CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

CITY COUNCIL AGENDA

Council Chambers, 865 SE Barrington Drive

April 16, 2024 **6:00 PM**

CALL TO ORDER

Invocation - Led by Pastor James Sanchez, Life Church

Pledge of Allegiance - Led by Mayor Wright

Excuse Absent Councilmembers

1. APPROVAL OF AGENDA

2. PRESENTATIONS

a. Proclamations

i. Arbor Day Proclamation

b. Honors & Recognitions

i. Tree City USA Recognition

c. Community Presentations

3. CITIZEN COMMENT PERIOD

Citizens may comment on subjects of interest not listed on the agenda or items listed on the Consent Agenda. To ensure comments are recorded properly, state your name clearly into the microphone. Please limit comments to three (3) minutes to ensure all citizens have sufficient time to speak.

4. CONSENT AGENDA

Items on the Consent Agenda are considered to be routine by the Council and will be enacted with one motion unless separate discussion is requested. Approval of the Consent Agenda authorizes the Mayor to implement each item in accordance with staff recommendations.

Consent Items

a. Approval of Minutes: City Council Meeting of April 2, 2024 and City Council Workshop of April 10, 2024

b. Approval of Payroll and Accounts Payable Vouchers

c. Johnson & Johnson Opioid Settlement Agreement

d. LEMHWA Grant Application Approval

e. Washington State Criminal Justice Training Commission Wellness Request for Proposal Approval

5. MAYOR, COUNCIL & STAFF COMMENTS

a. Mayor

b. Councilmembers

6. PUBLIC HEARINGS & MEETINGS

To speak during a scheduled public hearing or meeting, please sign-in on the sheet provided in the Council Chambers. To ensure comments are recorded properly, state your name clearly into the microphone. Please limit comments to three (3) minutes to ensure all citizens have sufficient time to speak.

a. Public Hearing - Resolution 24-06: Adopting the Active Transportation Plan

b. Public Hearing - Ordinance No. 1994: 2023 Comprehensive Plan Amendments

7. ORDINANCES & RESOLUTIONS

a. Resolution 24-13: Ratifying Island County's Countywide Planning Policies (CPP)

8. CONTRACTS & AGREEMENTS

a. None

9. OTHER ITEMS FOR CONSIDERATION

a. Naloxone purchase utilizing Opioid Settlement Funds.

10. REPORTS & DISCUSSION ITEMS

a. None

11. EXECUTIVE SESSION

a. None

ADJOURN

City of Oak Harbor
City Council Agenda Bill

Bill No. 2.a.i.
Date: April 16, 2024
Subject: Arbor Day Proclamation

FROM: Brian Smith, Parks and Recreation Director

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- Ronnie Wright, Mayor
- Sabrina Combs, Interim City Administrator
- David Goldman, Deputy City Administrator
- Hillary J. Evans, City Attorney, as to form

RECOMMENDED ACTION

Issuance of the 2024 Arbor Day Proclamation as presented.

BACKGROUND / SUMMARY INFORMATION

Arbor Day is a national holiday created to recognize the importance of trees and their impact to the health and wellbeing of our community and environment. It is celebrated annually on the last Friday in April and includes community tree planting events. In addition to participation in Arbor Day activities, the City of Oak Harbor has earned Tree City USA recognition. To receive this annual designation, an organization must meet certain minimum standards which includes the celebration of Arbor Day.

This year the City of Oak Harbor in partnership with the Oak Harbor School District will plant trees with students of Oak Harbor Elementary School on April 26th. Students will participate in a number of educational and recreational activities, learn about caring for our urban canopy and take home materials to celebrate and grow their own green spaces with their families.

In the spirit of celebrating our urban forests, the students are conducting a competition to submit nominations for an official designation of the new parkland and trail system currently being developed in the area identified as "Harbor Heights."

The nominations from each class will be announced at the Arbor Day Event and presented to the City's Parks and Recreation Commission who will review them and award a winner based on the City's naming policy for Recreational Facilities. The winning class will be invited to present their official designation name for the park to City Council for adoption.

LEGAL AUTHORITY

FISCAL IMPACT

None.

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

ATTACHMENTS

1. Arbor Day Presentation
2. Arbor Day Proclamation 2024

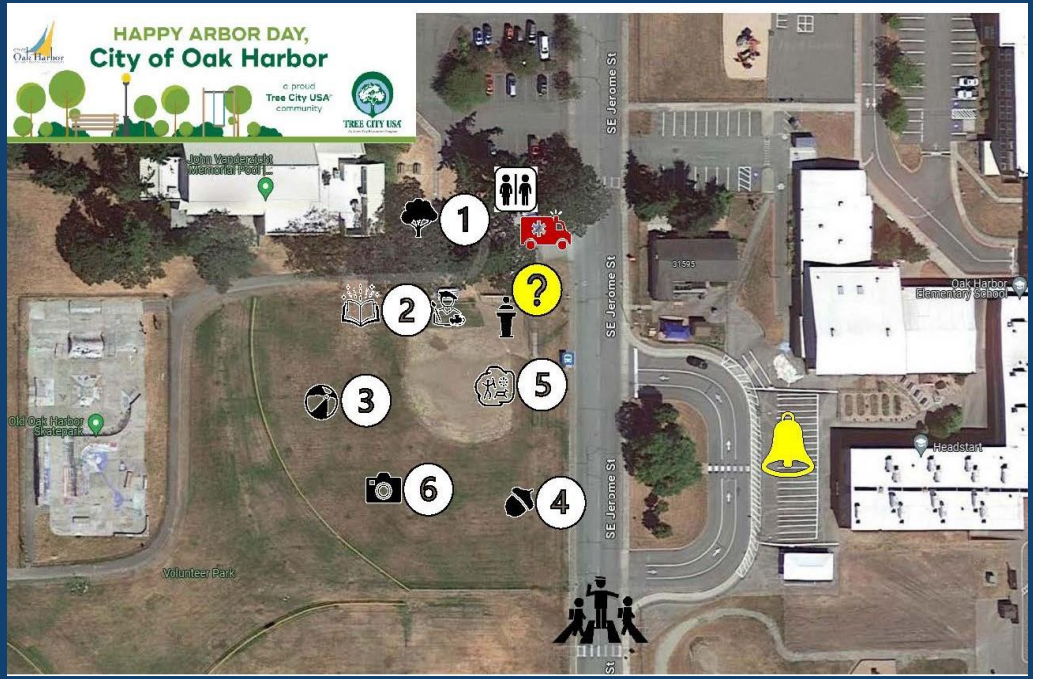
ARBOR DAY CELEBRATION

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

City Council Meeting
April 16, 2024

ARBOR DAY CELEBRATION

- Oak Harbor Elementary
- Tree Plantings
- Story of Arbor Day
- Arts and Crafts
- Native Artifacts
- Arborist Demo
- Field Games
- Planting Activity
- Naming competition for Harbor Heights property



City of Oak Harb

City of Oak Harbor

OFFICE OF THE MAYOR
RONNIE WRIGHT
MAYOR

P R O C L A M A T I O N

Whereas, *In 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees; and*

Whereas, *This holiday, named Arbor Day, was first observed with the planting of more than a million trees in Nebraska; and*

Whereas*, Arbor Day is now observed throughout the nation and the world and trees can reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce life-giving oxygen and provide habitat for wildlife; and*

Whereas*, Trees are a renewable resource giving us paper, wood for our homes, fuel for our fires, and beautify our community; and*

Whereas*, Trees in our city increase property values, enhance the economic vitality of business areas, and beautify our community; and*

Whereas*, Trees, wherever they are planted are a source of joy and spiritual renewal.*

Now Therefore*, We, Mayor Ronnie Wright and Councilmembers of the City of Oak Harbor do hereby proclaim April 26, 2024, as*

Arbor Day

In the City of Oak Harbor, and we urge all citizens to celebrate Arbor Day and to support efforts to protect our trees and woodlands; and

Further, we urge all citizens to plant trees to gladden the heart and promote the well-being of this and future generations.

Signed the 16th day of April 2024

_____
Ronnie Wright, Mayor

City of Oak Harbor
City Council Agenda Bill

Bill No. 2.b.i.
Date: April 16, 2024
Subject: Tree City USA Recognition

FROM: Brian Smith, Director - Parks and Recreation

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- Ronnie Wright, Mayor
- Sabrina Combs, Interim City Administrator
- David Goldman, Deputy City Administrator
- Hillary J. Evans, City Attorney, as to form

RECOMMENDED ACTION

This is a presentation to Council and requires no action.

BACKGROUND / SUMMARY INFORMATION

The City has been notified by the Arbor Day Foundation, who sends their congratulations, that we have once again earned recognition as a Tree City USA.

Started in 1976, Tree City USA is one of the Arbor Day Foundation's oldest programs. Our founders had a vision for a greener, healthier America, and hoped this initiative would inspire change on a nationwide level. The first Tree City USA cohort was comprised of 42 communities in 16 states. Today, the program includes more than 3,600 communities from all 50 states.

A thriving urban forest offers many advantages to our community. Here are just a few:

- Trees help absorb the sounds of traffic in urban areas by 40%.
- Neighborhoods with trees are seven to nine degrees cooler than those without during hot summer months.
- Trees reduce energy costs up to 25% by shading buildings and protecting them from winter winds.
- Homes with trees have higher property values.
- Green space plays a major role in improving mental and physical health.
- Planting and maintaining trees absorb carbon dioxide in the atmosphere, mitigating the effects of climate change.

LEGAL AUTHORITY

FISCAL IMPACT

None.

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

ATTACHMENTS

City of Oak Harbor
City Council Agenda Bill

Bill No. 4.a.
Date: April 16, 2024
Subject: Approval of Minutes: City Council Meeting of April 2, 2024 and City Council Workshop of April 10, 2024

FROM: **Julie Nester, City Clerk**

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- Ronnie Wright, Mayor
- Sabrina Combs, Interim City Administrator
- David Goldman, Deputy City Administrator
- Hillary J. Evans, City Attorney, as to form

RECOMMENDED ACTION

Approval of Minutes of the City Council meeting of April 2, 2024 and City Council workshop of April 10, 2024.

BACKGROUND / SUMMARY INFORMATION

LEGAL AUTHORITY

FISCAL IMPACT

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

ATTACHMENTS

1. Minutes of April 2, 2024
2. Minutes of April 10, 2024

Oak Harbor City Council
Regular Meeting Minutes
April 2, 2024

This was both a physical meeting location and a virtual meeting. Meeting was viewable live via YouTube at www,youtube.com/cityofoakharbor, on Facebook, and on Cable Channel 10/HD 1090 following the meeting

CALL TO ORDER

Call To Order and Native Lands Acknowledgement - Mayor Wright called the meeting to order at 6:00 p.m. He included the acknowledgement that the meeting was being held on the ancestral lands of the Coast Salish people and paid respect to those past and present.

Invocation – Pastor Kevin Scott, Seventh Day Adventist Church

Pledge of Allegiance – Led by Mayor Wright

ROLL CALL

City Council Present:	Staff Present/Videoconference
Mayor Ronnie Wright	Interim City Administrator Sabrina Combs
Mayor Pro Tem Tara Hizon	Deputy City Admin. & Finance Director David Goldman
Councilmember Jim Woessner - absent	Parks and Recreation Director Brian Smith
Councilmember Bryan Stucky	Development Services Director David Kuhl
Councilmember Shane Hoffmire	Human Resources Director Emma House
Councilmember Eric Marshall	Police Chief Tony Slowik
Councilmember Christopher Wiegenstein	Interim Fire Chief Gordon Olson
Councilmember Barbara Armes	Project Manager Brett Arvidson
	Grants Administrator Wendy Horn
	Economic Development Coordinator Steve McCaslin
	Police Senior Administrative Assistant Meg Massey
	Executive Assistant Macalle Finkle
	City Clerk Julie Nester
	Also in attendance: City Attorney
	Hillary Evans of Kenyon Disend, PLLC

EXCUSE ABSENT COUNCILMEMBERS

Mayor Wright welcomed all in attendance. He noted Councilmember Woessner had asked to be excused and called for a motion.

Motion: Mayor Pro Tem Hizon moved to excuse Councilmember Woessner, seconded by Councilmember Hoffmire. The vote on the motion carried unanimously.

1. APPROVAL OF AGENDA

Mayor Wright requested any changes to the agenda. Hearing none, the agenda was approved as presented.

2. PRESENTATIONS

a. Proclamations – None.

b. Honors & Recognitions – None

c. Community Presentations – Oak Harbor Creative Arts Foundation

Creative Arts Foundation President Cynthia Mason introduced Board Members Larry Mason, vice president; Lisa Sanchez, Ronnie Wright, treasurer; and Ann Edwards, Tiffany Scribner, and Therese Kingsbury, and. provided a presentation promoting a performing arts center, conference space, and makers space in Oak Harbor. Ms. Mason responded to questions and comments from the Council.

Councilmembers Stucky and Hoffmire provided their respective questions and comments.

3. CITIZEN COMMENT PERIOD

Mayor Wright noted citizens may comment on Consent Agenda items or subjects of interest not listed on the agenda at this time and that citizens would have the opportunity to comment on the remaining Agenda items during the meeting as appropriate.

Citizens can also visit the City's website prior to meetings for methods to submit public comment, or contact the City Clerk, Julie Nester by phone or email. When submitting comments, please include your name and address. Public comments sent anonymously will be shared with the Mayor and Council but will not be displayed.

The City received three new public comments since the last regular meeting. The first from Rebecca White of Oak Harbor in support of a recreation center but expressing support for the skate park and hoping it would not be impacted. The second and third comments received were from Kristen Stavros of Coupeville and Bill Weinsheimer of Oak Harbor in support of a performing arts and events center. All three comments were displayed on screen.

Public Comments for items not on the regular agenda or items on the consent agenda were provided by:
1. Jeff Humphrey of Oak Harbor, regarding restrictions in the Oak Harbor Municipal Code on food trucks and trailers within the City limits.
2. Kim Ford of Oak Harbor, thanking City staff and particularly the Parks and Recreation Department Director Brian Smith for taking quick action regarding the condition of the Volunteer Park Softball Fields, and showing her daughters, both of whom addressed the Council at the March 19th meeting, civic action in process.
3. Nolan Saltonstall of Oak Harbor, regarding the Mr. Oak Harbor Royalty Court's activities in support of a Community Recreation Center. He noted good progress had been made and $200,000 had been received by the City towards a feasibility study, He also voiced support of a Performing Arts Center The Mr. Oak Harbor Royalty is planning a "take-over" fundraiser at Mod Pizza on April 11th.
Mayor Wright opened the floor for public comment on items not on the agenda or items on the consent agenda.

Hearing no one else with a desire to address the Council, the public comment period was closed.

4. CONSENT AGENDA

Consent Items

a. Approval of Minutes: City Council Meeting of March 19, 2024, and City Council Workshop of March 27, 2024
b. Approval of Payroll and Accounts Payable Vouchers
c. International Association of Firefighters (IAFF) Collective Bargaining Agreement (CBA) for the Oak Harbor Fire Department
d. Purchase Authorization – Police Fleet Vehicles
e. Resolution 24-14: Supporting the North Whidbey Pool, Park, and Recreation District request to place the formation of a Metropolitan Park District on an Island County Special Election Ballot
f. Appointment: Arts Commission, Position 4 – Valerie Steely
g. Appointment: Community Police Advisory Board, Position 1 – Melinda Buchanan
h. Appointment: Community Police Advisory Board, Position 2 – River Powers
i. Appointment: Community Police Advisory Board, Position 3 – Rachel Paul
j. Appointment: Community Police Advisory Board, Position 4 – Brian Hunt
k. Appointment: Marina Advisory Commission, Position 4 – Joshua Ray
l. Appointment: Marina Advisory Commission, Position 6 – Evan Kestenbaum
m. Appointment: Marina Advisory Commission, Position 7 – Louie Foster
n. Appointment: Parks and Recreation Advisory Commission, Position 6 – Stefanya Huerta
o. Appointment: Parks and Recreation Advisory Commission, Position 7 – Vicki Briggs
p. Appointment: Planning Commission, Position 2 – Kevin Wilson
q. Appointment: Marina Advisory Commission, Position 7 – Eddie Fry

Mayor Wright called for any changes to the consent agenda.

Councilmember Hoffmire noted he would recuse himself from voting on consent item 4.e.

Motion: Mayor Pro Tem Hizon moved to pull item 4 e. Resolution 24-14: Supporting the North Whidbey Pool, Park, and Recreation District request to place the formation of a Metropolitan Park District on an Island County Special Election Ballot. The motion was seconded by Councilmember Wiegenstein. The motion passed 5-0 with Councilmember Hoffmire recused.

Mayor Wright noted all other consent agenda items were approved as presented.

Motion: Mayor Pro Tem Hizon moved to approve consent agenda item 4. e., seconded by Councilmember Marshall. The vote on the motion passed 4-1 with Mayor Pro Tem Hizon and Councilmembers Armes, Wiegenstein and Marshall in favor, Councilmember Stucky against, and Councilmember Hoffmire recused.

5. MAYOR, COUNCIL & STAFF COMMENTS

a. Mayor's Comments

Mayor Wright provided the following comments:

• NE 7th Avenue Reconstruction: The City held a bid opening for the NE 7th Avenue Project earlier today. Staff will update us on the results of the bid opening once they have determined the lowest responsive and responsible bidder.
• Happy Spring from the Oak Harbor Garry Oak Society: Volunteers weeded and mulched the upper landscape beds in Smith Park this past Wednesday and shared photos with us.
• Boards & Commissions: The City has a number of volunteer positions to fill on our Historic Preservation, Civil Service, and Salary Commissions, LTAC, and Community and Police Advisory Board. See our website to apply.

• Now Hiring: The City has openings for employment in several areas. See our website for a complete listing and how to apply.
• Special Meetings – In addition to our regular Council meeting on April 16th and our Council workshop on April 24th, the City Council will be holding two special Council meetings in April.

The first will be on April 10th at 2:00 p.m. here in Council Chambers. The purpose of that special meeting is to discuss the Council's Overarching Priorities and how they relate to our budget planning. Deputy City Administrator Goldman has sent budget information to the Council in preparation for that meeting.

The second special meeting is a joint meeting with the Island County Board of Commissioners on April 23rd at 1:00 p.m. The purpose of the special meeting is to review and discuss land use policies and regulations of mutual interest. That special meeting will be held at the Whidbey Campus of Skagit Valley College, Room A306.

Both meetings are open to the public, but public comment will not be taken.

• Mayor's First 100 Days in Office Report: Mayor Wright noted his 100th day in office was fast approaching and that he is mindful every day of how the positive changes being made make for a better workplace and improved City operations and communication. To that end, he was pleased to announce that the City is welcoming Magi Aguilar to the Administration Team as Communications Officer. Magi is familiar to our community, having served the past two years as the Executive Director of the Greater Oak Harbor Chamber of Commerce. She will be joining us in May.

Mayor Wright noted that last month, he promoted Executive Services Administrator Sabrina Combs to Interim City Administrator in light of her extensive knowledge of the City, our community, and her broad government and public sector experience. Mayor Wright stated it was his distinct honor to seek Council's support of the first female person of color in the City Administrator role for the City of Oak Harbor.

b. Councilmembers

Councilmember Hoffmire thanked all who have volunteered to fill the open positions on the City's Boards and Commissions, and complimented Mayor Wright on the hiring of Magi Aguilar as Communications Officer.

Councilmember Stucky asked for information regarding food trucks, noting the public comment raised about their permitting. Principal Planner Kamak noted it was among the items Development Services Director Kuhl has on the Department's list of items they are working on and will provide an update at a future Council meeting.

6. PUBLIC HEARINGS & MEETINGS

a. Ordinance 1995: Budget Amendment #6 to the 2023-2024 Biennial Budget

Deputy City Administrator and Finance Director David Goldman presented the budget amendment. He explained the budget amendment was to account for previous approved bargaining agreements and a change in the non-represented healthcare and dental spouse/family share to conform with the bargaining agreements.

- City Council approved the Teamsters Collective bargaining agreement on January 16, 2024.
- City Council approved the Oak Harbor Police Association (OHPA) Commissioned and Non-Commissioned bargaining agreements on February 5, 2024.
- City Council approved the International Association of Firefighters (IAFF) bargaining agreement on April 2, 2024.

- Proposal to adjust the Employer/Employee Medical & Dental Family and Spouse cost share from the current 80%/20% to 90%/10% to match what has been included in the previously approved bargaining agreements.

Deputy City Administrator Goldman explained budget amendments increase the overall amount of a fund while Budget Adjustments transfer budget appropriations between accounts within the same fund. Budget Amendments require City Council approval. Budget Adjustments do not require City Council approval but are included in this agenda bill for information and discussion purposes.

2024 Adjustments and Amendments

$135,300 use of fund balance to adjust the following funds for the Teamsters Collective Bargaining Agreement:

- Fund 001 (General Fund) - $15,200
- Fund 101 (Streets Fund) - $8,700
- Fund 401 (Water Fund) - $8,700
- Fund 402 (Sewer Fund) - $15,300
- Fund 403 (Solid Waste Fund) - $54,500
- Fund 404 (Storm Drain Fund) - $13,100
- Fund 410 (Marina Fund) – $6,600
- Fund 501 (Vehicle Repair Fund) - $4,400
- Fund 510 (Shop Facility Fund) - $8,800

$263,000 use of fund balance to adjust the General Fund (Fund 001) for the Oak Harbor Police Association (OHPA) Commissioned and Non-Commissioned bargaining agreements.

$90,200 use of fund balance to adjust the General Fund (Fund 001) for the International Association of Firefighters (IAFF) bargaining agreement. $24,600 of Fire Levy Lift Property Tax proceeds to amend the General Fund (Fund 001) for the International Association of Firefighters (IAFF) bargaining agreement.

