with drive through	934	\$83.91/sq. ft.
	Gas station	944	\$33,765.80/pump
	Gas station with convenience store	945	\$25,533.86/pump
	Supermarket	850	\$28.62/sq. ft.

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 16 of 20

Convenience market	851	\$62.64/sq. ft.
Drive-in bank	912	\$83.99/sq. ft.
Park Impact Fees*		2016 Fee
Single family residence		\$2,565/unit
Multi-family		\$1,677/unit
Mobile home		\$797/unit
Fire Department Review*		2016 Fee
The fire review fee will be assessed per the approved contract with the Northshore Fire District #16 for all single family, multi-family and commercial projects.		

Limited Right-of-Way Permits		2016 Fee
Type A permit may be issued for activities within the right-of-way which will alter the surface or subsurface of the right-of-way. Examples include: - Open cut trenching - Culvert installation - Driveways - Shoulder improvements - Sidewalks - Above ground pedestals or utility boxes - Paving operations in right-of-way - Landscaping - Beautification (no fee)		
Application fee (includes review and 1 hour inspection)		\$202
Inspections in excess of 1 hour		\$101/hour
Type B permit may be issued for temporary use of the right-of-way (24 hours or less) for activities that will not alter the right-of-way surface or subsurface. Examples include: - Parade - Block party - Temporary parking - Temporary storage of dumpster/storage container		
Application fee (includes review and inspection)		\$76*
Type C permit may be issued for temporary use of the right-of-way (more than 24 hours) for activities that will not alter the right-of-way surface or subsurface. Also includes activities that require traffic plan and traffic plan review. Examples include: - Street closures - Extended storage in the right-of-way - Commercial activities in the right-of-way - Right-of-way used as construction site for private development		
Application fee (includes 1 hour inspection)		\$152*
Inspection in excess of 1 hour		\$101/hour*
Use fee		Fee = (use area) x \$20 per sq. ft. x days of usage/365 or a minimum of \$100, whichever is greater*

Access Right-of-Way Permits*		2016 Fee
Application fee (includes 1 hour review and 1 hour inspection)		\$202*
Review fee in excess of 1 hour		\$101/hour*
Inspection fee in excess of 1 hour		\$101/hour*
Use fee		
Open to the public		No fee
Limited (not open to the public)		Fee = (use area) x value ¹ x 25% or a

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 17 of 20

	minimum of \$100 whichever is greater*
¹ value of adjacent land (in area, sq ft) according to the County Assessor records	

Encroachment Right-of-Way Permits	2016 Fee
Application fee (includes 1 hour review and 1 hour inspection)	\$202
Review fee in excess of 1 hour	\$101/hour
Inspection fee in excess of 1 hour	\$101/hour
Use fee	Fee = (use area) x value ¹ x No. of Years x 12% or a minimum of \$100 whichever is greater
¹ value of adjacent land (in area, sq ft) according to the County Assessor records	

Utility franchise Right-of-Way Permits*	2016 Fee
Application fee	\$202
Review fee	\$101/hour
Inspection fee	\$101/hour
Use fee	No fee

Annual Use Payment for Use of Right-of-Way*	2016 Fee
Type of Equipment/Facility within the right-of-way	
Separate support structure (such as a monopole or lattice) used solely for wireless antenna, with antenna/receiver transmitter and/or equipment cabinet	\$5,000/year
Antenna/receiver transmitter (on an existing or replacement pole) and equipment cabinet	\$3,000/year
Antenna/receiver transmitter (on an existing or replacement pole) or equipment cabinet, but not both	\$2,000/year

State Route 522 driveway connection permit*	2016 Fee
Fee structure. The following nonrefundable fee structure is established for the processing, review and inspection of the connection permit application. A description of each category can be found in section 12.85.040 of the KMC. Due to the potential complexity of Category II and Category III connection proposals, and required mitigation measures that may involve construction on SR 522, the city may require a developer agreement in addition to the connection permit. The developer agreement may include, but is not limited to: plans; specifications; maintenance requirements; bonding requirements; inspection requirements; division of costs by the parties, where applicable; and provisions for payment by the applicant of actual costs incurred by the city in the review and administration of the applicant's proposal that exceed the required base fees in the following schedule:	
Category I – Base fee for one connection:	
• Agricultural, forest, utility operation and maintenance	\$50
• Residential dwelling units (up to 10)- single connection	\$50/dwelling
• Other, with 100 average weekday vehicle trip ends	\$500
• Fee per additional connection point	\$50
Category II – Base fee for one connection:	
• Less than 1,000 average weekday vehicle trip ends	\$1,000