$48,400 use of fund balance to adjust the following funds to adjust the Employer/Employee Medical & Dental Family and Spouse cost share from the current 80%/20% to 90%/10% to match what has been included in the previously approved bargaining agreements:

- Fund 001 (General Fund) - $28,100
- Fund 129 (Senior Center Fund) - $1,800
- Fund 401 (Water Fund) - $900
- Fund 402 (Sewer Fund) - $1,800
- Fund 404 (Storm Drain Fund) - $1,100
- Fund 410 (Marina Fund) – $4,600
- Fund 510 (Shop Facility Fund) - $10,100

Mayor Wright opened the Public Hearing. He confirmed no public comments had been received and requested any public comments from those gathered. Hearing none, the Public Hearing was closed,

Councilmembers Hoffmire, Stucky, Marshall, Wiegenstein and Mayor Pro Tem Hizon provided their respective questions and comments.

At 6:46 p.m. Mayor Pro Tem Hizon requested a short break to review information in the meeting packet. Mayor Wright resumed the meeting at 6:53 p.m. and the Council continued their discussions.
Motion: Councilmember Wiegenstein moved to adopt Ordinance No. 1995 Budget Amendment #6 amending the 2023-24 Biennial Budget, adopting an up-dated wage and salary schedule and plan of

classification, and adjusting non-represented full-time employee dependent or family plan health and dental insurance cost shares. Councilmember Marshall seconded the motion, which passed unanimously.

b. Resolution 24-08: Authorizing the Surplus and Sale of Real Property – NE Goldie Street, Oak Harbor, Washington, which constitutes 3.39 acres and bears Assessor's Parcel Number R13326-009-2990

Economic Development Coordinator Steve McCaslin presented the resolution He explained the City purchased the property, identified as Parcel Number R13326-009-2990, in 1938 for public works' purposes. The City previously declared the Property to be surplus per Resolution 09- 01 but never completed sale of the Property.

The Public Works Department evaluation shows that there is no need for the Property for public works' purposes, and City staff has determined that the City has no other need for use of the Property.

This was previously presented to Council in the January 2024 Workshop.

Proposed Resolution 24-08 declares the property surplus. Per OHMC Section 1.30.010, the City completed a ten-day public notice.

Mayor Wright opened the public hearing and confirmed no public comments had been received. HE called for any public comments from those gathered. Hearing no comments, Mayor Wright closed the public hearing and called upon the Council for their questions and comments.

Councilmember Marshall provided his respective questions and comments.

Motion: Councilmember Stucky moved to approve Resolution 24-08, declaring the Goldie Road Property surplus, and authorize the Mayor to proceed with sale of the property through a sealed-bid process. Councilmember Wiegenstein seconded the motion, which passed unanimously.

7. ORDINANCES & RESOLUTIONS

a. Resolution 24-10: Washington State Recreation & Conservation Office grant applications

Grant Administrator Wendy Horn presented the resolution. She explained the Washington State Recreation Conservation Office (RCO) has 25 different grant programs that it administers. The programs range from salmon recovery, conservation and boating to parks, trails and a wide range of outdoor recreation activities. The application window is open for a number of these programs with the deadline for all of them being May 1, 2024. The Parks and Recreation Department is interested in applying for four programs this cycle.

The Community Outdoor Athletic Facilities grant program is new this year. The goal of this program is to improve meaningful access to athletic facilities for underserved communities statewide. There are two rounds of funding. The first will award $12 million in October 2024. The second will award another $12 million in July 2025. There is no local match requirement. Parks and Recreation is proposing to apply for $800,000 to build new pickleball courts in Oak Harbor.

The Youth Athletic Fields grant program funds projects to buy land, develop or renovate outdoor athletic facilities. The program will announce a preliminary ranked list for the $11.2 million in funding in late October 2024. There is a 40% match requirement. Parks and Recreation is proposing to apply for $800,000 for new pickleball courts in Oak Harbor. The department has identified several sources for the

match including the Community Outdoor Athletic Facilities grant, if awarded, REET, Park Impact Fees or General Fund.

The Land and Water Conservation Fund provides funding to preserve and develop outdoor recreation resources. The program will announce its preliminary ranked list for the $14 million in funding in late October 2024. There is a 50% match requirement with 10% required to be local funds. Parks and Recreation is proposing to apply for $900,000 to build an inclusive regional playground in Oak Harbor. The department has identified several sources for the match including fundraising, REET, Park Impact Fees and/or General Fund.

The Washington Wildlife and Recreation Program - Recreation Projects provides funding for a broad range of land protection and outdoor recreation activities. The program will announce its preliminary ranked list for the $45 million in funding in late October 2024. There is a 40% match requirement. Parks and Recreation is proposing to apply for $300,000 to improve the baseball fields at Windjammer Park. The matching funds would come from the Windjammer Fund.

Grant awards will be announced in October 2024. If the City makes the preliminary list for any of the grants, the Parks and Recreation Department will include the amount(s) in the 2025-2026 biennial budget that will be developed in fall 2024.

Mayor Wright confirmed no public comments have been received. and requested any public comments from those gathered. Hearing none, he turned to the Council for their comments.

Councilmembers Hoffmire, Stucky, and Marshall provided their respective questions and comments.

Motion: Councilmember Stucky moved to approve Resolution 24-10, authorizing the Mayor to sign a Recreation Conservation Office (RCO) Applicant Authorization Resolution for the COAF, YAF, LWCF and WWRP- Recreation grant programs. Councilmember Marshall seconded the motion, which passed unanimously.

8. CONTRACTS & AGREEMENTS

a. Bid Award – Ault Field Water Pump Station – Electrical System Replacement

Project Manager Brett Arvidson presented the item. He explained the City of Oak Harbor intends to rebuild the electrical system at the Ault Field Pump Station. This pump station is the main supply pump for the City's water system and is a key critical failure point for the City's water supply. The electrical system was originally constructed in the 1970's and the ancient system needs replacement.

On March 19th bids were opened for the project. The bid results are as follows:
1. Preferred Industrial Electric, Inc $407,306.55
2. Blue Mountain Electric, Inc $436,000.00

Engineers Estimate $450,000.00 Staff recommends awarding the contract to the low bidder Preferred Industrial Electric.

A portion of the work included in this contract is allocated to a capital project in the 2023-2024 Budget, the Ault Field Variable Frequency Drives (VFD) Replacements, with $100,000 allocated from the water fund.. After review of the system last year, and multiple discussions with the City Council, the project has completely changed in scope, and most of the electrical system, as well as the VFD's, are recommended to be replaced.

Per the City of Oak Harbor's Purchasing Policy Manual, the change order allowance is to be 20% of the construction cost or $100,000.00, whichever is less. In accordance with the manual, Staff requests City Council authorize a total change order allowance of $81,461.00.

Fund 431, Water Capital - $407,306.55. There are sufficient funds within the water fund balance. A future budget amendment will be presented upgrading the budget impacts.

Background information: August 15, 2023 – The City Council authorized the Mayor to sign the Professional Service Amendment No. 2 with Gray and Osborne, Inc. in the amount of $161,930.00, increasing the total consultant contract amount from $333,260.00 to $495,190.00 which included the design services for the Ault Field Project.

Mayor Wright confirmed no comments had been received and called for any comments from those in attendance. Hearing none, he requested Council comments.

Councilmembers Stucky, Hoffmire, Wiegenstein and Mayor Pro Tem Hizon provided their respective questions and comments.

Motion: Councilmember Hoffmire moved to authorize the Mayor to sign the contract for Ault Field water pump station electrical rehabilitation project the low bidder Preferred Industrial Electrical, Inc in the amount of $407,306.55 and authorize the Public Works Director to sign change orders up to $81,461.00 in Councilmember Marshall seconded the motion, which carried unanimously.

b. Professional Services Agreement with Kimley- Horn and Associates, Inc for Climate Change and Comprehensive Plan Update Services

Principal Planner Cac Kamak reviewed the Agreement. The City applied for and received two separate grants from the Department of Commerce to update the City Comprehensive Plan and plan for Climate Change. The grant amounts to $125,000 for the Comprehensive Plan and $150,000 for the Climate Change Element for a total of $275,000.

The City did a Request for Qualifications for these updates and received 10 interested consultant teams. A committee was formed that included City Council and Planning Commission members to review, evaluate, and select a consultant team. Six firms were interviewed and eventually Kimley-Horn was selected as the top candidate to head the Comprehensive Plan and Climate Element update. The scope of services and proposed budget was attached to the Professional Services Agreement (PSA).

Mayor Wright confirmed no public comments had been received in advance of the meeting. He requested any additional public comments from those gathered.

Councilmember Stucky provided his respective questions and comments.

Motion: Councilmember Marshall moved to authorize the Mayor to sign the contract to hire Kimley-Horn, LLC as the firm to update the City's Comprehensive Plan and incorporate Climate Change into the Plan. Councilmember Stucky seconded the motion, which passed unanimously.

9. OTHER ITEMS FOR CONSIDERATION

a. Opioids Settlement Update

Police Chief Tony Slowik provided a summary of distribution of funds coming to the City. Staff will bring action items to the Council at the April 16th meeting to approve distribution of Opioid Settlement Funds to purchase Naloxone for city fleet first aid kits and to police officers He noted that on February 29, 2024,

Island County Health Department provide Opioid Safety and Naloxone Training to city staff from Public Works, Parks, and Marina staff. The training covered proper use of personal protective equipment and safety around suspected opioid material and the application of Naloxone as a first aid tool to counter opioid exposure or overdoses. City Staff identified the need to outfit city fleet first aid kits with Naloxone. Chief Slowik reported there is no inventory of Naloxone owned by the City and Naloxone cannot be provided by Island County services.

Chief Slowik also reported on the Johnson & Johnson settlement agreement, which is a part of the One Washington MOU of which the City is a part. The participation form for this settlement is due to be submitted by May 11, 2024. Staff will bring this item to the April 16th meeting for Council approval.

Councilmembers Hoffmire and Stucky provided their respective questions and comments.

b. Law Enforcement Mental Health and Wellness Grants

Police Chief Slowik also presented information about newly available grant applications from the Department of Justice and regional training and support for officer psychological health and well-being, and resources for mental health providers for issues common to law enforcement officers and agencies. Staff will bring a request to approve grant applications to the Council at the April 16th meeting. The Police Department proposes to use any grant funds awarded under these programs to provide coaching and mentoring, in-person training, wellness options, peer support training, and coaching and mentoring certification.

Councilmember Marshall provided his respective questions and comments.

10. REPORTS & DISCUSSION ITEMS

None

11. EXECUTIVE SESSION

None.

Adjourn

Motion: There being no further business, Mayor Wright called for a motion to adjourn. Councilmember Marshall moved to adjourn, seconded by Councilmember Wiegenstein. The motion was approved by a unanimous vote, therefore the meeting adjourned at 7:41 p.m.

Certified by Julie Nester, City Clerk

Oak Harbor City Council
Special Workshop Meeting Minutes
April 10, 2024

This was both a physical meeting location and a virtual meeting. Meeting was viewable live via YouTube at www,youtube.com/cityofoakharbor, on Facebook, and on Cable Channel 10/HD 1090 following the meeting

CALL TO ORDER

Mayor Wright called the special workshop meeting to order at 2:00 p.m.

ROLL CALL

City Council Present:	Staff Present/Videoconference
Mayor Ronnie Wright	Interim City Administrator Sabrina Combs
Mayor Pro Tem Tara Hizon	Deputy City Admin. & Finance Dir. David Goldman
Councilmember Jim Woessner	Development Services Director David Kuhl
Councilmember Bryan Stucky	Parks and Recreation Director Brian Smith
Councilmember Shane Hoffmire	Parks and Recreation Supervisor Brandon Cable
Councilmember Eric Marshall	Police Chief Tony Slowik
Councilmember Christopher Wiegenstein	Interim Fire Chief Gordon Olson
Councilmember Barbara Armes	Central Services Manager Sandra Place
	Records Management Analyst Kim Perrine
	Executive Assistant Macalle Finkle
	City Clerk Julie Nester
	Also in attendance: City Attorney
	Hillary Evans of Kenyon Disend, PLLC

MAYOR

Mayor Wright welcomed all in attendance.

Mayor Wright explained the purpose of the special workshop was to review and discuss in more detail the overarching priorities determined by the City Council during their annual retreat meeting on February 12th and to examine these priorities in developing the 2024-2025 Biennial Budget.

Mayor Wright noted there were no items for action and public comment will not be taken.

ADMINISTRATION

a. City Council Overarching Priorities

Interim City Administrator Combs reviewed the compilation of the overarching priorities the City Council put forth at their February 12, 2024 Council retreat meeting.

Retreat Priority Vote Tallies

Of the 15 potential priorities identified, eight received the majority of support from City Council and the Leadership Team, noted by the placement of a sticker as a “vote” during the retreat.

Overarching Priorities
- Central Development Area (CDA) – 11 votes
- Marina – 10 votes
- Recreation/Pool/Civic Center – 10 votes
- Infrastructure Facilities Improvement – 10 votes
- Quality/Safety – 10 votes
- Housing – 6 votes
- Affordability – 6 votes
- Representative Form of Government – 6 votes

Ranking Priorities
The ranking of the eight overarching priorities by the City Council and City Leadership Team were divided into three categories, One, Two or Three. Interim Director Combs reviewed each of these, including sub-sets to be considered with each priority.

Ranking One
- Central Development Area (CDA)

An area of commercial development located in the downtown corridor between State Route 20 and the City of Oak Harbor Marina. Creating a connective and inviting downtown corridor for residents, businesses, and tourists.

- Infrastructure
- Market Analysis
- Design Guidelines
- Cohesive Connection between Downtown and the Waterfront
- Add Housing Supply and Increase Density
- Consider the building of a tourism-related venue as a potential revenue source for the City (hotel, convention center, mixed-use facility, etc.)

Ranking Two
- Marina

Develop the current City of Oak Harbor Marina into a destination location by addressing required dredging for larger vessels, making necessary repairs, enhancing and adding amenities, and pursuing the addition of other buildings to increase facility use.

- Draft a Marina Development Plan.
- Implementation of the Dredging Project with phases for dredging of the Marina, the channel, replacement of the breakwater and failing docks.
- Identify funding methods for the Marina Dredging project. Gain community support for Marina projects.
- Grow Marina usage for non-boaters by creating events and venues that attract both boaters an non-boaters to the Marina.
- Upgrade the Harbormasters office, restrooms, showers, and laundry facilities. Address boat storage needs and parking for increased use of the property.
- Identify transportation resources to move people between downtown and the Marina.
- Consider building a tourism-related venue as a potential revenue source.
- Identify recurring revenue sources outside of user fees (B&O funding for debt service)

• Recreation Center/Pool/Civic Center

Create a strategic plan for building a recreation center with indoor/outdoor amenities, including walking tracks, classrooms, sports recreation fields, pool for community use and increased tourism opportunities, and office space for staffing to support programs.

- Complete a feasibility study. Investigate funding sources.
- Identify building needs based on current facilities and potential site locations. Consider the addition of an EV Charging Station
    - Consider transition from current structures (i.e., The Center). Address inclusion for various age groups and cultures.
- Engagement with the community for needs assessment including input regarding priorities for spaces, programs, and potential funding sources.
- Provide multiple transportation options to meet community needs.
- Include security features for cameras, badge readers, and broadcast system for emergencies an lost child notices.
- Establish a cost recovery model to ensure sustainable operations.

• Infrastructure/Facilities Improvements

Identify necessary building improvements and options for short-term repairs and long-term replacement of the City Hall, Police Department, and The Center.

Future facility discussions must include plans for future City services and an increase in staffing to provide resources for residential growth. The plan needs to include funding of the Facility Replacement Fund (504), by using the facility evaluation as a baseline to understand potential funding requirements.

City Hall/Police Department (estimated $40-60 million)
Marina Projects (estimated $100 million)
Performing Arts Center (estimated $40-60 million)
Recreation Facility (estimated $60 million)

City Hall

This building was formerly the community library before being a shared City Hall and library and finally the City Hall building. It is more than sixty years old and has the needs of a building of that age, including the need for multiple repairs and facility challenges as an older building. The major systems, such as electrical, HVAC, roofs, windows, will all require replacement at some point.

The City needs to consider future options for housing City Hall staff because these buildings have potential safety and seismic standard concerns. Facilities staff is conducting limited (low cost) office improvements and basic repairs as the City starts the planning process for future replacement structures.

Items staff is currently working on:

- Procurement is working on ordering generators. There is a new state contract that is under review before we go out to bid. Generators should have EV charging capability.
- Consider the addition of an EV Charging Station
- Roof replacement is required. Need to determine a funding source and the type of roofing repair the City wants to complete.
- Consideration of building a new City Hall and requirements, including but not limited to space for additional staff, community space, larger Council Chambers with technology enhancements for meetings, Council office space, breakroom/workout room to address wellness needs for staff, parking for staff/community use, and security cameras/badging systems for staff safety. A new facility should be designed in a way to address serving the public.

Fire Department

- Building a second fire station
- Adding staff to improve response times
- Identify if there are any current or upcoming needs for the current fire station

The Center

- Procurement is working on ordering generators. There is a new state contract that is under review before we go out to bid.
- Generators should have EV charging capability.
- Roof was replaced in 2023.
- Additional facilities on the property require repairs/roof.
- Currently working on funding to address parking lot repairs.
- Considering new facility options as part of the plan for a Recreation Center and which services in this building and additional buildings on-site need to be included in the plans for the recreation center.
- Consider the addition of an EV Charging Station

Police Department

This facility is also nearing the end of its useful life cycle. This building requires multiple repairs and has several facility challenges as an older building. The major systems, such as electrical, HVAC, roofs, windows, will require replacement. The City needs to consider future options for housing Police Department staff because these buildings have potential safety and seismic standard concerns. Currently, staff is working to address roof replacement as a necessary repair. However, the City needs to determine a funding source and decide the type of roof replacement plan they want to use.

A new facility should be designed in a way to address serving the City for several decades, including but not limited to jail requirements/needs, space for staff growth, training, workout room/break rooms, storage, and community space.

- Procurement staff is working on ordering generators. There is a new state contract that is under review before we go out to bid.
- Generators should have EV charging capability.
- We might also consider the addition of an EV Charging Station.

Facility staff are currently addressing limited low-cost office improvements that provide basic repairs while the City starts the planning process to replace (or purchase) structures that will address future needs

• Quality/Safety

Improve the amenities and accessibility for the community while addressing the safety concerns of community members by increasing Police presence by adding more officers to the Police Department.

- Identify funding for more police officers.
- Look for creative ways to provide more police presence through technology opportunities.
- Research funding mechanisms for adding more police officers to the department.
- Continue to highlight and share the work our law enforcement staff are doing in our community.
- Work with legislators to increase regional training opportunities to increase the number of applicants for positions.
- Continue to keep competitive pay for officers.
- Restarting Citizen Academy and Police Advisory Board

.

Ranking Three

Housing
- Provide more workforce housing to increase affordable housing options for the community.
- Work with Legislators to address growth requirement impacts to Oak Harbor and to spread growth out evenly across Whidbey Island.
- Increase affordable housing options for individuals working in Oak Harbor

Affordability
- Reduce the cost impact to residents for utilities.
- Work with legislators to reduce the City's debt.
- Continue to educate customers about rate structures

Representative Form of Government
Council is discussing the options for changing government operations in the City of Oak Harbor. Currently the City has a strong Mayor form of government. Any changes would require a vote by registered voters in the City limits. Some of the options under consideration include:
- No changes – keep part-time strong Mayor.
- Increasing part-time Mayor to a full-time Mayor position
- Consider shifting to a City Manager/Council form of government

Tally Detail -
The voting tally of overarching priorities was as follows:
Central Development Area/Central Business District - 11
Marina - 10
Recreation Center/Pool/Civic Center - 10
Infrastructure/City Hall/Facilities - 10
Quality of Life/Safety - 10
Housing - 6
Affordability - 6
Representative Form of Government - 6
Increase Organization Efficiency - 4
Trail System/ATP - 4
Cost Recovery - 2
Utilities - 2
Economic Growth - 1
Sustainability - 1

Items noted during the discussion at the retreat meeting but not receiving a vote:
Expand City Boundary
Roads
Traffic Safety/Neighborhood

Mayor Pro Tem Hizon and Councilmembers Armes, Hoffmire, Stucky, Marshall, Wiegenstein and Woessner provided their respective questions and comments. The consensus of the Council was that they wished to see their past list of 32 more specific priorities reviewed and addressed in addition to their broader overarching priority goals from the last Council retreat meeting. The Council preferred a format in which they had more opportunity for discussion. Staff will schedule continued discussion for the April 24th Workshop.

FINANCE

a. City Council Financial Primer, Part 1 – Budget Process Overview

Deputy City Administrator and Finance Director Goldman presented the first in a series of budget primers designed to provide the Council with a working understanding of the City's budget and the role of budgeting in determining day to day operations, Capitol Planning and Comprehensive Plan development.

Overall Topics included:

Budget Overview
Budget Components
Biennial Budgeting Development Process
Fund Organization
Overall Budget Amounts
Budget Types
Advanced Budgeting Examples

Deputy City Administrator Goldman reviewed each component of the budgeting process.

Biennial Budget
- Operating expenses / public services
- Non-operating
- Capital
- Reserves
- Debt payments
- Two-year focus

Capital Improvement Program (CIP)
- Led by Development Services in conjunction with other departments
- Capital projects with value greater than $50,000
- Six-year focus
- First two years are included in the biennial budget

Two Documents Produced
- Preliminary Budget (Mayor's Proposed Budget)
- City Council's Adopted Budget

Budget Message (Transmittal Required by Law)
- Budget Highlights
- City Council Policy Direction & Goals (from retreat)
- Financial Management Policies Overview
- Budget Summary
- Long-term Capital Plan (the first two-years included in budget)
- Fund/Department Overviews
- Appendix (Glossary, Budget Ordinance, and Wage and Salary Schedule)

2025-2026 Biennial Budget Development Process – Council Interaction and Feedback and Calendar
City Council Priorities/Goals Discussion (February Retreat)
City Council Financial Primers (February – August Workshops)

Public Hearing: Revenue Projections for the Upcoming Biennial Budget (September. Must Be Done Prior to Adoption of Property Tax Levy - RCW 84.55.120)
Financial Status update (September)
Presentation of Mayor's Preliminary Budget Proposal (Sept. Workshop. By Oct. 7 – RCW 35.34.230)
Capital Project Presentations (September - October)
Filing of Mayor's Final Preliminary Budget with Council (By Nov. 1 – RCW 35.34.090)
Public Hearing: Adopt Property Tax levy and certification of levy for 2025 (By Nov. 30 – RCW 84.52.070))
Public Hearing: Preliminary Hearing on the Budget (By Dec. 7 - RCW 35.34.090)
Public Hearing: Adoption of the Budget (By Dec. 31 - RCW 35.34.110)

Biennial operating budgets should include appropriations for maintenance and replacement of the City's capital facilities and equipment to protect the City's capital investments and minimize future maintenance and replacement costs. On-going revenues will be sufficient to support on-going expenditure. A well-diversified and stable revenue system will be maintained to shelter public services from short-run fluctuations from a particular revenue source. One-time, limited, or indefinite revenues will be used for capital projects or one-time operating expenditures to ensure that no ongoing service program is unexpectedly lost when such revenues are reduced or discontinued.

Deputy City Administrator Goldman reviewed financial management policies and the various funds and uses of funds of the City.

Governmental Funds:
General Fund
Special Revenue
Debt Service
Capital Projects
Proprietary Funds
Enterprise
Internal Service

Councilmember Woessner and Mayor Pro Tem Hizon provided their respective questions and comments.

CITY COUNCIL

There were no additional comments from the Council.

ADJOURN

There being no further business, Mayor Wright adjourned the special workshop at 3:48 p.m.

Certified by Julie Nester, City Clerk

City of Oak Harbor
City Council Agenda Bill

Bill No. 4.b.
Date: April 16, 2024
Subject: Approval of Payroll and Accounts Payable Vouchers

FROM: **Finance - Accounts Payable, and Human Resources - Payroll**

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- Ronnie Wright, Mayor
- Sabrina Combs, Interim City Administrator
- David Goldman, Deputy City Administrator
- Hillary J. Evans, City Attorney, as to form

RECOMMENDED ACTION

Approval of Accounts Payable Vouchers and Payroll Checks - See Voucher numbers listed in attachments and Check numbers listed on the agenda bill. Oak Harbor Municipal Code Chapter 3.72 establishes procedures for claims (Vouchers) payment. The determination that supports the signature coversheets is attached. Claim coversheets will be provided prior to the City Council meeting for appropriate signatures.

BACKGROUND / SUMMARY INFORMATION

Accounts Payable

April 5, 2024

Checks 196236-196278 totaling $42,776.29 (Voucher List 4b)

April 3, 2024

Checks 196184-196235 totaling $152,188.66 (Voucher List 4a)

April 1, 2024

Check 117 totaling $52,506.84 (Voucher List 4a excise tax)

March 29, 2024

Checks 196134-196182 totaling $138,204.71 (Voucher List 3g)

Check 196183 totaling $197.50 (Voucher List 3g ahenry)

Payroll

Semi

Direct Deposit: #67891-68053 $408,192.41

Checks #103335-103341 $106,741.81

EFT #: 1719-1722 $151,905.23

$666,839.45

LEGAL AUTHORITY

FISCAL IMPACT

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

ATTACHMENTS

1. Voucher List 3g ahenry
2. Voucher List 3g
3. Voucher List 4a excise tax
4. Voucher List 4a
5. Voucher List 4b

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196183	3/29/2024	0009970 HENRY, ALYCE	032924		TRAVEL ADV: PER DIEM PACIFIC COAS	197.50
					Total :	**197.50**

1 Vouchers for bank code : bank **Bank total :** **197.50**

1 Vouchers in this report **Total vouchers :** **197.50**

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196134	3/29/2024	0009090 AMAZON CAPITAL SERVICES, INC	11QP-9K1M-DMTM		DOCUMENT FRAME	21.79
			13XF-FXRX-9J6M		LABEL TAPE	10.18
			16NJ-4QJ9-7YYW		CUBICAL NAME PLATE HOLDER	47.94
			1C6R-J3LT-DDNQ		FUMOTO F-104 ENGINE OIL DRAIN VAL	35.84
			1DTN-TLWT-DPTV		STREAMLIGHT RECHARGEABLE LONG	221.43
			1K9M-XQ9X-9DF9		METAL COMMERCIAL MOP HVY DTY	126.47
			1NQ6-RCWN-97RJ		6X9" FLYER/BROCHURE HOLDER WALI	-26.48
			1NT9-XCK4-FGFM		DRY ERASE BOARD	34.76
			1PYC-17H1-DQ1V		HITCH BALL 15K LBS	92.00
			1TJG-R3DT-CTVY		PENS, STAPLE REMOVER	44.33
					Total :	**608.26**
196135	3/29/2024	0000050 ARAMARK	6560352999		UNIFORM RENTAL	33.04
			6560353000		UNIFORM RENTAL	37.31
			6560353001		UNIFORM RENTAL	63.24
			6560353002		UNIFORM RENTAL	16.35
			6560353003		UNIFORM RENTAL	41.98
			6560353004		UNIFORM RENTAL	16.36
			6560353005		UNIFORM RENTAL	20.75
			6560353026		UNIFORM RENTAL	111.85
					Total :	**340.88**
196136	3/29/2024	0004019 ASSOCIATED PETROLEUM PRODUCTS	24-048570		DIESEL & GAS	6,590.13
					Total :	**6,590.13**
196137	3/29/2024	0001558 BOUND TREE MEDICAL, LLC	85288467		TRAUMA BAG SOFT PACK AMBULANCE	511.43
			85288468		HAND SANITIZER	11.66
			85289816		BP CUFF & BLADDER SIZE 11 ADULT	34.81
			85289817		HAND SANITIZER WATERLESS 4OZ BO	14.44
					Total :	**572.34**
196138	3/29/2024	0005027 BURT'S SAW & MOWER	4569510		WATER PUMP SEAL KIT: MARINA	138.65
					Total :	**138.65**
196139	3/29/2024	0011207 CARDIO PARTNERS, INC.	INV3370612		ELECTRODES ADULT/CHILD	676.90

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196139	3/29/2024	0011207 0011207 CARDIO PARTNERS, INC.	(Continued)		**Total :**	**676.90**
196140	3/29/2024	0005000 CASCADE FIRE & SAFETY	2667708		400138 US GAUGE PRESS	501.79
					Total :	**501.79**
196141	3/29/2024	0000150 CASCADE NATURAL GAS	36624000000		NATURAL GAS - FIRE DEPT	874.93
			80434000008		NATURAL GAS - PUBLIC WORKS	3,384.16
					Total :	**4,259.09**
196142	3/29/2024	0006009 CHICOBAG COMPANY	INV/2024/00471		VITA POLYESTER QUICK TURNSCREEI	2,239.43
					Total :	**2,239.43**
196143	3/29/2024	0010212 CIVICPLUS LLC	295789		AGENDA MEETING & ANNUAL FEE	17,651.66
					Total :	**17,651.66**
196144	3/29/2024	0010690 CLEARSTAR, INC	1481016		EMPLOYEE SCREENING	286.64
					Total :	**286.64**
196145	3/29/2024	0000222 CUSTOM ENGRAVING	24-128		2023 AWARD PLAQUES	212.55
					Total :	**212.55**
196146	3/29/2024	0000225 DAILY JOURNAL OF COMMERCE	3397514		7TH AVE RECONSTRUCTION	836.40
					Total :	**836.40**
196147	3/29/2024	0011122 DELAY, LAWRENCE CURT	032024		SERVICES FROM FEB-MAR 24	1,425.00
					Total :	**1,425.00**
196148	3/29/2024	0000937 FREIGHTLINER NORTHWEST	PC302168335:01		GASKET-SENDING UNIT, FUEL GAUGE	3.59
			PC302168465:01		TURBOCHARGER ACTUATOR KIT	352.82
			PC302168809:01		TURBOCHARGER ACTUATOR KIT	2,116.41
					Total :	**2,472.82**
196149	3/29/2024	0000344 GLOBAL INDUSTRIAL	121669721		WESCO BATTERY PWRD LIFT COUNTE	8,005.90
					Total :	**8,005.90**
196150	3/29/2024	0010907 GOLDMAN, DAVID	032824		TRAVEL REIMBURSEMENT: NLC CONG	414.50
					Total :	**414.50**

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196151	3/29/2024	0011349 HEARTS AND HAMMERS	03112024		REFUND KITCHEN DEPOSIT	75.00
					Total :	**75.00**
196152	3/29/2024	0001307 INSIGHT PUBLIC SECTOR	1101141295		GRAMMARLY BIZ TEAM LICENSE (1 YE	4,231.93
			1101145086		NUANCE DRAGON PROF SOFTWARE (	13,390.65
					Total :	**17,622.58**
196153	3/29/2024	0000411 ISLAND COUNTY TREASURER	021524		CRIME VICTIM ASSISTANCE FUNDS - C	75.37
					Total :	**75.37**
196154	3/29/2024	0008346 JENSEN, CYNDY	03262024		MARCH CLOGGING CLASS	45.90
					Total :	**45.90**
196155	3/29/2024	0011348 JONES, CALISTA	03252024		REFUND SPACE RENTAL FOR 4/6/24	240.00
					Total :	**240.00**
196156	3/29/2024	0009092 KELLEY CONNECT CO.	5582227		COPIER LEASE 020-0090527-006	996.83
			5585680		COPIER LEASE 020-0105359-001	187.16
			5585681		COPIER LEASE 020-0105359-002	205.86
					Total :	**1,389.85**
196157	3/29/2024	0000979 LES SCHWAB	41400713859		TR13 LOW PROFILE INDUSTRIAL/ATV T	50.12
					Total :	**50.12**
196158	3/29/2024	0006072 MASTER'S TOUCH, LLC	89120		MAILING SERVICES: LATE NOTICE	417.24
			89121		MAILING SERVICES: REG STMTS	3,256.18
			90240		MAILING SERVICES: LATE NOTICE	423.98
			90241		REGULAR STATEMENTS	1,950.73
			P89120		POSTAGE RECONCILIATION: PRESORT	565.03
			P89121		POSTAGE RECONCILIATION: PRESORT	3,125.15
			P90240		POSTAGE RECONCILIATION: PRESORT	591.00
			P90241		POSTAGE, REG STATEMENTS	3,144.97
					Total :	**13,474.28**
196159	3/29/2024	0000684 MINORITY & WOMEN'S BUSINESS, WASHINC	30314671		POLITICAL SUBDIVISION 2023-2025	1,320.70
					Total :	**1,320.70**
196160	3/29/2024	0007653 NORTH ISLAND MEDICAL	03192024		PT 12506 PRE-EMPLOYMENT VISIT	150.00

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196160	3/29/2024	0007653 0007653 NORTH ISLAND MEDICAL	(Continued)		**Total :**	**150.00**
196161	3/29/2024	0000672 OAK HARBOR ACE	360975		TID LIQ DETERGENT 92OZ/BUCKET/DL	54.45
			360989		VARNISH/SANDING DISK	33.77
					Total :	**88.22**
196162	3/29/2024	0000089 OWEN EQUIPMENT COMPANY	00114315		VMM 5 REPLACED & SYSTEM TESTED	2,286.43
					Total :	**2,286.43**
196163	3/29/2024	0008751 PACIFIC GOLF & TURF	P906890POR		DISK BRAKE CALIPER ASSY	765.30
					Total :	**765.30**
196164	3/29/2024	0011347 PRIMAC ELECTRIC LLC	5540		ELECTRICAL PANEL: EMPTY DATA CON	8,385.30
					Total :	**8,385.30**
196165	3/29/2024	0006866 PROTHMAN	2024-8623		32 HRS 3/2-3/15/24	3,840.00
					Total :	**3,840.00**
196166	3/29/2024	0000831 SIX ROBBLEES', INC	14P31785		18" GOODYEAR WIPER BLADES	27.03
					Total :	**27.03**
196167	3/29/2024	0000846 SOUND PUBLISHING, INC	WNT992703		CITY NOTICES	141.00
					Total :	**141.00**
196168	3/29/2024	0000860 STANDARD INSURANCE COMPANY	006070620001		INSURANCE PREMIUMS	183.13
					Total :	**183.13**
196169	3/29/2024	0000874 SURETY PEST CONTROL	247794527		MONTHLY PEST CONTROL	142.78
			247795250		MONTHLY PEST CONTROL	53.40
			247795252		MONTHLY PEST CONTROL	59.94
			247796441		MONTHLY PEST CONTROL	74.11
					Total :	**330.23**
196170	3/29/2024	0001053 TREASURER, WASHINGTON STATE	021524		STATE PORTION COURT FEE (FEBRUA	6,398.35
					Total :	**6,398.35**
196171	3/29/2024	0000926 USABLUEBOOK	INV00298549		ROTO FLOAT 30' SUSPENDED	406.52
			INV00301063		ASAHI 21 BALL VALVE X2.5" SOC TRUE	401.92

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196171	3/29/2024	0000926 0000926 USABLUEBOOK	(Continued)		**Total :**	**808.44**
196172	3/29/2024	0000932 VERIZON WIRELESS	9958672470		CURRENT WIRELESS CHARGES	9,312.68
					Total :	**9,312.68**
196173	3/29/2024	0003694 WA STATE RECYCLING ASSOC., (WSRA)	605		ANNUAL MEMBERSHIP DUES: SMALL C	300.00
					Total :	**300.00**
196174	3/29/2024	0001039 WESTERN TRUCK CENTER	026P55045		KIT FUEL FILTER/ELEMENT/DRAIN PLU	808.07
			026P55076		ELEMENT-FUEL/FUEL FILTER/OIL FILTE	673.72
			026P55086		REMAN SHOE KIT 23K LB RATING	657.81
					Total :	**2,139.60**
196175	3/29/2024	0000816 WEX BANK	95667036		FUEL PURCHASE	76.87
					Total :	**76.87**
196176	3/29/2024	0001000 WHIDBEY AUTO PARTS, INC.	1557-541907		VIRTUAL KIT/EMERG SVC ROTORS/DIS	220.34
			1557-542219		BFLUID DOT 3-32OZ	8.60
			1557-542287		NAPAGOLD OIL FILTER	29.82
			1557-542444		OIL FILTER	11.21
			1557-542980		OIL FIL (STOCK)	5.42
			1557-543103		OIL FIL (#73)	12.63
			1557-543166		GRSE/GUN (#73)	38.14
			1557-543377		OIL FILT (STOCK)	5.42
			1557-543453		LAMP	9.88
					Total :	**341.46**
196177	3/29/2024	0006151 WHIDBEY WEEKLY, LLC	17935		PRINT CHARGE: FIRE & LIFE SAFETY II	248.93
					Total :	**248.93**
196178	3/29/2024	0001005 WHIDBEYHEALTH MEDICAL CENTER	01282024		INMATE CARE C LEONARD	192.50
			02222024		INMATE CARE M ROLLAG	152.00
			02222024ED		M ROLLAG ED VISIT	1,031.00
			03022024		INMATE CARE Z EVERHART	192.50
			03032024		INMATE CARE S SALLAS	3,668.00
			03072024		INMATE CARE S SALLAS	265.00
			03072024A		INMATE CARE S SALLAS	96.50
			03122024		INMATE CARE C LEONARD	96.00

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196178	3/29/2024	0001005 0001005 WHIDBEYHEALTH MEDICAL CENTER	(Continued)		**Total :**	**5,693.50**
196179	3/29/2024	0011312 WRIGHT, RONNIE	032824		TRAVEL REIMBURSEMENT: 2024 NLC C	3,238.82
					Total :	**3,238.82**
196180	3/29/2024	0001061 XEROX CORPORATION	020856991		COPIER RENTAL EFQ-646127	306.46
					Total :	**306.46**
196181	3/29/2024	0010723 ZACHOR, STOCK & KREPPS INC	24-OAK-0003		MARCH 24 PROSECUTION SVCS	11,356.80
					Total :	**11,356.80**
196182	3/29/2024	0000355 ZIPLY FIBER	253-007-9244		CURRENT PHONE CHARGES	259.42
					Total :	**259.42**
49	**Vouchers for bank code :**	bank			**Bank total :**	**138,204.71**
49	**Vouchers in this report**				**Total vouchers :**	**138,204.71**

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
117	3/27/2024	0000960 REVENUE, WASHINGTON STATE DEPT OF	03/27/2024		EXCISE TAX	52,506.84
					Total :	**52,506.84**
1	**Vouchers for bank code :**	bank			**Bank total :**	**52,506.84**
1	**Vouchers in this report**				**Total vouchers :**	**52,506.84**

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196184	4/3/2024	0000029 ALL PHASE ELECTRIC SUPPLY	0952-1153307		GRD LKG CONN-NM L6-30C	1,096.30
					Total :	**1,096.30**
196185	4/3/2024	0000159 AT&T MOBILITY	28724947751X03242024		CURRENT WIRELESS CHARGES	91.25
					Total :	**91.25**
196186	4/3/2024	0004733 BARRON HEATING & AIR COND, INC	216275256		CONTROL BOARD ON ROOFTOP UNIT	1,483.76
					Total :	**1,483.76**
196187	4/3/2024	0000091 BENS CLEANER SALES, INC	348874		BULK CLEANING CHEMICAL	1,907.86
					Total :	**1,907.86**
196188	4/3/2024	0011352 BRUCE, CASEY	Ref000309465		UB Refund Cst #00163706	49.41
					Total :	**49.41**
196189	4/3/2024	0000157 CDW GOVERNMENT, INC	QD15088		TROY M404/428/406 MICR TONER	244.16
					Total :	**244.16**
196190	4/3/2024	0011351 CIRCUIT SOLUTIONS LLC	1915		INSTALL 12 STRAND FIBER OPTIC CAB	5,338.82
					Total :	**5,338.82**
196191	4/3/2024	0011279 CROSSROADS STRATEGIES LLC	10201329		MONTHLY CONSULTING FEE - APRIL 2(	7,000.00
					Total :	**7,000.00**
196192	4/3/2024	0010638 CYEMPTIVE TECHNOLOGIES, INC	49358		ANNUAL BARRACUDA EMAIL PROTECT	3,351.10
					Total :	**3,351.10**
196193	4/3/2024	0011285 DCG/WATERSHED, INC.	0053006C		FEASIBILITY/PRE-DESIGN/SURVEY/DE	8,484.75
			53739		EAST STORMWATER OUTFALL REPLAC	4,874.25
					Total :	**13,359.00**
196194	4/3/2024	0000247 DIAMOND SITE SERVICES	1-617711-28		PORTABLES CONSTRUCTION RENTAL	140.00
					Total :	**140.00**
196195	4/3/2024	0008160 EMERALD AUTO	551353		DETAIL: VEHICLE #53 CHEVY VAN UPL/	327.00
					Total :	**327.00**

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196196	4/3/2024	0010172 FERGUSON WATERWORKS	0035445		LFNP 2 009M2 CK1 & 2 REP KIT	575.46
					Total :	**575.46**
196197	4/3/2024	0002767 GATEWAY CONTROLS, INC	2024636		RECONNECTED NVR 2 CAMERA AT VO	366.24
					Total :	**366.24**
196198	4/3/2024	0000349 GRAINGER	9053295052		ROTATING SEWER NOZZLE SIZE 4.5 3(	168.73
					Total :	**168.73**
196199	4/3/2024	0008852 HUCKE, TALMON	03/21/2024		EXPENSE VOUCHER: CONTINUING ED	599.00
					Total :	**599.00**
196200	4/3/2024	0001307 INSIGHT PUBLIC SECTOR	1101149558		ADOBE ACROBAT PRO FOR TEAMS SU	15,937.39
					Total :	**15,937.39**
196201	4/3/2024	0000415 ISLAND DISPOSAL	8025927S144		DUMPSTER CHARGES - MARCH (ROLL	22,937.30
					Total :	**22,937.30**
196202	4/3/2024	0009395 LACROSS, JOAN	Ref000309466		UB Refund Cst #00168253	6.07
					Total :	**6.07**
196203	4/3/2024	0000979 LES SCHWAB	41400715712		THRUST ANGLE ALIGNMENT - DOMEST	125.34
					Total :	**125.34**
196204	4/3/2024	0010532 LEUTHE, WILLIAM	01/26/2024		EXPENSE VOUCHER: CDL PHYSICAL	110.00
					Total :	**110.00**
196205	4/3/2024	0000515 LOGGERS & CONTRACTORS, INC	82340		10143-4-4 1/4 MP X 1/4 H	92.98
					Total :	**92.98**
196206	4/3/2024	0011357 LOURDES OCCUPATIONAL HEALTH, CLINIC	182022		PHYSICAL PREPLACEMENT & AUDIOG	140.00
					Total :	**140.00**
196207	4/3/2024	0011354 MANNING, CARTER	Ref000309468		UB Refund Cst #00181326	215.62
					Total :	**215.62**
196208	4/3/2024	0009248 MECHE, WILLIAM OR RICHIE	Ref000309464		UB Refund Cst #00127109	177.00
					Total :	**177.00**