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 18 of 20

• 1,000 to 1,500 average weekday vehicle trip ends	\$1,500
• Fee per additional connection point	\$250
Category III - Base fee for one connection:	
• 1,500 to 2,500 average weekday vehicle trip ends	\$2,500
• Over 2,500 average weekday vehicle trip ends	\$4,000
• Fee per additional connection point	\$1,000
Category IV – Base fee per connection:	\$100
Surety Bond. Prior to the beginning of construction of any connection, the city may require the permit holder to provide a surety bond as specified in WAC 468-34-020(3).	

Special Event Permit	2016 Fee
Application fee	\$100*

Memorial Sign	2016 Fee
Application fee and sign	\$300*

5. ANIMAL CARE AND CONTROL

Animal License and Registration	2016 Fee
Pet license – dog or cat	
Unaltered	\$60
Altered	\$30
Juvenile pet license – dog or cat	\$15
Discounted pet license – dog or cat	\$15
Replacement tag	\$5
Transfer fee	\$3
Guard dog registration	\$100
Exotic pet	
New	\$500
Renewal	\$250
Service animal	No fee
K-9 police dog	No fee
Late fees	
Received 45-90 days following license expiration	\$15
Received 90-135 days following license expiration	\$20
Received more than 135 days following license expiration	\$30
Received more than 365 days following license expiration	\$30 plus license fee(s) for any previous year pet was unlicensed

Animal Business and Activity Permits	2016 Fee
Hobby kennel and hobby cattery license	\$50
Private animal placement permit	No fee

Civil Penalties	2016 Fee
General	
No previous similar code violation within one year	\$50
One previous similar code violation within one year	\$100

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 19 of 20

Two previous similar code violation within one year	Double the rate of the previous penalty, up to a maximum of \$1,000.
Vicious animal or animal cruelty violations	
First violation within one year	\$500
Subsequent violations within one year	\$1,000
Dog leash law violations	
First violation within one year	\$25
Additional violation within one year	\$50
Animal abandonment	\$500
Unlicensed cat or dog	
Altered cat or dog	\$125
Unaltered cat or dog	\$250
Service Fees	2016 Fee
Adoptions—including licensing and spaying or neutering or the animal	\$75-\$250 based upon adoptability/animal
Spay or neutering deposit	\$150/animal
Impound or redemption – dogs, cats or other small animals	
First impound within one year	\$45
Second impound within one year	\$85
Third impound within one year	\$125
Impound or redemption – livestock, small	\$45
Impound or redemption – livestock, large	\$45 or actual cost of sheltering, whichever is greater
Kenneling at King County animal shelter – per 24 hours or portion thereof in-field pick-up of an owner's deceased unlicensed pet or pick-up of an unlicensed pet released voluntarily to the regional animal service section.	\$20
Owner-requested euthanasia (unlicensed pets)	\$50
Optional micro-chipping for adopted pets	\$25

6. MISCELLANEOUS

Type	2016 Fee
NSF (insufficient check)	\$25
Reports, copies, maps, etc.	
Accident reports, case reports	\$0.15/page
Ordinances, resolutions or findings	\$0.15/page
Copies or computer printouts	\$0.15/page
Audio or Electronic duplications	\$5 per tape or CD (other than budget documents)
Recording documents	Actual costs or \$100 minimum, whichever is greater
Note: any maps, plans, blueprints, as-built maps, or budget documents to be provided at cost. Other items not specifically listed will be charged at a rate that will reimburse the City's total cost of duplicating that item. Additionally, if any requested items are to be mailed, the cost of the envelope and postage shall be charged to the requestor.	
Use of City owned property, other than right-of-way, for event parking, storage or similar use	\$100/day

City of Kenmore, Washington – 2016 Fee Schedule cont.

Page 20 of 20

City Sponsored Event - Vendor Fees	
Food Vendor	\$30/day
Craft Vendor	\$30/day
Non-Profit Booth or Vendor	\$10/day
Public Safety Fees	
First three false alarms	No fee
Fourth and fifth false alarms	\$50 each
Sixth and additional false alarms	\$100 each