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196209	4/3/2024	0003610 MEYER SIGN COMPANY, INC	10065		INSTALLED 8QTY NEW 4'X6' ROAD SIG	4,360.00
					Total :	**4,360.00**
196210	4/3/2024	0008460 MOUNTAIN MIST	005916615		COOLER RENTAL BROV000000061466	18.12
					Total :	**18.12**
196211	4/3/2024	0005828 NATIONAL BUSINESS FURNITURE	MK603196-TDQ		EXECUTIVE DESK	1,478.80
			MK604402-TDQ		LATERAL FILE W/ LAMINATE TOP	985.55
					Total :	**2,464.35**
196212	4/3/2024	0000612 NELSON PETROLEUM	0859714-IN		MOBIL SHC 630M, PAIL 5GAL	614.62
					Total :	**614.62**
196213	4/3/2024	0007653 NORTH ISLAND MEDICAL	03182024		PT 9705 PRE-EMPLOYMENT MED EXAM	150.00
					Total :	**150.00**
196214	4/3/2024	0006855 NORTHWEST YACHTING MAGAZINE	81516		1/4 PAGE DISPLAY AD - APRIL 2024	777.00
					Total :	**777.00**
196215	4/3/2024	0000672 OAK HARBOR ACE	360648		1/8" X 3/4" BUTYL SEAL	8.71
			360660		ACETONE QT	13.16
			360663		FILM POLY BLK 4MIL 20X25	61.02
			360807		GLOVE ATLAS THERMA LARGE	9.36
			360938		SPRNG SNAP SS 7/16X0.66	19.61
			360997		FG SC EYE LRG 2X2 5/8 (TREE CITY US	10.89
			361006		NUTS & BOLTS	8.50
			361026		TAPE MOUNTING 1/2X80"	7.62
			361046		FACE SHIELD BLUE 1PK	65.37
			361049		SHAWS HANDLE W/ PAD	25.00
			361052		TAPE MOUNTING 1/2X80"	7.62
			361071		2.6OZ ULTRA ENGINE OIL	13.04
			361076		NYALOX WIRE WHEEL 120G	32.68
			361081		KATAPULT WIRE STIPPER	51.21
					Total :	**333.79**
196216	4/3/2024	0011324 PERISCOPE LEGAL	2		LEGAL SERVICES: PUBLIC DEFENSE F	19,890.00
					Total :	**19,890.00**

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196217	4/3/2024	0000724 PONY MAILING & BUSINESS CENTER	382088		MAILING SERVICES: UPS GROUND CO	88.56
					Total :	**88.56**
196218	4/3/2024	0000743 PUGET SOUND ENERGY	200003131170		ELECTRICITY/WELL #7	17.53
			200010549943		ELECTRICITY/WELL #6	17.53
					Total :	**35.06**
196219	4/3/2024	0002729 QUADIENT LEASING USA, INC	Q1252802		LEASE PAYMENT N19111291	868.41
					Total :	**868.41**
196220	4/3/2024	0011346 RH DRILLING & SERVICES INC.	1070		DECOMISSION WELL	30,743.45
					Total :	**30,743.45**
196221	4/3/2024	0000830 SIRENNET.COM	0274617		ASSY PCB WC I/O BOARD (P-18)	500.20
					Total :	**500.20**
196222	4/3/2024	0010732 SKAGIT REGIONAL HEALTH	600001785		PR DOT PHYSICAL - K SCHEER	110.00
					Total :	**110.00**
196223	4/3/2024	0000846 SOUND PUBLISHING, INC	WNT992499		CITY NOTICES: PRJT #ENG-10-02	621.00
					Total :	**621.00**
196224	4/3/2024	0005786 STOWES SHOES & CLOTHING	108661-21899		CLOTHING - KEEN UTILITY LOUISVILLE	166.11
			108661-37734		CLOTHING - RUGGED FLX RIGBY PANT	300.00
					Total :	**466.11**
196225	4/3/2024	0011353 SUMMIT FUNDING	Ref000309467		UB Refund Cst #00181127	158.30
					Total :	**158.30**
196226	4/3/2024	0009905 TOPCON SOLUTIONS, INC	INV276595		BLUE BEAM RENEWAL	2,986.62
					Total :	**2,986.62**
196227	4/3/2024	0009672 VARITECH INDUSTRIES, INC	IN060-1028463		400GAL TANK KIT CRITICAL SPOT SPR	2,358.14
					Total :	**2,358.14**
196228	4/3/2024	0011231 WELCH, RODNEY	24-10		INSPECTION & SAMPLE FEE: 1081 PIO	710.00
			24-11		INSPECTION & SAMPLE FEE: 1091 PIO	1,040.00

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196228	4/3/2024	0011231 0011231 WELCH, RODNEY	(Continued)		**Total :**	**1,750.00**
196229	4/3/2024	0001039 WESTERN TRUCK CENTER	026P55150		CAP RADIATOR 16 PSI	37.44
			026R266747		CAB & SHEET METAL MIS REPAIR (61B	1,635.40
					Total :	**1,672.84**
196230	4/3/2024	0001000 WHIDBEY AUTO PARTS, INC.	1557-543460		2020 MITSUBISHI OUTLANDER (12,18, 2	27.58
			1557-543486		OIL FILT (STOCK)	5.42
			1557-543647		TAP SOCKET ADAPTOR	48.90
			1557-543776		V-RIBBED BELT	70.50
					Total :	**152.40**
196231	4/3/2024	0001019 WILBUR-ELLIS COMPANY	16206035		PERF LONG DISTANCE 25-02-12 (50LB	4,572.77
					Total :	**4,572.77**
196232	4/3/2024	0001391 WINDERMERE	Ref000309463		UB Refund Cst #00124313	2.78
					Total :	**2.78**
196233	4/3/2024	0011356 WOOLARD, SUSAN	Ref000309470		UB Refund Cst #00184671	25.01
					Total :	**25.01**
196234	4/3/2024	0011355 WRIGHT, GARRETT/KRISTIE	Ref000309469		UB Refund Cst #00183833	110.58
					Total :	**110.58**
196235	4/3/2024	0000355 ZIPLY FIBER	360-279-9874		CURRENT PHONE CHARGES	125.36
			360-675-1568		CURRENT PHONE CHARGES	316.06
			360-679-1651		CURRENT PHONE CHARGES	77.34
					Total :	**518.76**

52 Vouchers for bank code : bank **Bank total :** **152,188.66**

52 Vouchers in this report **Total vouchers :** **152,188.66**

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196236	4/5/2024	0008737 NAVIA BENEFIT SOLUTIONS	04042024		NAVIA PROF SERV FEES - MARCH	200.00
					Total :	**200.00**
196237	4/5/2024	0005187 ALL AMERICAN GASKET, INC	18682		EPDM FULL FACE GASKET FOR PC	423.60
					Total :	**423.60**
196238	4/5/2024	0000050 ARAMARK	26274059		CUSTOM EMBROIDERY	140.50
					Total :	**140.50**
196239	4/5/2024	0010881 ASTOUND BUSINESS SOLUTIONS	128008701-0009913		INTERNET	807.84
			128008701-0010409		INTERNET	807.84
			128008701-0010518		INTERNET	807.64
			128008701-0010630		INTERNET	807.84
					Total :	**3,231.16**
196240	4/5/2024	0008588 BACKGROUND SOLUTIONS, LLC	24098		BACKGROUND ASSISTANT SOFTW	395.00
					Total :	**395.00**
196241	4/5/2024	0007807 BLIND ENTERPRISES	6878		5 MERROW VELCRO	37.50
					Total :	**37.50**
196242	4/5/2024	0011081 BRAVO, CINDY	03132024		MILEAGE FOR H.W. SUMMIT	93.80
					Total :	**93.80**
196243	4/5/2024	0003734 COACHMAN INN	1246		LODGING FOR NEW FIRE CHIEF (G	4,725.00
					Total :	**4,725.00**
196244	4/5/2024	0008263 CURTIS BLUE LINE	INV804576		LONG SLEEVE NAVY SHIRT	154.21
			INV805605		UNIFORM: T YATES	628.58
					Total :	**782.79**
196245	4/5/2024	0000273 EDGE ANALYTICAL, INC	23-22893		FLOURIDE ANALYSIS: AULT FIELD I	31.00
			23-29709		CHROMOGENIC SUBSTRATE TEST	168.00
			24-07547		CHROMOGENIC SUBSTRATE TEST	150.00
					Total :	**349.00**
196246	4/5/2024	0004508 FAKKEMA, RICHARD	03/28/2024		EXPENSE VOUCHER: HOME DEPO	113.01

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196246	4/5/2024	0004508 0004508 FAKKEMA, RICHARD	(Continued)		**Total :**	**113.01**
196247	4/5/2024	0000308 FEDEX	8-446-24554		EXPRESS SERVICES/LATE FEE	29.28
					Total :	**29.28**
196248	4/5/2024	0010172 FERGUSON WATERWORKS	0035502		2-1/2 FNST X 2-1/2 MIP SWVL ADPT	59.39
					Total :	**59.39**
196249	4/5/2024	0008880 FIZZ EVENTS, LLC	202405		RACE MANAGEMENT FEE - FEBRU	4,050.00
			202406		RACE MANAGEMENT FEE - MARCH	4,050.00
					Total :	**8,100.00**
196250	4/5/2024	0000326 FRONTIER BUILDING SUPPLY	1119375		1" HEM FL RD MOULDING	10.55
					Total :	**10.55**
196251	4/5/2024	0000329 GALLS	027332728		BLACK EAGLE TACTICAL 2.0 GTX H	217.62
					Total :	**217.62**
196252	4/5/2024	0000323 HD FOWLER COMPANY	I6646571		METER BOX FRAME & COVER	3,731.22
					Total :	**3,731.22**
196253	4/5/2024	0011027 HERSHMAN, NOMI	02282024		FEB ENHANCE FITNESS CLASSES	60.00
					Total :	**60.00**
196254	4/5/2024	0003095 HOME DEPOT CREDIT SERVICES	0094854		RETURN 16OZ MEDIUM BLACK	-13.52
			0094860		RETURN INV 623305 ITEMS/COUPL	-10.64
			1511176		MORTAR, BOW SHACKLE	31.46
			1523622		PAINT, PAINTING SUPPLIES	64.97
			1613840		SOUTH LOG BOOM REPAIR	36.05
			1620135		WATERPROOF STORAGE BIN	48.15
			1972768		GLUE FOR BREAKWATER	13.52
			2021553		SOUTH LOG BOOM REPAIR	1,648.71
			23617		SHOP TOOLS	133.87
			23618		SMALL SUPPLIES	439.20
			2523528		TOOL BAG, STORAGE BINS	79.46
			2611990		HEDGE TRIMMER	214.26
			2620024		EB ELEMENT	10.88
			2620075		ADHESIVE	40.81

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196254	4/5/2024	0003095 HOME DEPOT CREDIT SERVICES	(Continued)			
			3523420		SCREWS, SHELF BRACKETS, CLIP	76.65
			358382		PORTABLE BAND SAW	173.31
			3611946		SEALANT FOR ROOF, CAPS	36.62
			3611947		HAMMER HOLDER, APRON, MISC.	43.44
			3624982		TOOL BAG, GLOVES	80.46
			432548		8 DORM HEATER/FAN COMBOS	2,135.09
			4624011		2 WIRE LEVER NUT	15.19
			5080744		RETURN S. BREAKWATER SUPPLY	-59.03
			511246		CAULK, ADHESIVE	40.83
			523717		FP BALL VALVE	80.70
			6024038		MORTAR MIX, ELECTRIC HEAT CAE	422.60
			612140		CAULK, SEALANT, PENCILS	48.95
			623305		COUPLING & ADAPER, RETURN SA	10.64
			623343		CONTRACTOR BAGS, CORNER BR	45.26
			6510722		FORSTNER BIT	30.49
			6620552		BAG SUPPLIES, BREAKERS, OUTLI	94.72
			6624767		OUTLET TESTER, BREAKER, SCRE	100.33
			7620481		4" BATH FAUCET	38.13
			7620485		SUPPLY LINE	15.19
			9022608		MORTAR MIX X10, BUCKET	205.64
			9510498		PAINT	84.87
			9522907		HINGES	36.41
			973419		RIDGID 3 BLADE PLANER	467.61
			9902835		METER MAID ENDS/125V LOCKING	150.09
			9902861		RETURN 125V LOCKING CONNECT	-150.09
					Total :	**6,961.28**
196255	4/5/2024	0008578 HOSKENS, TERI	03282024		HEARTS & HAMMERS RENTAL MGM	100.00
					Total :	**100.00**
196256	4/5/2024	0010958 JONES, JAY	04/02/2024		PER DIEM: FIREARMS HANDGUN II	305.50
					Total :	**305.50**
196257	4/5/2024	0000494 LAKESIDE INDUSTRIES	263808		ANACORTES EZ STREET ASPHALT	362.92
					Total :	**362.92**

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196258	4/5/2024	0008926 LARSON, CARLY	03/12/2024		EXPENSE VOUCHER: AMAZON (PIE	75.03
					Total :	**75.03**
196259	4/5/2024	0000530 MAILLIARD'S LANDING NURSERY	327506		PREMIUM SOIL	18.49
			328656		GARDENING SOIL	25.56
			329159		YARD WASTE/TRASH	15.00
			329180		YARD WASTE/TRASH	15.00
			329207		YARD WASTE/TRASH	15.00
			329393		YARD WASTE/TRASH	12.00
					Total :	**101.05**
196260	4/5/2024	0011358 MCCALLUM, NANCY	04042024		REFUND SHEN YUN DAY TRIP	256.00
					Total :	**256.00**
196261	4/5/2024	0006189 NAVY FEDERAL CREDIT UNION	FIN4224NFCU		DUMPSTER REFUND: OUTSTANDIN	845.22
					Total :	**845.22**
196262	4/5/2024	0000672 OAK HARBOR ACE	361072		NUTS & BOLTS, ELECTRICAL SUPF	94.74
			361073		MINI WIRE BRUSHES	10.88
			361078		CM HEX TMPTRX FLDUP 8IN1	26.15
			361080		PUSH TEE 3/8 X 3/8" (DRIKING FOU	10.45
			361100		HOOP HARDWARE	157.74
			361157		CD DBL CRNR BRC 2 ZC	23.96
			361159		VARNISH VARTHANE GLS QT	48.42
			361163		EXTENSION CORD	130.79
					Total :	**503.13**
196263	4/5/2024	0005551 PAPE MACHINERY EXCHANGE	9098496		FUEL GAUGE KIT	601.79
					Total :	**601.79**
196264	4/5/2024	0003084 POLLARDWATER	WP050914		HYD MTR 2.5NST USG ALUM 1HDL	2,387.65
					Total :	**2,387.65**
196265	4/5/2024	0010722 RAY, DEVRI	02282024		FEB ENHANCE FITNESS CLASSES	180.00
					Total :	**180.00**
196266	4/5/2024	0008395 SHELLEY, JR, TIM	20240401		ONSITE SERVICES - MARCH	1,076.50

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196266	4/5/2024	0008395 0008395 SHELLEY, JR, TIM	(Continued)		**Total :**	**1,076.50**
196267	4/5/2024	0000822 SHRED-IT USA, INC	8006376685		SHREDDING SERVICES - CITY HAL	497.99
			8006376686		SHREDDING SERVICES - CITY HAL	597.87
			8006686584		SHREDDING SERVICES - CITY HAL	171.86
					Total :	**1,267.72**
196268	4/5/2024	0003883 STAPLES BUSINESS ADVANTAGE	6000861751		HP 305A BCMY TONER 4PK	554.69
			6000861753		REFUND: ARTICULATING TV WALL	-27.78
			6000861755		PREMIUM 1-HOLE PUNCH	14.12
			6000861757		ENVELOPE SECURITY GUM #10/OI	42.36
					Total :	**583.39**
196269	4/5/2024	0000863 STERKEL, TIMOTHY	04/02/2024		MEDICARE REIMBURSEMENT JAN-	524.10
					Total :	**524.10**
196270	4/5/2024	0009169 THOMAS, GERI	02292024		ISLAND CO., SKAGIT VALLEY RENT	110.00
			03282024		SKAGIT VALLEY & W.N. RAILROAD	40.00
					Total :	**150.00**
196271	4/5/2024	0000926 USABLUEBOOK	INV00307744		HACH DPD 1 FOR 10 ML 1000PK	291.05
					Total :	**291.05**
196272	4/5/2024	0000934 UTILITIES UNDERGROUND LOCATION	4030201		EXCAVATION NOTIFICATIONS FOR	211.20
					Total :	**211.20**
196273	4/5/2024	0010918 VETTESE, REBECCA J.	02282024Enhance		FEB ENHANCE FITNESS CLASSES	180.00
			02282024TaiChi		FEB TAI CHI CLASSES	210.00
					Total :	**390.00**
196274	4/5/2024	0000978 WALLACE, RICHARD	04/02/2024		LEOFF ONE MEDICARE CO-PAY JA	494.70
					Total :	**494.70**
196275	4/5/2024	0001052 WASHINGTON STATE PATROL	I2405546		BACKGROUND CHECKS - MARCH (	280.50
					Total :	**280.50**
196276	4/5/2024	0009906 WENDELL, GREG	04/03/2024		PER DIEM: WSNIA CONFERENCE	288.00

Bank code : bank

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
196276	4/5/2024	0009906 0009906 WENDELL, GREG	(Continued)		**Total :**	**288.00**
196277	4/5/2024	0002272 WHIDBEY GOLF & COUNTRY CLUB	04/04/2024		Q4 DRAINAGE AGREEMENT 56% S	1,406.03
					Total :	**1,406.03**
196278	4/5/2024	0000355 ZIPLY FIBER	360-240-0603		CURRENT PHONE CHARGES	79.20
			360-675-1447		CURRENT PHONE CHARGES	275.71
			360-679-4609		CURRENT PHONE CHARGES	79.20
					Total :	**434.11**
43	**Vouchers for bank code :**	bank			**Bank total :**	**42,776.29**
43	**Vouchers in this report**				**Total vouchers :**	**42,776.29**

City of Oak Harbor
City Council Agenda Bill

Bill No. 4.c.
Date: April 16, 2024
Subject: Johnson & Johnson Opioid Settlement Agreement

FROM: **Wendy Horn, Grants Administrator with Tony Slowik, Chief of Police**

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- ○ Ronnie Wright, Mayor
- ○ Sabrina Combs, Interim City Administrator
- ○ David Goldman, Deputy City Administrator
- ○ Hillary J. Evans, City Attorney, as to form

RECOMMENDED ACTION

I move to authorize the Mayor to sign the Opioid Settlement Participation Agreement for Johnson and Johnson committing the City to participate in this settlement.

BACKGROUND / SUMMARY INFORMATION

In September 2022, the City Attorney submitted signed paperwork to participate in the One Washington Opioid Settlement. The City received the Memorandum of Understanding (MOU) outlining the requirements to the One Washington settlement along with stated amounts for each participating county and city.

The WA State Attorney General's office announced five new settlements with companies Teva, Allergan, Walgreens, Walmart and CVS in February 2023. The AG's office is requesting all qualifying cities to sign and submit participation forms for these new settlements by April 18, 2023.

These settlements range from five years to 15 years. Oak Harbor's percentage of the settlements is similar to the first distributor settlement. The City approved signing the agreement for these additional settlements at the March 21, 2023 City Council meeting.

In January, the State Attorney General's office announced the State had settled with Johnson and Johnson regarding its opioid case. The Attorney General has since sent guidance to all cities and counties in Washington with a May 11, 2024, deadline to sign on to the agreement.

The settlement will provide Oak Harbor with a similar percentage as the other settlements the City is currently a part of.

LEGAL AUTHORITY

FISCAL IMPACT
If all cities and counties sign onto the agreement, Oak Harbor will receive approximately $1,184,503 in June-July 2024. This revenue has restricted uses which will be outlined in the presentation.

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT
April 19, 2022, the Council authorized the Mayor to sign the One Washington MOU between Washington Municipalities regarding the Opioid Settlement. The MOU was signed and submitted through the City Attorney.

September 20, 2022, the Council authorized the Mayor to sign the Participation Form and the Allocation Agreement. The form and agreement were signed and submitted through the City Attorney.

January 17, 2023, the Council authorized the Mayor to sign the North Sound Regional Opioid Abatement Council Agreement as part of the One Washington Opioid Settlement Memorandum of Understanding.

At the March 21, 2023 City Council meeting, the City Council approved participation in the next five settlements.

On April 2, 2024, Chief Tony Slowik provided an update on the uses of opioid funds and briefed the City Council on the new Johnson and Johnson settlement.

ATTACHMENTS
1. Johnson & Johnson Presentation
2. Johnson & Johnson Settlement Agreement
3. J&J Settlement Participation Form

JOHNSON & JOHNSON OPIOID SETTLEMENT

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

City Council Meeting
04/16/2024

J & J SETTLEMENT

- January 24, 2024
- Part of the One Washington MOU
- Johnson & Johnson settlement
- $149.5 million State
  - Half to State
  - Half to Counties & Cities

Washington State
Office of the Attorney General

CITY OF OAK HARBOR

- April 2022, City Council approved participation in One Washington Opioid Settlement
- September 2022, City Council approved participation in Distributors Settlement
- January 2023, City Council approved agreement with the North Sound Regional Opioid Abatement Council as part of the One Washington agreement
- March 2023, City Council approved participation in the next five settlements with the retailers

J & J SETTLEMENT

- Participation Form due May 11, 2024
- Uses are restricted
  - Same as other settlements
- Percentage is same
- Payment in full in 2024

RECOMMENDED ACTION

Motion to authorize the Mayor to sign the State of Washington Opioid Settlement Participation Form and Allocation Agreement.

JANSSEN WASHINGTON STATE-WIDE OPIOID SETTLEMENT AGREEMENT

I. Overview

This settlement agreement (the "*Agreement*") sets forth the terms and conditions of a settlement agreement between and among Janssen, the State of Washington, and Participating Subdivisions (as those terms are defined below). Janssen has agreed to the below terms for the sole purpose of settlement, and nothing herein may be taken as or construed to be an admission or concession of any violation of law, rule, or regulation, or of any other matter of fact or law, or of any liability or wrongdoing, all of which Janssen expressly denies. No part of this Agreement, including its statements and commitments, shall constitute evidence of any liability, fault, or wrongdoing by Janssen. Unless the contrary is expressly stated, this Agreement is not intended for use by any third party for any purpose, including submission to any court for any purpose.

II. Definitions

Unless otherwise specified, the following definitions apply:

1. "*Agreement*" means this agreement as set forth above, inclusive of all exhibits.

2. "*Alleged Harms*" means the alleged past, present, and future financial, societal, and related expenditures arising out of the alleged misuse and abuse of opioid products, that have allegedly been caused by Janssen.

3. "*Attorney*" means any of the following retained through a legal contract: a solo practitioner, multi-attorney law firm, or other legal representative of a Participating Subdivision.

4. "*Claim*" means any past, present or future cause of action, claim for relief, cross-claim or counterclaim, theory of liability, demand, derivative claim, request, assessment, charge, covenant, damage, debt, lien, loss, penalty, judgment, right, obligation, dispute, suit, contract, controversy, agreement, *parens patriae* claim, promise, performance, warranty, omission, or grievance of any nature whatsoever, whether legal, equitable, statutory, regulatory or administrative, whether arising under federal, state or local common law, statute, regulation, guidance, ordinance or principles of equity, whether filed or unfiled, whether asserted or unasserted, whether known or unknown, whether accrued or unaccrued, whether foreseen, unforeseen or unforeseeable, whether discovered or undiscovered, whether suspected or unsuspected, whether fixed or contingent, and whether existing or hereafter arising, in all such cases, including but not limited to any request for declaratory, injunctive, or equitable relief, compensatory, punitive, or statutory damages, absolute liability, strict liability, restitution, subrogation, contribution, indemnity, apportionment, disgorgement, reimbursement, attorney fees, expert fees, consultant fees, fines, penalties, expenses, costs or any other legal, equitable, civil, administrative, or regulatory remedy whatsoever.

5. "*Claim Over*" means a Claim asserted by a Non-Released Entity against a Released Entity on the basis of contribution, indemnity, or other claim-over on any theory relating to a Non-Party Covered Conduct Claim asserted by a Releasor.

6. "*Compensatory Restitution Amount*" means the aggregate amount of payments by Janssen hereunder other than amounts used for attorneys' fees and costs.

7. "*Consent Judgment*" means a consent judgment in the form attached as Exhibit E.

8. "*Court*" means the court to which the Agreement and the Consent Judgment are presented for approval and/or entry.

9. "*Covered Conduct*" means any actual or alleged act, failure to act, negligence, statement, error, omission, breach of any duty, conduct, event, transaction, agreement, misstatement, misleading statement or other activity of any kind whatsoever from the beginning of time through the Effective Date (and any past, present, or future consequence of any such act, failure to act, negligence, statement, error, omission, breach of duty, conduct, event, transaction, agreement, misstatement, misleading statement or other activity) relating in any way to (a) the discovery, development, manufacture, packaging, repackaging, marketing, promotion, advertising, labeling, recall, withdrawal, distribution, delivery, monitoring, reporting, supply, sale, prescribing, dispensing, physical security, warehousing, use or abuse of, or operating procedures relating to any Product, or any system, plan, policy, or advocacy relating to any Product or class of Products, including but not limited to any unbranded promotion, marketing, programs, or campaigns relating to any Product or class of Products; (b) the characteristics, properties, risks, or benefits of any Product; (c) the reporting, disclosure, non-reporting or non-disclosure to federal, state or other regulators of orders for any Product placed with any Released Entity; (d) the selective breeding, harvesting, extracting, purifying, exporting, importing, applying for quota for, procuring quota for, handling, promoting, manufacturing, processing, packaging, supplying, distributing, converting, or selling of, or otherwise engaging in any activity relating to, precursor or component Products, including but not limited to natural, synthetic, semi-synthetic or chemical raw materials, starting materials, finished active pharmaceutical ingredients, drug substances, or any related intermediate Products; or (e) diversion control programs or suspicious order monitoring related to any Product.

10. "*Effective Date*" means January 22, 2024.

11. "*Janssen*" means Johnson & Johnson, Johnson & Johnson Innovative Medicine, Janssen Pharmaceuticals, Inc., Ortho-McNeil-Janssen Pharmaceuticals, Inc., and Janssen Pharmaceutica, Inc.

12. "*Litigating Subdivision*" means a Subdivision (or Subdivision official asserting the right of or for the Subdivision or the State to recover for alleged harms to the Subdivision, the State, and/or the people thereof) that brought any Released Claims against any Released Entity on or before the Effective Date that were not separately

resolved prior to that date. A list of all Litigating Subdivisions known to the Parties is included in Exhibit F hereto.

13. "*Net Settlement Amount*" means the amount paid by Janssen into the Settlement Fund under subsection V.C. For the avoidance of doubt, the Net Settlement Amount does not include amounts paid for State Outside and Inside Counsel Fees and Costs pursuant to subsection IX.A.

14. "*Non-Litigating Subdivision*" means a Subdivision that is not a Litigating Subdivision.

15. "*Non-Party Covered Conduct Claim*" means a Claim against any Non-Released Entity involving, arising out of, or related to Covered Conduct (or conduct that would be Covered Conduct if engaged in by a Released Entity).

16. "*Non-Party Settlement*" means a settlement by any Releasor that settles any Non-Party Covered Conduct Claim and includes a release of any Non-Released Entity.

17. "*Non-Released Entity*" means an entity that is not a Released Entity.

18. "*Opioid Remediation*" means care, treatment, and other programs and expenditures (including reimbursement for past such programs or expenditures except where this Agreement restricts the use of funds solely to future Opioid Remediation) designed to (1) address the misuse and abuse of opioid products, (2) treat or mitigate opioid use or related disorders, or (3) mitigate other alleged effects of the opioid abuse crisis, including on those injured as a result of the opioid abuse crisis. Exhibit J provides a non-exhaustive list of expenditures that qualify as being paid for Opioid Remediation. Qualifying expenditures may include reasonable related administrative expenses.

19. "*Participating Subdivision*" means a Subdivision that meets the requirements for becoming a Participating Subdivision under Section VII.

20. "*Parties*" means Janssen and the State of Washington (each, a "*Party*").

21. "*Product*" means any chemical substance, whether used for medicinal or non-medicinal purposes, and whether natural, synthetic, or semi-synthetic, or any finished pharmaceutical product made from or with such substance, that is an opioid or opiate, as well as any product containing any such substance. It also includes: 1) the following when used in combination with opioids or opiates: benzodiazepine, carisoprodol, zolpidem, or gabapentin; and 2) a combination or "cocktail" of any stimulant or other chemical substance prescribed, sold, bought, or dispensed to be used together that includes opioids or opiates. For the avoidance of doubt, "Product" does not include benzodiazepine, carisoprodol, zolpidem, or gabapentin when not used in combination with opioids or opiates. "Product" includes but is not limited to any substance consisting of or containing buprenorphine, codeine, fentanyl, hydrocodone, hydromorphone, meperidine, methadone, morphine, naloxone,

naltrexone, oxycodone, oxymorphone, tapentadol, tramadol, opium, heroin, carfentanil, any variant of these substances, or any similar substance. "Product" also includes any natural, synthetic, semi-synthetic or chemical raw materials, starting materials, finished active pharmaceutical ingredients, drug substances, and any related intermediate products used or created in the manufacturing process for any of the substances described in the preceding sentence.

22. "*Released Claims*" means any and all Claims that directly or indirectly are based on, arise out of, or in any way relate to or concern the Covered Conduct occurring prior to the Effective Date. Without limiting the foregoing, "Released Claims" include any Claims that have been asserted against the Released Entities by the State or any of its Litigating Subdivisions in any federal, state or local action or proceeding (whether judicial, arbitral, or administrative) based on, arising out of or relating to, in whole or in part, the Covered Conduct, or any such Claims that could be or could have been asserted now or in the future in those actions or in any comparable action or proceeding brought by the State, any of its Subdivisions, or any Releasors (whether or not such State, Subdivision, or Releasor has brought such action or proceeding), provided the Covered Conduct occurs prior to the Effective Date. Released Claims also include all Claims asserted in any proceeding to be dismissed pursuant to the Agreement, whether or not such claims relate to Covered Conduct, provided the Covered Conduct occurs prior to the Effective Date. The Parties intend that "Released Claims" be interpreted broadly. This Agreement does not release Claims by private individuals. It is the intent of the Parties that Claims by private individuals be treated in accordance with applicable law. Released Claims is also used herein to describe Claims brought by a Subdivision or other non-party Subdivision after the Effective Date that would have been Released Claims if they had been brought by a Releasor against a Released Entity.

23. "*Released Entities*" means Janssen and (1) all of Janssen's past and present direct or indirect parents, subsidiaries, divisions, predecessors, successors, assigns, including Noramco, Inc. and Tasmanian Alkaloids PTY. LTD.; (2) the past and present direct or indirect subsidiaries, divisions, and joint ventures, of any of the foregoing; (3) all of Janssen's insurers (solely in their role as insurers with respect to the Released Claims); (4) all of Janssen's, or of any entity described in subsection (1), past and present joint ventures; and (5) the respective past and present officers, directors, members, shareholders (solely in their capacity as shareholders of the foregoing entities), partners, trustees, agents, and employees of any of the foregoing (for actions that occurred during and related to their work for, or employment with, Janssen). Any person or entity described in subsections (3)-(5) shall be a Released Entity solely in the capacity described in such clause and shall not be a Released Entity with respect to its conduct in any other capacity. For the avoidance of doubt, the entities listed in Exhibit D are not Released Entities; and provided further that any joint venture partner of Janssen or Janssen's subsidiary is not a Released Entity unless it falls within subsections (1)-(5) above. A list of Janssen's present subsidiaries and affiliates is attached as Exhibit G. Janssen's predecessor entities include but are not limited to those entities listed on Exhibit A. For the avoidance of

doubt, any entity acquired, or joint venture entered into, by Janssen after the Effective Date is not a Released Entity.

24. "*Releasors*" means (1) the State; (2) each Participating Subdivision; and (3) without limitation and to the maximum extent of the power of the State's Attorney General and/or Participating Subdivision to release the Claims, (a) the State's and Participating Subdivision's departments, agencies, divisions, boards, commissions, Subdivisions, districts, instrumentalities of any kind and attorneys, including its Attorney General, and any person in their official capacity whether elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, (b) any public entities, public instrumentalities, public educational institutions, unincorporated districts, fire districts, irrigation districts, water districts, law enforcement districts, emergency services districts, school districts, hospital districts and other Subdivisions in the State, and (c) any person or entity acting in a *parens patriae*, sovereign, quasi-sovereign, private attorney general, qui tam, taxpayer, or other capacity seeking relief on behalf of or generally applicable to the general public with respect to the State or Subdivision in the State, whether or not any of them participate in the Agreement. The inclusion of a specific reference to a type of entity in this definition shall not be construed as meaning that the entity is not a Subdivision. In addition to being a Releasor as provided herein, a Participating Subdivision shall also provide the Settlement Participation Form referenced in Section VII providing for a release to the fullest extent of the Participating Subdivision's authority, which shall be attached as an exhibit to the Agreement. The State's Attorney General represents that he or she has or has obtained the authority set forth in the Representation and Warranty subsection of Section IV.

25. "*Settlement Fund*" means the interest-bearing fund established under the Agreement into which all Net Settlement Amount payments by Janssen are made.

26. "*Settlement Fund Administrator*" means the entity that calculates the allocation of payments under Section VI of this Agreement, and administers and distributes amounts from the Settlement Fund. A detailed description of the Settlement Fund Administrator's duties, including a detailed mechanism for paying the Settlement Fund Administrator's fees and costs, shall be appended to the Agreement as Exhibit I.

27. "*Settlement Participation Form*" means the form attached as Exhibit B that Participating Subdivisions must execute and return to Janssen and the State of Washington, and which shall (1) make such Participating Subdivisions signatories to this Agreement, (2) include a full and complete release of any and of such Subdivision's claims, and (3) require the prompt dismissal with prejudice of any Released Claims that have been filed by any such Participating Subdivision.

28. "*Special District*" means a formal and legally recognized sub-entity of the State that is authorized by State law to provide one or a limited number of designated

functions, including but not limited to school districts, fire districts, healthcare & hospital districts, and emergency services districts.

29. "*State*" means the State of Washington.

30. *"State Outside and Inside Counsel Fees and Costs"* means fees and costs of the Washington Attorney General's Office and State Outside Counsel.

31. "*State Outside Counsel*" means Nix Patterson, LLP and Whitten Burrage, who were engaged by the Washington Attorney General's Office for *State of Washington v. Johnson & Johnson, et al.*, King County Superior Court, Cause No. 20-2-00184-8SEA.

32. "*Subdivision*" means a formal and legally recognized sub-entity of the State that provides general governance for a defined area, including a county, city, town, village, or similar entity. Unless otherwise specified, "Subdivision" includes all functional counties and other functional levels of sub-entities of the State that provide general governance for a defined area. Historic, non-functioning sub-entities of the State are not Subdivisions, unless the entity has filed a lawsuit that includes a Released Claim against a Released Entity in a direct, *parens patriae*, or any other capacity. For purposes of this Agreement, the term Subdivision also includes Special Districts.

III. Injunctive Relief

As part of the Consent Judgment, the Parties agree to the injunctive relief terms attached as Exhibit C.

IV. Release

A. *Scope*. As of the Effective Date, the Released Entities will be released and forever discharged from all of the Releasors' Released Claims. The State of Washington (for itself and its Releasors) and each Participating Subdivision (for itself and its Releasors) will, on or before the Effective Date, absolutely, unconditionally, and irrevocably covenant not to bring, file, or claim, or to cause, assist in bringing, or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Released Claims against any Released Entity in any forum whatsoever. The releases provided for in the Agreement are intended by the Parties to be broad and shall be interpreted so as to give the Released Entities the broadest possible bar against any liability relating in any way to Released Claims and extend to the full extent of the power of the State and its Attorney General to release claims. The Release shall be a complete bar to any Released Claim.

B. *Claim Over and Non-Party Settlement*.

1. *Statement of Intent.* It is the intent of the Parties that:

a. Released Entities should not seek contribution or indemnification (other than pursuant to an insurance contract) from other parties for their payment obligations under this Agreement;

b. The payments made under this Agreement shall be the sole payments made by the Released Entities to the Releasors involving, arising out of, or related to Covered Conduct (or conduct that would be Covered Conduct if engaged in by a Released Entity);

c. Claims by Releasors against non-Parties should not result in additional payments by Released Entities, whether through contribution, indemnification or any other means; and

d. The Agreement meets the requirements of the Uniform Contribution Among Joint Tortfeasors Act and any similar state law or doctrine that reduces or discharges a released party's liability to any other parties.

e. The provisions of this subsection IV.B are intended to be implemented consistent with these principles. This Agreement and the releases and dismissals provided for herein are made in good faith.

2. *Contribution/Indemnity Prohibited*. No Released Entity shall seek to recover for amounts paid under this Agreement based on indemnification, contribution, or any other theory from a manufacturer, pharmacy, hospital, pharmacy benefit manager, health insurer, third-party vendor, trade association, distributor, or health care practitioner, provided that a Released Entity shall be relieved of this prohibition with respect to any entity that asserts a Claim-Over against it. For the avoidance of doubt, nothing herein shall prohibit a Released Entity from recovering amounts owed pursuant to insurance contracts.

3. *Non-Party Settlement*. To the extent that, on or after the Effective Date, any Releasor enters into a Non-Party Settlement, including in any bankruptcy case or through any plan of reorganization (whether individually or as a class of creditors), the Releasor will include (or in the case of a Non-Party Settlement made in connection with a bankruptcy case, will cause the debtor to include), unless prohibited from doing so under applicable law, in the Non-Party Settlement a prohibition on contribution or indemnity of any kind substantially equivalent to that required from Janssen in subsection IV.B.2, or a release from such Non-Released Entity in favor of the Released Entities (in a form equivalent to the releases contained in this Agreement) of any Claim-Over. The obligation to obtain the prohibition and/or release required by this subsection is a material term of this Agreement.

4. *Claim-Over*. In the event that any Releasor obtains a judgment with respect to Non-Party Covered Conduct against a Non-Released Entity that does not contain a prohibition like that in subsection IV.B.3, or any Releasor files a Non-Party Covered Conduct Claim against a Non-Released Entity in bankruptcy or a Releasor is prevented for any reason from obtaining a prohibition/release in a Non-Party

Settlement as provided in subsection IV.B.3, and such Non-Released Entity asserts a Claim-Over against a Released Entity, that Releasor and Janssen shall take the following actions to ensure that the Released Entities do not pay more with respect to Covered Conduct to Releasors or to Non-Released Entities than the amounts owed under this Agreement by Janssen:

a. Janssen shall notify that Releasor of the Claim-Over within thirty (30) days of the assertion of the Claim-Over or thirty (30) days of the Effective Date of this Agreement, whichever is later;

b. Janssen and that Releasor shall meet and confer concerning the means to hold Released Entities harmless and ensure that it is not required to pay more with respect to Covered Conduct than the amounts owed by Janssen under this Agreement;

c. That Releasor and Janssen shall take steps sufficient and permissible under the law of the State of the Releasor to hold Released Entities harmless from the Claim-Over and ensure Released Entities are not required to pay more with respect to Covered Conduct than the amounts owed by Janssen under this Settlement Agreement. Such steps may include, where permissible:

(1) Filing of motions to dismiss or such other appropriate motion by Janssen or Released Entities, and supported by Releasors, in response to any claim filed in litigation or arbitration;

(2) Reduction of that Releasor's Claim and any judgment it has obtained or may obtain against such Non-Released Entity by whatever amount or percentage is necessary to extinguish such Claim-Over under applicable law, up to the amount that Releasor has obtained, may obtain, or has authority to control from such Non-Released Entity;

(3) Placement into escrow of funds paid by the Non-Released Entities such that those funds are available to satisfy the Claim-Over;

(4) Return of monies paid by Janssen to that Releasor under this Settlement Agreement to permit satisfaction of a judgment against or settlement with the Non-Released Entity to satisfy the Claim-Over;

(5) Payment of monies to Janssen by that Releasor to ensure it is held harmless from such Claim-Over, up to the amount that Releasor has obtained, may obtain, or has authority to control from such Non-Released Entity;

(6) Credit to Janssen under this Settlement Agreement to reduce the overall amounts to be paid under the Settlement Agreement such that it is held harmless from the Claim-Over; and

(7) Such other actions as that Releasor and Janssen may devise to hold Janssen harmless from the Claim Over.

d. The actions of that Releasor and Janssen taken pursuant to paragraph (c) must, in combination, ensure Janssen is not required to pay more with respect to Covered Conduct than the amounts owed by Janssen under this Settlement Agreement.

e. In the event of any dispute over the sufficiency of the actions taken pursuant to paragraph (c), that Releasor and Janssen may seek review by the court that enters the Consent Judgment pursuant to Section X.

5. To the extent that the Claim-Over is based on a contractual indemnity, the obligations under subsection IV.B.4 shall extend solely to a Non-Party Covered Conduct Claim against a pharmacy, clinic, hospital or other purchaser or dispenser of Products, a manufacturer that sold Products, a consultant, and/or a pharmacy benefit manager or other third-party payor. Janssen shall notify the State, to the extent permitted by applicable law, in the event that any of these types of Non-Released Entities asserts a Claim-Over arising out of contractual indemnity against it.

C. *General Release*. In connection with the releases provided for in the Agreement, the State (for itself and its Releasors) and each Participating Subdivision (for itself and its Releasors) will expressly waive, release, and forever discharge any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

> **General Release; extent.** A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

A Releasor may thereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Released Claims, but the State (for itself and its Releasors) and each Participating Subdivision (for itself and its Releasors) will expressly waive and fully, finally, and forever settle, release and discharge, upon the Effective Date, any and all Released Claims that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the State's decision to enter into the Agreement or the Participating Subdivisions' decision to participate in the Agreement.

D. *Res Judicata*. Nothing in the Agreement shall be deemed to reduce the scope of the res judicata or claim preclusive effect that the settlement memorialized in the Agreement, and/or any Consent Judgment or other judgment entered on the Agreement, gives rise to under applicable law.

E. *Representation and Warranty*. The signatories hereto on behalf of the State expressly represent and warrant that they will obtain on or before the Effective Date (or have obtained) the authority to settle and release, to the maximum extent of the State's power, all Released Claims of (1) the State; (2) all past and present executive departments, state agencies, divisions, boards, commissions and instrumentalities with the regulatory authority to enforce state and federal controlled substances acts; (3) any of the State's past and present executive departments, agencies, divisions, boards, commissions and instrumentalities that have the authority to bring Claims related to Covered Conduct seeking money (including abatement and/or remediation) or revocation of a pharmaceutical distribution license; and (4) any Participating Subdivisions. For the purposes of clause (3) above, executive departments, agencies, divisions, boards, commissions, and instrumentalities are those that are under the executive authority or direct control of the State's Governor. Also, for the purposes of clause (3), a release from the State's Governor is sufficient to demonstrate that the appropriate releases have been obtained.

F. *Effectiveness*. The releases set forth in the Agreement shall not be impacted in any way by any dispute that exists, has existed, or may later exist between or among the Releasors. Nor shall such releases be impacted in any way by any current or future law, regulation, ordinance, or court or agency order limiting, seizing, or controlling the distribution or use of the settlement funds or any portion thereof, or by the enactment of future laws, or by any seizure of the settlement funds or any portion thereof.

G. *Cooperation*. Releasors (i) will not encourage any person or entity to bring or maintain any Released Claim against any Released Entity and (ii) will reasonably cooperate with and not oppose any effort by a Released Entity to secure the prompt dismissal of any and all Released Claims.

H. *Non-Released Claims.* Notwithstanding the foregoing or anything in the definition of Released Claims, the Agreement does not waive, release or limit any criminal liability, Claims for any outstanding liability under any tax or securities law, Claims against parties who are not Released Entities, Claims by private individuals and any claims arising under the Agreement for enforcement of the Agreement.

V. Monetary Relief and Payments

A. *Participation*. As consideration for the releases from the State and Participating Subdivisions provided in Section IV above and the Settlement Participation Forms specified in Section VII and Exhibit B below, the State represents and warrants that, subject to the holdback provision in subsection V.D below, it will obtain and deliver (or cause to be obtained and delivered) to Janssen, within one hundred ten (110) days after the Effective Date or such later date as the parties may agree, executed Settlement Participation Forms for all Litigating Subdivisions and all Non-Litigating Subdivisions listed on Exhibit F.

B. *Conditions to Effectiveness of Agreement*. If the State is able to obtain and deliver executed Settlement Participation Forms for all Litigating Subdivisions listed on Exhibit F to Janssen within one hundred ten (110) days after the Effective Date or such later date as the parties may agree, this Agreement shall become effective. If the State is unable to obtain and

deliver executed Settlement Participation Forms for all Litigating Subdivisions listed on Exhibit F to Janssen within one hundred ten (110) days after the Effective Date or such later date as the parties may agree, this Agreement will have no further effect and all releases and other commitments or obligations contained herein will be void.

C. *Remediation and Restitution Payments*. Within twenty-one (21) days after the effectiveness of this Agreement as provided for in subsection V.B above, Janssen shall pay into the Settlement Fund a Net Settlement Amount of $123,340,000, plus fees and costs payable to the Washington Attorney General set forth in subsection IX.A, subject to any holdback under subsection V.D below.

D. *Holdback for Non-Litigating Subdivisions*. If, by the date this Agreement becomes effective as provided for in subsection V.B, any Non-Litigating Subdivision listed on Exhibit F has not executed a Settlement Participation Form or has not provided Janssen an acknowledgement that the Subdivision has no intention to file a lawsuit asserting Released Claims against Released Entities, then Janssen will hold back $6,167,000 from the Net Settlement Amount payment described in subsection V.B above, which Janssen will not pay to the Settlement Fund; provided, however, Janssen will pay the $6,167,000 to the Settlement Fund (1) within thirty (30) days of the date all remaining Non-Litigating Subdivision(s) listed on Exhibit F have executed a Settlement Participation Form and those Forms have been delivered to Janssen; or (2) within (30) days after the two-year anniversary of the Effective Date, if all such Non-Litigating Subdivisions on Exhibit F have not executed Settlement Participation Forms, and no such Non-Litigating Subdivision listed on Exhibit F has filed litigation asserting Released Claims within two years after the Effective Date.

VI. Intra-State Allocation

A. Janssen's Net Settlement Amount payments to the Settlement Fund shall be allocated as follows:

1. Fifty percent (50%) to the State of Washington.

2. Fifty percent (50%) to the Participating Local Governments ("LG Share").

B. The LG Share remainder shall be distributed to Participating Local Governments pursuant to the One Washington Memorandum of Understanding Between Washington Municipalities ("One Washington MOU"), which is attached as Exhibit H.

C. BrownGreer PLC shall be the Settlement Fund Administrator and shall allocate and distribute payments in accordance with the terms of the One Washington MOU and this Agreement, including the detailed description of the Settlement Fund Administrator's duties attached as Exhibit I. As set forth in Exhibit I, the Settlement Fund Administrator's fees and costs shall be paid from the interest on the LG Share portion of the funds in the Settlement Fund between the date of Janssen's payment and the date of disbursement to the Subdivisions. If the aforementioned interest is insufficient to pay the full amount of the Settlement Fund Administrator's fees and costs, the remainder shall be paid by Janssen.

D. Use of Net Settlement Amount.

1. It is the intent of the Parties that the payments disbursed from the Settlement Fund to the State and Participating Subdivisions listed in Exhibit F be for Opioid Remediation, subject to limited exceptions that must be documented in accordance with subsection VI.D.2. In no event may less than 85% of Janssen's Net Settlement Amount payment be spent on Opioid Remediation.

2. While disfavored by the Parties, the State or a Participating Subdivision listed on Exhibit F may use monies from the Settlement Fund for purposes that do not qualify as Opioid Remediation. If, at any time, the State or a Participating Subdivision listed on Exhibit F uses any monies from the Settlement Fund for a purpose that does not qualify as Opioid Remediation, the State or Participating Subdivision shall identify such amounts and report to the Settlement Fund Administrator and Janssen how such funds were used, including if used to pay attorneys' fees other than those provided for in subsection IX.B which shall be identified by BrownGreer, investigation costs, litigation costs, or costs related to the operation and enforcement of this Agreement. It is the intent of the Parties that the reporting under this subsection VI.D.2 shall be available to the public. For the avoidance of doubt, (a) any amounts not identified under this subsection VI.D.2 as used to pay attorneys' fees other than those provided for in subsection IX.A, investigation costs, or litigation costs shall be included in the "Compensatory Restitution Amount" for purposes of subsection XI.B and (b) Participating Subdivisions not listed on Exhibit F that receive monies from the Settlement Fund indirectly may only use such monies from the Settlement Fund for purposes that qualify as Opioid Remediation.

VII. Participation by Subdivisions

A Subdivision may become a Participating Subdivision by returning an executed Settlement Participation Form to Janssen and the State and upon prompt dismissal of its legal action pursuant to the terms of this Agreement and the Settlement Participation Form.

VIII. Filing of Consent Judgment and Dismissals with Prejudice

No later than 15 days from delivery to Janssen of Settlement Participation Forms for all Subdivisions listed on Exhibit F, the State and Janssen will proceed to file the Consent Judgment. No later than 30 days after receipt of Janssen's payments under Section V, the State and the Participating Subdivisions shall dismiss all actions asserting Released claims with prejudice.

IX. Attorney Fee and Cost Payments

A. *State Outside and Inside Counsel Fees and Costs*. Janssen will pay the Washington Attorney General's Office $26,160,000.00 within twenty-one (21) days after the date this Agreement becomes effective as provided for in subsection V.B to reimburse the State for State Outside

and Inside Counsel Fees and Costs, which shall be used for any lawful purpose in the discharge of the Attorney General's duties at the sole discretion of the Attorney General.

B. *Fees and Costs for Participating Litigating Subdivisions' Attorneys*. From the LG Share of the Settlement Fund, the Settlement Fund Administrator shall pay the Participating Litigating Subdivisions' attorneys their fees and costs pursuant to Paragraph D of the One Washington MOU and this Agreement.

C. An Attorney for a Participating Litigating Subdivision may not receive any payment for attorney fees unless the Attorney represents that s/he has no present intent to represent or participate in the representation of any Subdivision or any Releasor with respect to Released Claims against Released Entities brought after the Effective Date.

X. Enforcement and Dispute Resolution

A. The terms of the Agreement and Consent Judgment applicable to the State will be enforceable solely by the State and Janssen.

B. Janssen consents to the jurisdiction of the Court in which the Consent Judgment is filed, limited to resolution of disputes identified in subsection X.D for resolution in the Court in which the Consent Judgment is filed.

C. The parties to a dispute shall promptly meet and confer in good faith to resolve any dispute. If the parties cannot resolve the dispute informally, and unless otherwise agreed in writing, they shall follow the remaining provisions of this section to resolve the dispute.

D. Disputes not resolved informally shall be resolved in the Court that entered the Consent Judgment.

XI. Miscellaneous

A. *No Admission*. Janssen does not admit liability or wrongdoing. Neither this Agreement nor the Consent Judgment shall be considered, construed, or represented to be (1) an admission, concession, or evidence of liability or wrongdoing or (2) a waiver or any limitation of any defense otherwise available to Janssen.

B. *Nature of Payment.* Janssen, the State, and the Participating Subdivisions acknowledge and agree that notwithstanding anything to the contrary in this Agreement, including, but not limited to, the scope of the Released Claims:

1. Janssen has entered into this Agreement to avoid the delay, expense, inconvenience, and uncertainty of further litigation;

2. The State and the Participating Subdivisions sought compensatory restitution (within the meaning of 26 U.S.C. § 162(f)(2)(A)) for the Alleged Harms allegedly suffered by the State and Participating Subdivisions;

3. By executing this Agreement the State and the Participating Subdivisions certify that: (a) the Compensatory Restitution Amount is no greater than the amount, in the aggregate, of the Alleged Harms allegedly suffered by the State and Participating Subdivisions; and (b) the portion of the Compensatory Restitution Amount received by the State or Participating Subdivision is no greater than the amount of the Alleged Harms allegedly suffered by the State or Participating Subdivision;

4. The payment of the Compensatory Restitution Amount by Janssen constitutes, and is paid for, compensatory restitution (within the meaning of 26 U.S.C. § 162(f)(2)(A)) for Alleged Harms allegedly caused by Janssen;

5. The Compensatory Restitution Amount is being paid as compensatory restitution (within the meaning of 26 U.S.C. § 162(f)(2)(A)) in order to restore, in whole or in part, the State and Participating Subdivisions to the same position or condition that they would be in had the State and Participating Subdivisions not suffered the Alleged Harms;

6. For the avoidance of doubt: (a) no portion of the Compensatory Restitution Amount represents reimbursement to the State, any Participating Subdivision, or other person or entity for the costs of any investigation or litigation, (b) the entire Compensatory Restitution Amount is properly characterized as described in this subsection XI.B, and (c) no portion of the Compensatory Restitution Amount constitutes disgorgement or is properly characterized as the payment of statutory or other fines, penalties, punitive damages, other punitive assessments, or attorneys' fees; and

7. The State, on behalf of all itself and Participating Subdivisions (the "Form 1098-F Filer") shall complete and file Form 1098-F with the Internal Revenue Service on or before February 28 (March 31 if filed electronically) of the year following the calendar year in which the order entering this Agreement becomes binding. On the Form 1098-F, the Form 1098-F Filer shall identify the entire Compensatory Restitution Amount received by the Form 1098-F Filer as remediation/restitution. The Form 1098-F Filer shall also, on or before January 31 of the year following the calendar year in which the order entering this Agreement becomes binding, furnish Copy B of such Form 1098-F (or an acceptable substitute statement) to Janssen.

C. *Tax Reporting and Cooperation*.

1. Upon request by Janssen, the State and Participating Subdivisions agree to perform such further acts and to execute and deliver such further documents as may be reasonably necessary for Janssen to establish the statements set forth in subsection XI.B to the satisfaction of their tax advisors, their independent financial auditors, the Internal Revenue Service, or any other governmental authority, including as contemplated by Treasury Regulations Section 1.162-21(b)(3)(ii) and any subsequently proposed or finalized relevant regulations or administrative guidance.

2. Without limiting the generality of this subsection XI.C, the State and each Participating Subdivision shall cooperate in good faith with Janssen with respect to

any tax claim, dispute, investigation, audit, examination, contest, litigation, or other proceeding relating to this Agreement.

3. The State, on behalf of itself and Participating Subdivisions, shall designate one of its officers or employees to act as the "appropriate official" within the meaning of Treasury Regulations Section 1.6050X-1(f)(1)(ii)(B) (the "Appropriate Official").

4. For the avoidance of doubt, neither Janssen nor the State and Participating Subdivisions make any warranty or representation to any Settling jurisdiction or Releasor as to the tax consequences of the payment of the Compensatory Restitution Amount (or any portion thereof).

D. *No Third-Party Beneficiaries.* Except as expressly provided in this Agreement, no portion of this Agreement shall provide any rights to, or be enforceable by, any person or entity that is not the State or a Released Entity. The State may not assign or otherwise convey any right to enforce any provision of this Agreement.

E. *Calculation*. Any figure or percentage referred to in this Agreement shall be carried to seven decimal places.

F. *Construction*. None of the Parties and no Participating Subdivision shall be considered to be the drafter of this Agreement or of any of its provisions for the purpose of any statute, case law, or rule of interpretation or construction that would or might cause any provision to be construed against the drafter of this Agreement. The headings of the provisions of this Agreement are not binding and are for reference only and do not limit, expand, or otherwise affect the contents or meaning of this Agreement.

G. *Cooperation*. Each Party and each Participating Subdivision agrees to use its best efforts and to cooperate with the other Parties and Participating Subdivisions to cause this Agreement and the Consent Judgment to become effective, to obtain all necessary approvals, consents and authorizations, if any, and to execute all documents and to take such other action as may be appropriate in connection herewith. Consistent with the foregoing, each Party and each Participating Subdivision agrees that it will not directly or indirectly assist or encourage any challenge to this Agreement or the Consent Judgment by any other person, and will support the integrity and enforcement of the terms of this Agreement and the Consent Judgment.

H. *Entire Agreement*. This Agreement, its exhibits and any other attachments embodies the entire agreement and understanding between and among the Parties and Participating Subdivisions relating to the subject matter hereof and supersedes (1) all prior agreements and understandings relating to such subject matter, whether written or oral and (2) all purportedly contemporaneous oral agreements and understandings relating to such subject matter.

I. *Execution*. This Agreement may be executed in counterparts and by different signatories on separate counterparts, each of which shall be deemed an original, but all of which shall together be one and the same Agreement. One or more counterparts of this Agreement may be delivered by facsimile or electronic transmission with the intent that it or they shall

constitute an original counterpart hereof. One or more counterparts of this Agreement may be signed by electronic signature.

J. *Good Faith and Voluntary Entry*. Each Party warrants and represents that it negotiated the terms of this Agreement in good faith. Each of the Parties and signatories to this Agreement warrants and represents that it freely and voluntarily entered into this Agreement without any degree of duress or compulsion. The Parties state that no promise of any kind or nature whatsoever (other than the written terms of this Agreement) was made to them to induce them to enter into this Agreement.

K. *No Prevailing Party.* The Parties each agree that they are not the prevailing party in this action, for purposes of any claim for fees, costs, or expenses as prevailing parties arising under common law or under the terms of any statute, because the Parties have reached a good faith settlement. The Parties each further waive any right to challenge or contest the validity of this Agreement on any ground, including, without limitation, that any term is unconstitutional or is preempted by, or in conflict with, any current or future law.

L. *Non-Admissibility.* The settlement negotiations resulting in this Agreement have been undertaken by the Parties and by certain representatives of the Participating Subdivisions in good faith and for settlement purposes only, and no evidence of negotiations or discussions underlying this Agreement shall be offered or received in evidence in any action or proceeding for any purpose. This Agreement shall not be offered or received in evidence in any action or proceeding for any purpose other than in an action or proceeding arising under or relating to this Agreement.

M. *Severability*. If any provision of this Agreement—excepting Section IV (Release), Section V (Monetary Relief and Payments), Section VII (Participation by Local Governments), Section IX (Attorney Fee and Cost Payments), Section XI.B (Nature of Payment), and Section XI.C (Tax Reporting and Cooperation)—were for any reason held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision of this Agreement.

N. *Notices.* All notices or other communications under this Agreement shall be in writing (including but not limited to electronic communications) and shall be given to the recipients indicated below:

For Janssen:

Charles C. Lifland
Daniel R. Suvor
O'Melveny & Myers LLP
400 South Hope Street, 18th Floor Los Angeles, CA 90071
Phone: (213) 430-6000
clifland@omm.com
dsuvor@omm.com

For the Attorney General:

Jeffrey G. Rupert
Martha Rodríguez López
Susan Llorens
Office of the Washington Attorney General
800 Fifth Avenue, Suite 2000
Seattle, WA 98104
Jeffrey.Rupert@atg.wa.gov
Martha.RodriguezLopez@atg.wa.gov
Susan.Llorens@atg.wa.gov

and

Brad Beckworth
Drew Pate
Nix Patterson LLP
8701 Bee Caves Road, Building 1, Suite 500
Austin, Texas 78746
bbeckworth@nixlaw.com
dpate@nixlaw.com

Any Party may change or add the contact information of the persons designated to receive notice on its behalf by notice given (effective upon the giving of such notice) as provided in this subsection.

O. *No Waiver*. The waiver of any rights conferred hereunder shall be effective only if made by written instrument executed by the waiving Party or Parties. The waiver by any Party of any breach of this Agreement shall not be deemed to be or construed as a waiver of any other breach, whether prior, subsequent, or contemporaneous, nor shall such waiver be deemed to be or construed as a waiver by any other Party.

P. *Preservation of Privilege.* Nothing contained in this Agreement or any Consent Judgment, and no act required to be performed pursuant to this Agreement or any Consent Judgment, is intended to constitute, cause, or effect any waiver (in whole or in part) of any attorney-client privilege, work product protection, or common interest/joint defense privilege, and each Party agrees that it shall not make or cause to be made in any forum any assertion to the contrary.

Q. *Successors*. This Agreement shall be binding upon, and inure to the benefit of, Janssen and its respective successors and assigns. Janssen shall not sell the majority of its voting stock or substantially all its assets without obtaining the acquiror's agreement that it will constitute a successor with respect to Janssen's obligations under this Agreement.

R. *Modification, Amendment, Alteration*. This Agreement may be modified, amended, or altered by a written agreement of the Parties or, in the case of the Consent Judgment, by

court proceedings resulting in a modified judgment of the Court. For purposes of modifying this Agreement or the Consent Judgment, Janssen may contact the Washington Attorney General to coordinate this process.

S. *Termination.*

1. Unless otherwise agreed to by Janssen and the State, this Agreement and all of its terms (except subsection XI.L and any other non-admissibility provisions, which shall continue in full force and effect) shall be canceled and terminated with respect to the State, and the Agreement and all orders issued by the Court pursuant to the Agreement shall become null and void and of no effect if one or more of the following conditions applies:

   a. A Consent Judgment approving this Agreement without modification of any of the Agreement's terms has not been entered as to the State by a court of competent jurisdiction on or before one hundred eighty (180) days after Janssen's payment under Section V; or

   b. This Agreement or the Consent Judgment has been disapproved by a court of competent jurisdiction to which it was presented for approval and/or entry (or, in the event of an appeal from or review of a decision of such a court to approve this Agreement and the Consent Judgment, by the court hearing such appeal or conducting such review), and the time to appeal from such disapproval has expired, or, in the event of an appeal from such disapproval, the appeal has been dismissed or the disapproval has been affirmed by the court of last resort to which such appeal has been taken and such dismissal or disapproval has become no longer subject to further appeal (including, without limitation, review by the United States Supreme Court).

2. If this Agreement is terminated with respect to the State and its Participating Subdivisions for whatever reason pursuant to subsection XI.S.1, then:

   a. An applicable statute of limitation or any similar time requirement (excluding any statute of repose) shall be tolled from the date the State signed this Agreement until the later of the time permitted by applicable law or for one year from the date of such termination, with the effect that Janssen and the State in question shall be in the same position with respect to the statute of limitation as they were at the time the State filed its action; and

   b. Janssen and the State and its Participating Subdivisions shall jointly move the relevant court of competent jurisdiction for an order reinstating the actions and claims dismissed pursuant to the terms of this Agreement governing dismissal, with the effect that Janssen and the State and its Participating Subdivisions shall be in the same position with respect to those actions and claims as they were at the time the action or claim was stayed or dismissed.

T. *Governing Law.* Except as otherwise provided in the Agreement, this Agreement shall be governed by and interpreted in accordance with the laws of Washington, without regard to the conflict of law rules of Washington.

Approved:

Dated: 1-22-2024

JOHNSON & JOHNSON, JOHNSON & JOHNSON INNOVATIVE MEDICINE, JANSSEN PHARMACEUTICALS, INC., ORTHO-MCNEIL-JANSSEN PHARMACEUTICALS, INC. N/K/A JANSSEN PHARMACEUTICALS, INC., AND JANSSEN PHARMACEUTICA INC. N/K/A JANSSEN PHARMACEUTICALS, INC.

By: _____
Marc Larkins
Corporate Secretary
Johnson & Johnson

Dated: _____

THE STATE OF WASHINGTON

By: _____

T. *Governing Law.* Except as otherwise provided in the Agreement, this Agreement shall be governed by and interpreted in accordance with the laws of Washington, without regard to the conflict of law rules of Washington.

Approved:

Dated: _____

JOHNSON & JOHNSON, JOHNSON & JOHNSON INNOVATIVE MEDICINE, JANSSEN PHARMACEUTICALS, INC., ORTHO-MCNEIL-JANSSEN PHARMACEUTICALS, INC. N/K/A JANSSEN PHARMACEUTICALS, INC., AND JANSSEN PHARMACEUTICA INC. N/K/A JANSSEN PHARMACEUTICALS, INC.

By: _____
Marc Larkins
Corporate Secretary
Johnson & Johnson

Dated: 1-22-2024

ROBERT W. FERGUSON
Attorney General, State of Washington

By: _____
Jeffrey Rupert
Division Chief
Office of the Attorney General

EXHIBIT A

Janssen Predecessors and Former Affiliates

The following includes a non-exclusive list of Janssen's predecessors and former affiliates:

1. Janssen Pharmaceutica, Inc.
2. Janssen Pharmaceutica N.V.
3. Janssen-Cilag Manufacturing, LLC
4. Janssen Global Services, LLC
5. Janssen Ortho LLC
6. Janssen Products, LP
7. Janssen Research & Development, LLC
8. Janssen Supply Group, LLC
9. Janssen Scientific Affairs, LLC
10. JOM Pharmaceutical Services, Inc.
11. OMJ Pharmaceuticals, Inc.
12. Ortho-McNeil Finance Co.
13. Ortho-McNeil Pharmaceutical
14. Ortho-McNeil-Janssen Pharmaceuticals
15. Ortho-McNeil Pharmaceutical Services Division
16. Ortho-McNeil Neurologic
17. Patriot Pharmaceuticals, LLC
18. Pricara, Ortho-McNeil-Janssen Pharmaceuticals
19. Alza Corp.
20. Alza Development Corp.
21. Janssen Supply Chain, Alza Corp.
22. Noramco, Inc.
23. Tasmanian Alkaloids PTY LTD.

EXHIBIT B

Settlement Participation Form

Governmental Entity:	State:
Authorized Official:	
Address 1:	
Address 2:	
City, State, Zip:	
Phone:	
Email:	

The governmental entity identified above ("Governmental Entity"), in order to obtain and in consideration for the benefits provided to the Governmental Entity pursuant to the Janssen Washington State-Wide Opioid Settlement Agreement dated January 22, 2024 ("Janssen Settlement"), and acting through the undersigned authorized official, hereby elects to participate in the Janssen Settlement, release all Released Claims against all Released Entities, and agrees as follows.

1. The Governmental Entity is aware of and has reviewed the Janssen Settlement, understands that all terms in this Election and Release have the meanings defined therein, and agrees that by this Election, the Governmental Entity elects to participate in the Janssen Settlement and become a Participating Subdivision as provided therein.

2. The Governmental Entity shall, within 30 days of the filing of the Consent Judgment, secure the dismissal with prejudice of any Released Claims that it has filed.

3. The Governmental Entity agrees to the terms of the Janssen Settlement pertaining to Subdivisions as defined therein.

4. By agreeing to the terms of the Janssen Settlement and becoming a Releasor, the Governmental Entity is entitled to the benefits provided therein, including, if applicable, monetary payments beginning after the Effective Date.

5. The Governmental Entity agrees to use any monies it receives through the Janssen Settlement solely for the purposes provided therein.

6. The Governmental Entity submits to the jurisdiction of the court where the Consent Judgment is filed for purposes limited to that court's role as provided in, and for resolving disputes to the extent provided in, the Janssen Settlement.

7. The Governmental Entity, as a Participating Subdivision, hereby becomes a Releasor for all purposes in the Janssen Settlement, including but not limited to all provisions of Section IV (Release), and along with all departments, agencies, divisions, boards, commissions, districts, instrumentalities of any kind and attorneys, and any person in their official capacity

elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, and any other entity identified in the definition of Releasor, provides for a release to the fullest extent of its authority. As a Releasor, the Governmental Entity hereby absolutely, unconditionally, and irrevocably covenants not to bring, file, or claim, or to cause, assist or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Released Claims against any Released Entity in any forum whatsoever. The releases provided for in the Janssen Settlement are intended by the Parties to be broad and shall be interpreted so as to give the Released Entities the broadest possible bar against any liability relating in any way to Released Claims and extend to the full extent of the power of the Governmental Entity to release claims. The Janssen Settlement shall be a complete bar to any Released Claim.

8. In connection with the releases provided for in the Janssen Settlement, each Governmental Entity expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

   > **General Release; extent.** A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

   A Releasor may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Released Claims, but each Governmental Entity hereby expressly waives and fully, finally, and forever settles, releases and discharges, upon the Effective Date, any and all Released Claims that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the Governmental Entities' decision to participate in the Janssen Settlement.

9. This Settlement Participation Form shall be deemed effective as of the Effective Date of the Janssen Settlement.

10. Nothing herein is intended to modify in any way the terms of the Janssen Settlement, to which Governmental Entity hereby agrees. To the extent this Election and Release is interpreted differently from the Janssen Settlement in any respect, the Janssen Settlement controls.

I have all necessary power and authorization to execute this Election and Release on behalf of the Governmental Entity.

Signature: _____

Name: _____

Title: _____

Date: _____

EXHIBIT C

Injunctive Relief

A. Definitions Specific to this Exhibit

1. "*Cancer-Related Pain Care*" means care that provides relief from pain resulting from a patient's active cancer or cancer treatment as distinguished from treatment provided during remission.

2. "*Janssen*" means Johnson & Johnson, Johnson & Johnson Innovative Medicine, Janssen Pharmaceuticals, Inc., Ortho-McNeil-Janssen Pharmaceuticals, Inc., and Janssen Pharmaceutica, Inc. (collectively, "Janssen"), including all of their subsidiaries, predecessors, successors, current officers, directors, employees, representatives, agents, affiliates, parents, and assigns acting on behalf of Janssen in the United States.

3. "*End-of-Life Care*" means care for persons with a terminal illness or at high risk for dying in the near future in hospice care, hospitals, long-term care settings, or at home.

4. "*Health Care Provider*" means any U.S.-based physician or other health care practitioner who is licensed to provide health care services or to prescribe pharmaceutical products and any medical facility, practice, hospital, clinic, or pharmacy.

5. "*In-Kind Support*" means payment or assistance in the form of goods, commodities, services, or anything else of value.

6. "*Lobby*" and "*Lobbying*" shall have the same meaning as "lobbying activities" and "lobbying contacts" under the federal lobbying disclosure act, 2 U.S.C. § 1602 *et seq*., and any analogous state or local provisions governing the person or entity being lobbied. As used in this document, "Lobby" and "Lobbying" include Lobbying directly or indirectly, through grantees or Third Parties.

7. "*Opioid(s)*" means all naturally occurring, synthetic, or semisynthetic substances that interact with opioid receptors and act like opium. For the avoidance of doubt, the term "Opioid(s)" does not include Imodium.

8. "*Opioid Product(s)*" means all current and future medications containing Opioids approved by the U.S. Food & Drug Administration (FDA) and listed by the DEA as Schedule II, III, or IV drugs pursuant to the federal Controlled Substances Act (including but not limited to buprenorphine, codeine, fentanyl, hydrocodone, hydromorphone, meperidine, methadone, morphine, oxycodone, oxymorphone, tapentadol, and tramadol). The term "Opioid Products(s)" shall not include (i) methadone and other substances when used exclusively to treat opioid abuse, addiction, or overdose; or (ii) raw materials, immediate precursors, and/or active

pharmaceutical ingredients (APIs) used in the manufacture or study of Opioids or Opioid Products, but only when such materials, immediate precursors, and/or APIs are sold or marketed exclusively to DEA-licensed manufacturers or DEA-licensed researchers.

9. "*OUD*" means opioid use disorder defined in the *Diagnostic and Statistical Manual of Mental Disorders, Fifth Edition (DSM–5)*, as updated or amended.

10. "*Product(s) for the Treatment of Opioid-Induced Side Effects*" means any over-the-counter or prescription remedy used to treat those side effects identified on the FDA label for any Opioid Product, except that, for purposes of the Agreement, Product(s) for the Treatment of Opioid-Induced Side Effects shall not include products that treat OUD or respiratory depression.

11. "*Promote*," "*Promoting*," "*Promotion*," and "*Promotional*" means dissemination of information or other practices intended or reasonably anticipated to increase sales, prescriptions, or that attempts to influence prescribing practices in the United States. These terms shall not include the provision of scientific information or data in response to unsolicited requests from Health Care Providers or payors as allowed in subsection C.2.e-h.

12. "*Third Party(ies)*" means any person or entity other than Janssen or a government entity.

13. "*Treatment of Pain*" means the provision of therapeutic modalities to alleviate or reduce pain.

14. "*Unbranded Information*" means any information that does not identify a specific branded or generic product.

B. **Ban on Selling and Manufacturing Opioids**

1. Janssen shall not manufacture or sell any Opioids or Opioid Products for distribution in the State of Washington. Janssen represents that prior to the Effective Date, it de-listed all of its Opioid Products and no longer ships any of them to or within the United States.

C. **Ban on Promotion**

1. Janssen shall not engage in Promotion of Opioids or Opioid Products including but not limited to, by:

   a. Employing or contracting with sales representatives or other persons to Promote Opioids or Opioid Products to Health Care Providers or patients, or to persons involved in determining the Opioid Products included in formularies;

b. Using speakers, key opinion leaders, thought leaders, lecturers, and/or speaking events for Promotion of Opioids or Opioid Products;

c. Sponsoring, or otherwise providing financial support or In-Kind Support to medical education programs for Promotion of Opioids or Opioid Products;

d. Creating, sponsoring, operating, controlling, or otherwise providing financial support or In-Kind Support to any website, network, and/or social or other media account for the Promotion of Opioids or Opioid Products;

e. Creating, sponsoring, distributing, or otherwise providing financial support or In-Kind Support for materials Promoting Opioids or Opioid Products, including but not limited to brochures, newsletters, pamphlets, journals, books, and guides;

f. Creating, sponsoring, or otherwise providing financial support or In-Kind Support for advertisements that Promote Opioids or Opioid Products, including but not limited to internet advertisements or similar content, and providing hyperlinks or otherwise directing internet traffic to advertisements; and

g. Engaging in internet search engine optimization or other techniques designed to Promote Opioids or Opioid Products by improving rankings or making content appear among the top results in an internet search or otherwise be more visible or more accessible to the public on the internet.

2. Notwithstanding subsection C.1 directly above, Janssen may:

a. Maintain a corporate website;

b. Maintain a website for any Opioid Product that contains principally the following content: the FDA-approved package insert, medication guide, and labeling, and a statement directing patients or caregivers to speak with a licensed Health Care Provider;

c. Provide information or support the provision of information as expressly required by law or any state or federal government agency with jurisdiction in Washington;

d. Provide the following by mail, electronic mail, on or through Janssen's corporate or product websites or through other electronic or digital methods: FDA-approved package insert, medication guide, approved labeling for Opioid Products, or other prescribing information for Opioid Products that are published by a state or federal government agency with jurisdiction in Washington;

e. Provide scientific and/or medical information in response to an unsolicited request by a Health Care Provider consistent with the standards set forth in

the FDA's Draft Guidance for Industry, *Responding to Unsolicited Requests for Off-Label Information About Prescription Drugs and Medical Devices* (Dec. 2011) as updated or amended by the FDA, and Guidance for Industry, *Good Reprint Practices for the Distribution of Medical Journal Articles and Medical or Scientific Reference Publications on Unapproved New Uses of Approved Drugs and Approved or Cleared Medical Devices* (Jan. 2009) as updated or amended by the FDA;

f. Provide a response to any unsolicited question or request from a patient or caregiver, directing the patient or caregiver to the FDA-approved labeling or to speak with a licensed Health Care Provider without describing the safety or effectiveness of Opioids or any Opioid Product or naming any specific provider or healthcare institution; or directing the patient or caregiver to speak with their insurance carrier regarding coverage of an Opioid Product;

g. Provide Health Care Economic Information, as defined at 21 U.S.C. § 352(a), to a payor, formulary committee, or other similar entity with knowledge and expertise in the area of health care economic analysis consistent with standards set forth in the FDA's Draft Questions and Answers Guidance for Industry and Review Staff, *Drug and Device Manufacturer Communications With Payors, Formulary Committees, and Similar Entities* (Jan. 2018), as updated or amended by the FDA;

h. Provide information relating solely to the pricing of any Opioid Product;

i. Sponsor or provide financial support or In-Kind Support for an accredited or approved continuing medical education program required by either an FDA-approved Risk Evaluation and Mitigation Strategy (REMS) program or other federal or state law or regulation applicable in Washington through an independent Third Party, which shall be responsible for the program's content without the participation of Janssen; and

j. Provide information in connection with patient support information on co-pay assistance and managing pain in End-of-Life Care and/or Cancer-Related Pain Care relating to the use of Opioids for managing such pain, as long as the information identifies Janssen as the source of the information.

3. Janssen shall not engage in the Promotion of Products for the Treatment of Opioid-induced Side Effects, including but not limited to:

a. Employing or contracting with sales representatives or other persons to Promote Products for the Treatment of Opioid-induced Side Effects to Health Care Providers or patients;

b. Using speakers, key opinion leaders, thought leaders, lecturers, and/or speaking events to Promote Products for the Treatment of Opioid induced Side Effects;

c. Sponsoring, or otherwise providing financial support or In-Kind Support to medical education programs that Promote Products for the Treatment of Opioid-induced Side Effects;

d. Creating, sponsoring, or otherwise providing financial support or In-Kind Support for advertisements that Promote Products for the Treatment of Opioid-induced Side Effects, including but not limited to internet advertisements or similar content, and providing hyperlinks or otherwise directing internet traffic to advertisements.

4. Notwithstanding subsection C, Janssen may Promote Products for the Treatment of Opioid-induced Side Effects so long as such Promotion does not associate the product with Opioids or Opioid Products.

5. Treatment of Pain

a. Janssen shall not, either through Janssen or through Third Parties, engage in any conduct that Promotes the Treatment of Pain, except that Janssen may continue to Promote the Treatment of Pain with branded non-Opioids, including Tylenol and Motrin.

b. Janssen shall not, either through Janssen or through Third Parties, engage in any conduct that Promotes the concept that pain is undertreated, except in connection with Promoting the use of branded non-Opioids, including Tylenol and Motrin, for the Treatment of Pain.

c. Janssen shall not disseminate Unbranded Information, including Unbranded Information about a medical condition or disease state, that contains links to branded information about Opioid Products or that otherwise Promotes Opioids or Opioid Products.

6. Notwithstanding subsection C.5 above:

a. Janssen may Promote or provide educational information about the Treatment of Pain with non-Opioids or therapies such as acetaminophen or non-steroidal anti-inflammatory drugs (NSAIDS), including Promoting or providing educational information about such non-Opioids or therapies as alternatives to Opioid use, or as part of multimodal therapy which may include Opioid use, so long as such non-Opioid Promotional or educational information does not Promote Opioids or Opioid Products.

b. Janssen may provide educational information about the Treatment of Pain related to medical procedures involving devices manufactured or sold by Janssen, including educational information about Opioids or Opioid Products, so long as such information does not Promote Opioids or Opioid Products.

7. The Promotional conduct prohibited in subsection C is not prohibited insofar as it relates to the Promotion of Opioids or Opioid Products for Cancer-Related Pain Care or End-of-Life Care only, and so long as Janssen is identified as the sponsor or source of such Promotional conduct.

D. **No Financial Reward or Discipline Based on Volume of Opioid Sales**

1. Janssen shall not provide financial incentives to its sales and marketing employees or discipline its sales and marketing employees based upon sales volume or sales quotas for Opioid Products;

2. Janssen shall not offer or pay any remuneration (including any kickback, bribe, or rebate) directly or indirectly, to any person in return for the prescribing, sale, use, or distribution of an Opioid Product; and

3. Janssen's compensation policies and procedures shall ensure compliance with the Agreement.

E. **Ban on Funding/Grants to Third Parties**

1. Janssen shall not directly or indirectly provide financial support or In-Kind Support to any Third Party that primarily engages in conduct that Promotes Opioids, Opioid Products, or Products for the Treatment of Opioid-induced Side Effects (subject to subsections C.2, 4, and 6), including educational programs or websites that Promote Opioids, Opioid Products, or products for the treatment of Opioid-induced side effects, excluding financial support otherwise required by the Agreement, a court order, or by a federal or state agency.

2. Janssen shall not create, sponsor, provide financial support or In-Kind Support to, or otherwise operate or control any medical society or patient advocacy group that primarily engages in conduct that Promotes Opioids, Opioid Products, or products for the treatment of Opioid-induced side effects.

3. Janssen shall not provide links to any Third Party website or materials or otherwise distribute materials created by a Third Party for the purpose of Promoting Opioids, Opioid Products, or products intended for the treatment of Opioid-induced side effects (subject to subsections C.2, 4, and 6).

4. Janssen shall not use, assist, or employ any Third Party to engage in any activity that Janssen itself would be prohibited from engaging in pursuant to the Agreement. To the extent Janssen supports trade groups engaged in Lobbying, Janssen shall stipulate that such support not be used for any purpose prohibited by the Agreement.

5. Janssen shall not enter into any contract or agreement with any person or entity or otherwise attempt to influence any person or entity in such a manner that has the purpose or foreseeable effect of limiting the dissemination of information regarding the risks and side effects of using Opioids.

6. Janssen shall not compensate or support Health Care Providers or organizations to advocate for formulary access or treatment guideline changes for the purpose of increasing access to any Opioid Product through third-party payors, i.e., any entity, other than an individual, that pays or reimburses for the dispensing of prescription medicines, including but not limited to managed care organizations and pharmacy benefit managers.

7. No officer or management-level employee of Janssen may concurrently serve as a director, board member, employee, agent, or officer of any entity that primarily engages in conduct that Promotes Opioids, Opioid Products, or products for the treatment of Opioid-induced side effects. For the avoidance of doubt, nothing in this provision shall preclude an officer or management-level employee of Janssen from concurrently serving on the board of a hospital.

8. Janssen shall play no role in appointing persons to the board, or hiring persons to the staff, of any entity that primarily engages in conduct that Promotes Opioids, Opioid Products, or products for the treatment of Opioid-induced side effects. For avoidance of doubt, nothing in this paragraph shall prohibit Janssen from fully and accurately responding to unsolicited requests or inquiries about a person's fitness to serve as an employee or Board member at any such entity.

F. **Lobbying Restrictions**

1. Janssen shall not Lobby for the enactment of any federal, state, or local legislative or regulatory provision that:

   a. Encourages or requires Health Care Providers to prescribe Opioids or sanctions Health Care Providers for failing to prescribe Opioids or failing to treat pain with Opioids;

   b. Has the effect of limiting access to any non-Opioid alternative pain treatments; or

   c. Pertains to the classification of any Opioid or Opioid Product as a scheduled drug under the Controlled Substances Act.

2. Janssen shall not Lobby against the enactment of any federal, state or local legislative or regulatory provision that supports:

   a. The use of non-pharmacologic therapy and/or non-Opioid pharmacologic therapy to treat chronic pain over or instead of Opioid use, including but not limited to third party payment or reimbursement for such therapies;

   b. The use and/or prescription of immediate release Opioids instead of extended release Opioids when Opioid use is initiated, including but not limited to third party reimbursement or payment for such prescriptions;

c. The prescribing of the lowest effective dose of an Opioid, including but not limited to third party reimbursement or payment for such prescription;

d. The limitation of initial prescriptions of Opioids to treat acute pain;

e. The prescribing and other means of distribution of naloxone to minimize the risk of overdose, including but not limited to third party reimbursement or payment for naloxone;

f. The use of urine testing before starting Opioid use and annual urine testing when Opioids are prescribed, including but not limited to third party reimbursement or payment for such testing;

g. Evidence-based treatment (such as using medication-assisted treatment with buprenorphine or methadone in combination with behavioral therapies) for OUD, including but not limited to third party reimbursement or payment for such treatment; or

h. The implementation or use of Opioid drug disposal systems.

3. Janssen shall not Lobby against the enactment of any federal, state or local legislative or regulatory provision expanding the operation or use of PDMPs, including but not limited to provisions requiring Health Care Providers to review PDMPs when Opioid use is initiated and with every prescription thereafter.

4. Notwithstanding the foregoing restrictions in subsections F.1-3, the following conduct is not restricted:

a. Challenging the enforcement of or suing for declaratory or injunctive relief with respect to legislation, rules, or regulations referred to in subsection F.1;

b. Communications made by Janssen in response to a statute, rule, regulation, or order requiring such communication;

c. Communications by a Janssen representative appearing before a federal or state legislative or administrative body, committee, or subcommittee as result of a mandatory order or subpoena commanding that person to testify;

d. Responding, in a manner consistent with the Agreement, to an unsolicited request for the input on the passage of legislation or the promulgation of any rule or regulation when such request is submitted in writing specifically to Janssen from a government entity directly involved in the passage of that legislation or promulgation of that rule or regulation; or

e. Lobbying for or against provisions of legislation or regulation that address other subjects in addition to those identified in subsections F.1-3, so long as the company does not support specific portions of such legislation or

regulation covered by subsection F.1 or oppose specific portions of such legislation or regulation covered by subsections F.2-3.

5. Janssen shall provide notice of the prohibitions in subsection F to all employees engaged in Lobbying; shall incorporate the prohibitions in subsection F into trainings provided to Janssen employees engaged in Lobbying; and certify to the State of Washington that it has provided such notice and trainings to Janssen employees engaged in Lobbying.

G. **Ban on Prescription Savings Programs**

1. Janssen shall not directly or indirectly offer any discounts, coupons, rebates, or other methods which have the effect of reducing or eliminating a patient's co-payments or the cost of prescriptions (e.g., free trial prescriptions) for any Opioid Product.

2. Janssen shall not directly or indirectly provide financial support to any Third Party for discounts, coupons, rebates, or other methods which have the effect of reducing or eliminating a patient's co-payments or the cost of prescriptions (e.g., free trial prescriptions) for any Opioid Product.

3. Janssen shall not directly or indirectly assist patients, Health Care Providers, or pharmacies with the claims and/or prior authorization process required for third-party payors to approve payment for any Opioid Product.

H. **General Terms**

1. Janssen shall not make any written or oral statement about Opioids or any Opioid Product that is unfair, false, misleading, or deceptive as defined under the law of Washington. For purposes of this paragraph, "Opioid Product" shall also include methadone and other substances when used exclusively to treat opioid abuse, addiction, or overdose.

2. Janssen shall not represent that Opioids or any Opioid Product(s) have approvals, characteristics, uses, benefits, or qualities that they do not have. For purposes of this paragraph, "Opioid Product" shall also include methadone and other substances when used exclusively to treat opioid abuse, addiction, or overdose.

3. For the avoidance of doubt, the Agreement shall not be construed or used as a waiver or limitation of any defense otherwise available to Janssen in any action, and nothing in the Agreement is intended to or shall be construed to prohibit Janssen in any way whatsoever from taking legal or factual positions with regard to any Opioid Product(s) in defense of litigation or other legal proceedings.

4. Upon the request of the State of Washington Attorney General, Janssen shall provide the Washington Attorney General with copies of the following, within thirty (30) days of the request:

a. Any litigation or civil or criminal law enforcement subpoenas or Civil Investigative Demands relating to Janssen's Opioid Product(s); and

b. Warning or untitled letters issued by the FDA regarding Janssen's Opioid Product(s) and all correspondence between Janssen and the FDA related to such letters.

5. The Agreement applies to conduct that results in the Promotion of Opioids or Opioid Products, or the Treatment of Pain inside the United States.

6. Janssen will enter into the Agreement solely for the purpose of settlement, and nothing contained therein may be taken as or construed to be an admission or concession of any violation of law, rule, or regulation, or of any other matter of fact or law, or of any liability or wrongdoing, all of which Janssen expressly denies. No part of the Agreement, including its statements and commitments, shall constitute evidence of any liability, fault, or wrongdoing by Janssen. The Agreement is not intended for use by any third party for any purpose, including submission to any court for any purpose.

7. Nothing in the Agreement shall be construed to limit or impair Janssen's ability to:

a. Communicate its positions and respond to media inquiries concerning litigation, investigations, reports or other documents or proceedings relating to Janssen or its Opioid Products.

b. Maintain a website explaining its litigation positions and responding to allegations concerning its Opioid Products, including the website, www.factsaboutourprescriptionopioids.com.

I. **Compliance with All State Laws and Regulations Relating to the Sale, Promotion, and Distribution of Any Opioid Product**

1. Janssen shall comply with all applicable state laws and regulations that relate to the sale, promotion, distribution, and disposal of Opioids or Opioid Products, including conduct permitted by subsection B.2, provided that nothing in this paragraph requires Janssen to violate federal law or regulations, including but not limited to:

a. Washington's Uniform Controlled Substances Act, including all guidance issued by the applicable state regulator(s);

b. Washington's Consumer Protection Act; and

c. Washington State laws, regulations, and guidelines related to opioid prescribing, distribution, and disposal.

J. **Clinical Data Transparency**

1. Janssen agrees to continue sharing clinical trial data under the Yale University Open Data Access (YODA) Project to allow researchers qualified under the program to access the company's propriety data under the terms of the project.

2. In the event Yale University discontinues or withdraws from the YODA Project agreement with Janssen, Janssen shall make its clinical research data regarding Opioids and Opioid Products, and any additional clinical research data that Janssen sponsors and controls regarding Opioids and Opioid Products, available to an independent entity that is the functional equivalent of the YODA Project under functionally equivalent terms.

K. **Enforcement**

1. For the purposes of resolving disputes with respect to compliance with this Exhibit, should the State of Washington have a reasonable basis to believe that Janssen has engaged in a practice that violates a provision of this Exhibit subsequent to the Effective Date, the State of Washington shall notify Janssen in writing of the specific objection, identify with particularity the provision of the Agreement that the practice appears to violate, and give Janssen thirty (30) days to respond in writing to the notification; provided, however, that the State of Washington may take any action if the State believes that, because of the specific practice, a threat to health or safety of the public requires immediate action.

2. Upon receipt of written notice, Janssen shall provide a good faith written response to the State's notification, containing either a statement explaining why Janssen believes it is in compliance with the provisions of this Exhibit of the Agreement, or a detailed explanation of how the alleged violation occurred and a statement explaining how Janssen intends to remedy the alleged breach. Nothing in this section shall be interpreted to limit the State of Washington's civil investigative demand ("CID") or investigative subpoena authority, to the extent such authority exists under applicable law, and Janssen reserves all of its rights in responding to a CID or investigative subpoena issued pursuant to such authority.

3. The State of Washington may agree, in writing, to provide Janssen with additional time beyond thirty (30) days to respond to a notice provided under subsection L.1, above, without Court approval.

4. Upon giving Janssen thirty (30) days to respond to the notification described above, the State shall also be permitted reasonable access to inspect and copy relevant, non-privileged, non-work product records and documents in possession, custody, or control of Janssen that relate to Janssen's compliance with each provision of the Agreement pursuant to the State of Washington's CID or investigative subpoena authority.

5. The State of Washington may assert any claim that Janssen has violated the Agreement in a separate civil action to enforce compliance with the Agreement, or may seek any other relief afforded by law for violations of the Agreement, but only

after providing Janssen an opportunity to respond to the notification described in subsection L.1, above; provided, however, the State of Washington may take any action if the State believes that, because of the specific practice, a threat to the health or safety of the public requires immediate action.

6. In the event of a conflict between the requirements of the Agreement and any other law, regulation, or requirement such that Janssen cannot comply with the law without violating the terms of the Agreement or being subject to adverse action, including fines and penalties, Janssen shall document such conflicts and notify the State of the extent to which it will comply with the Agreement in order to eliminate the conflict within thirty (30) days of Janssen's discovery of the conflict. Janssen shall comply with the terms of the Agreement to the fullest extent possible without violating the law.

7. Janssen or the State may request that Janssen and the State meet and confer regarding the resolution of an actual or potential conflict between the Agreement and any other law, or between interpretations of the Agreement by different courts. Nothing herein is intended to modify or extend the jurisdiction of any single judicial authority as provided by law.

L. **Compliance Duration**

1. Subsections B-J of this Exhibit shall be effective for 8 years from the Effective Date.

2. Nothing in this Agreement shall relieve Janssen of its independent obligation to fully comply with the laws of the State of Washington after expiration of the 8-year period specified in this subsection.

M. **Compliance Deadlines**

1. Janssen must be in full compliance with the provisions included this Agreement by the Effective Date. Nothing herein shall be construed as permitting Janssen to avoid existing legal obligations.

EXHIBIT D

Non-Released Entities

The following includes a non-exclusive list of non-Released Entities:

1. Actavis LLC
2. Actavis Pharma, Inc.
3. Allergan PLC
4. Allergan Finance, LLC
5. AmerisourceBergen Corporation
6. AmerisourceBergen Drug Corporation
7. Anda, Inc.
8. Cardinal Health, Inc.
9. Cephalon, Inc.
10. Collegium Pharmaceuticals
11. CVS Health Corp.
12. CVS Pharmacy, Inc.
13. Endo Pharmaceuticals Inc.
14. Endo Health Solutions Inc.
15. Mallinckrodt LLC
16. McKesson Corporation
17. McKinsey & Company Inc.
18. Par Pharmaceutical, Inc.
19. Par Pharmaceutical Companies, Inc.
20. Purdue Pharma L.P.
21. Purdue Pharma Inc.
22. SpecGx LLC
23. Teva Pharmaceuticals USA, Inc.
24. The Purdue Frederick Company
25. Walgreen Co.
26. Walgreens Boots Alliance, Inc.
27. Walmart Inc.
28. Watson Laboratories, Inc.

EXHIBIT E

Template Consent Judgment

[CASE]	[COURT] C.A. NO.:

FINAL CONSENT JUDGMENT AND DISMISSAL WITH PREJUDICE

The State of Washington ("*State*") and Johnson & Johnson, Johnson & Johnson Innovative Medicine, Janssen Pharmaceuticals, Inc., Ortho-McNeil-Janssen Pharmaceuticals, Inc., and Janssen Pharmaceutica, Inc. (collectively, "*Janssen*" or "*Defendants*") (together with the State, the "*Parties*," and each a "*Party*") have entered into a consensual resolution of the above-captioned litigation (the "*Action*") pursuant to a settlement agreement entitled Janssen Washington State-Wide Opioid Settlement Agreement, dated as of January 22, 2024 (the "*Agreement*"), a copy of which is attached hereto as Exhibit A. The entry of this Final Consent Judgment (the "*Judgment*") by the Court is made without trial or adjudication of any contested issue of fact or law, and without finding or admission of wrongdoing or liability of any kind.

RECITALS:

1. Each Party warrants and represents that it engaged in arm's-length negotiations in good faith. In hereby executing the Agreement, the Parties intend to effect a good-faith settlement.

2. The State has determined that the Agreement is in the public interest.

3. Janssen denies the allegations against it and that it has any liability whatsoever to the State, its Subdivisions, and/or (a) any of the State's or Subdivisions' departments, agencies, divisions,

boards, commissions, districts, instrumentalities of any kind and attorneys, including its Attorney General and any person in his or her official capacity whether elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, (b) any public entities, public instrumentalities, public educational institutions, unincorporated districts, fire districts, irrigation districts, and other Subdivisions, and (c) any person or entity acting in a *parens patriae*, sovereign, quasi-sovereign, private attorney general, *qui tam*, taxpayer, or other capacity seeking relief on behalf of or generally applicable to the general public.

4. The Parties recognize that the outcome of the Action is uncertain and a final resolution through the adversarial process likely will require protracted litigation.

5. The Parties agree to the entry of the injunctive relief terms pursuant to Exhibit C of the Agreement.

6. Therefore, without any admission of liability or wrongdoing by Janssen or any other Released Entities (as defined in the Agreement), the Parties now mutually consent to the entry of this Judgment and agree to dismissal of the claims with prejudice pursuant to the terms of the Agreement to avoid the delay, expense, inconvenience, and uncertainty of protracted litigation.

NOW THEREFORE, IT IS HEREBY ORDERED, ADJUDGED AND DECREED THAT:

In consideration of the mutual promises, terms, and conditions set forth in the Agreement, the adequacy of which is hereby acknowledged by all Parties, it is agreed by and between Defendants and the State, and adjudicated by the Court, as follows:

1. The foregoing Recitals are incorporated herein and constitute an express term of this Judgment.

2. The Parties have entered into a full and final settlement of all Released Claims of Releasors against Janssen (including but not limited to the State) and the Released Entities pursuant to the terms and conditions set forth in the Agreement.

3. The "Definitions" set forth in Section II of the Agreement are incorporated by reference into this Judgment. Unless otherwise defined herein, capitalized terms in this Judgment shall have the same meaning given to them in the Agreement.

4. The Parties agree that the Court has jurisdiction over the subject matter of the Action and over the Parties with respect to the Action and this Judgment. This Judgment shall not be construed or used as a waiver of any jurisdictional defense Janssen or any other Released Entity may raise in any other proceeding.

5. The Court finds that the Agreement was entered into in good faith.

6. The Court finds that entry of this Judgment is in the public interest and reflects a negotiated settlement agreed to by the Parties. The Action is dismissed with prejudice, subject to a retention of jurisdiction by the Court as provided herein and in the Agreement.

7. By this Judgment, the Agreement is hereby approved by the Court, and the Court hereby adopts the Agreement's terms as its own determination of this matter and the Parties' respective rights and obligations.

8. The Court shall have authority to resolve disputes identified in Section X of the Agreement, governed by the rules and procedures of the Court.

9. [By this Judgment, *[the State-Subdivision Agreement] [name of state's agreement]*, a copy of which is attached hereto as Exhibit [X] and as incorporated into the Agreement, is hereby approved by the Court as the means by which relevant funds paid pursuant to the Agreement will be divided within the State, subject to the full acceptance by any Subdivision receiving such funds of the

terms of the Agreement, including the releases provided therein. [Add any state-specific language necessary for the effectiveness of the state-subdivision agreement.]]

10. The Parties have satisfied all conditions to effectiveness of the Agreement.

11. Release. The Parties acknowledge that the Release in Section IV of the Agreement, which is incorporated by reference herein, is an integral part of this Judgment. Pursuant to the Agreement and the Release and without limitation and to the maximum extent of the power of the State's Attorney General, Janssen and the other Released Entities are, as of the Effective Date, hereby released from any and all Released Claims of (a) the State and its Participating Subdivisions and any of their departments, agencies, divisions, boards, commissions, Subdivisions, districts, instrumentalities of any kind and attorneys, including the State's Attorney General, and any person in his or her official capacity whether elected or appointed to serve any of the foregoing, and any agency, person, or other entity claiming by or through any of the foregoing, (b) any public entities, public instrumentalities, public educational institutions, unincorporated districts, fire districts, irrigation districts, water districts, law enforcement districts, emergency services districts, school districts, hospital districts and other Subdivisions in the State, and (c) any person or entity acting in a *parens patriae*, sovereign, quasi-sovereign, private attorney general, *qui tam*, taxpayer, or other capacity seeking relief on behalf of or generally applicable to the general public with respect to the State or any Subdivision in the State, whether or not any of them participate in the Agreement. Pursuant to the Agreement and the Release and to the maximum extent of the State's power, Janssen and the other Released Entities are, as of the Effective Date, hereby released from any and all Released Claims of (1) the State, (2) all past and present executive departments, state agencies, divisions, boards, commissions and instrumentalities with the regulatory authority to enforce state and federal controlled substances acts, (3) any of the State's past and present executive departments, agencies,

divisions, boards, commissions and instrumentalities that have the authority to bring Claims related to Covered Conduct seeking money (including abatement and/or remediation) or revocation of a pharmaceutical distribution license, and (4) any Participating Subdivision. For the purposes of clause (3) above, executive departments, agencies, divisions, boards, commissions, and instrumentalities are those that are under the executive authority or direct control of the State's Governor. The Parties acknowledge, and the Court finds, that those provisions are an integral part of the Agreement and this Judgment, and shall govern the rights and obligations of all participants in the settlement. Any modification of those rights and obligations may be made based only on a writing signed by all affected parties and approved by the Court.

12. Release of Unknown Claims. The State expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

> **General Release; extent.** A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

13. The State may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Released Claims, but the State expressly waived and fully, finally, and forever settled, released and discharged, through the Agreement and Release, any and all Released Claims that may exist as of the Effective Date but which the State does not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would have materially affected the State's decision to enter into the Agreement.

14. Costs and Fees. The Parties will bear their own costs and attorneys' fees except as otherwise provided in the Agreement.

15. No Admission of Liability. Defendants are consenting to this Judgment solely for the purpose of effectuating the Agreement, and nothing contained herein may be taken as or construed to be an admission or concession of any violation of law, rule, or regulation, or of any other matter of fact or law, or of any liability or wrongdoing, all of which Defendants expressly deny. No Defendant or Released Entity admits that it caused or contributed to any public nuisance, and no Defendant or Released Entity admits any wrongdoing that was or could have been alleged by the State, its Participating Subdivisions, or any other person or entity. No part of this Judgment shall constitute evidence of any liability, fault, or wrongdoing by Defendants or any other Released Entity. The Parties acknowledge that payments made under the Agreement are not a fine, penalty, or payment in lieu thereof.

16. No Waiver. This Judgment is entered based on the Agreement without trial or adjudication of any contested issue of fact or law or finding of liability of any kind. This Judgment shall not be construed or used as a waiver of Janssen's right, or any other Released Entity's right, to defend itself from, or make any arguments in, any other regulatory, governmental, private individual, or class claims or suits relating to the subject matter or terms of this Judgment. Notwithstanding the foregoing, the State may enforce the terms of this Judgment as expressly provided in the Agreement.

17. No Private Right of Action. This Judgment is not intended for use by any third party for any purpose, including submission to any court for any purpose, except pursuant to Section X of the Agreement. Except as expressly provided in the Agreement, no portion of the Agreement or this Judgment shall provide any rights to, or be enforceable by, any person or entity that is not the State or Released Entity. The State shall allow Participating Subdivisions in the State to notify it of any

perceived violations of the Agreement or this Judgment. The State may not assign or otherwise convey any right to enforce any provision of the Agreement.

18. Admissibility. It is the intent of the Parties that this Judgment not be admissible in other cases against Defendants or binding on Defendants in any respect other than in connection with the enforcement of this Judgment or the Agreement. For the avoidance of doubt, nothing herein shall prohibit Defendants from entering this Judgment or the Agreement into evidence in any litigation or arbitration concerning (1) Defendants' right to coverage under an insurance contract or (2) the enforcement of the releases provided for by the Agreement and this Judgment.

19. Preservation of Privilege. Nothing contained in the Agreement or this Judgment, and no act required to be performed pursuant to the Agreement or this Judgment, is intended to constitute, cause, or effect any waiver (in whole or in part) of any attorney-client privilege, work product protection, or common interest/joint defense privilege, and each Party agrees that it shall not make or cause to be made in any forum any assertion to the contrary.

20. Mutual Interpretation. The Parties agree and stipulate that the Agreement was negotiated on an arm's-length basis between parties of equal bargaining power and was drafted jointly by counsel for each Party. Accordingly, the Agreement is incorporated herein by reference and shall be mutually interpreted and not construed in favor of or against any Party, except as expressly provided for in the Agreement.

21. Retention of Jurisdiction. The Court shall retain jurisdiction of the Parties for the limited purpose of the resolution of disputes identified in Section X of the Agreement. The Court shall have jurisdiction over Participating Subdivisions in the State for the limited purposes identified in the Agreement.

22. Successors and Assigns. This Judgment is binding on Defendants' successors and assigns.

23. Modification. This Judgment shall not be modified (by the Court, by any other court, or by any other means) without the consent of the State and Defendants, or as provided for in Section XI.R of the Agreement.

So ORDERED this _____ day of [[*]], 2024.

Enter: By Order:

_____ _____

APPROVED, AGREED TO AND PRESENTED BY:

[[SIGNATURE BLOCKS]]

EXHIBIT F

Litigating Subdivisions:

1. Anacortes City
2. Bainbridge Island City
3. Burlington City
4. Chelan County
5. Clallam County
6. Clark County
7. Everett City
8. Franklin County
9. Island County
10. Jefferson County
11. Kent City
12. King County
13. Kirkland City
14. Kitsap County
15. Kittitas County
16. La Conner School District
17. Lakewood City
18. Lewis County
19. Lincoln County
20. Mount Vernon City
21. Mount Vernon School District
22. Olympia City
23. Pierce County
24. San Juan County
25. Seattle City
26. Sedro-Woolley City
27. Sedro-Woolley School District
28. Skagit County
29. Snohomish County
30. Spokane City
31. Spokane County
32. Tacoma City
33. Thurston County
34. Vancouver City
35. Walla Walla County
36. Whatcom County
37. Whitman County

Non-litigating Subdivisions:

1. Aberdeen City
2. Adams County
3. Arlington City
4. Asotin County
5. Auburn City
6. Battle Ground City
7. Bellevue City
8. Bellingham City
9. Benton County
10. Bonney Lake City
11. Bothell City
12. Bremerton City
13. Burien City
14. Camas City
15. Centralia City
16. Cheney City
17. Covington City
18. Cowlitz County
19. Des Moines City
20. Douglas County
21. East Wenatchee City
22. Edgewood City
23. Edmonds City
24. Ellensburg City
25. Enumclaw City
26. Federal Way City
27. Ferndale City
28. Fife City
29. Gig Harbor City
30. Grandview City
31. Grant County
32. Grays Harbor County
33. Issaquah City
34. Kelso City
35. Kenmore City
36. Kennewick City
37. Klickitat County
38. Lacey City
39. Lake Forest Park City
40. Lake Stevens City
41. Liberty Lake City
42. Longview City
43. Lynden City
44. Lynnwood City

45. Maple Valley City
46. Marysville City
47. Mason County
48. Mercer Island City
49. Mill Creek City
50. Monroe City
51. Moses Lake City
52. Mountlake Terrace City
53. Mukilteo City
54. Newcastle City
55. Oak Harbor City
56. Okanogan County
57. Pacific County
58. Pasco City
59. Pend Oreille County
60. Port Angeles City
61. Port Orchard City
62. Poulsbo City
63. Pullman City
64. Puyallup City
65. Redmond City
66. Renton City
67. Richland City
68. Sammamish City
69. Seatac City
70. Shelton City
71. Shoreline City
72. Skamania County
73. Snohomish City
74. Snoqualmie City
75. Spokane Valley City
76. Stevens County
77. Sumner City
78. Sunnyside City
79. Tukwila City
80. Tumwater City
81. University Place City
82. Walla Walla City
83. Washougal City
84. Wenatchee City
85. West Richland City
86. Woodinville City
87. Yakima City
88. Yakima County

EXHIBIT G

List of Johnson & Johnson Subsidiaries

Johnson & Johnson, a New Jersey corporation, had the U.S. and international subsidiaries shown below as of January 1, 2023. Johnson & Johnson is not a subsidiary of any other entity.

Name of Subsidiary	**Jurisdiction**
U.S. Subsidiaries:	
ABD Holding Company, Inc.	Delaware
ABIOMED R&D, Inc.	Delaware
ABIOMED, Inc.	Delaware
Acclarent, Inc.	Delaware
Actelion Pharmaceuticals US, Inc.	Delaware
Albany Street LLC	New Jersey
ALZA Corporation	Delaware
Alza Land Management, Inc.	Delaware
AMO Development, LLC	Delaware
AMO Manufacturing USA, LLC	Delaware
AMO Nominee Holdings, LLC	Delaware
AMO Sales and Service, Inc.	Delaware
AMO Spain Holdings, LLC	Delaware
Anakuria Therapeutics, Inc.	Delaware
AorTx, Inc.	Delaware
Aragon Pharmaceuticals, Inc.	Delaware
Asia Pacific Holdings, LLC	New Jersey
Atrionix, Inc.	California
AUB Holdings LLC	Delaware
Auris Health, Inc.	Delaware
BeneVir BioPharm, Inc.	Delaware
BioMedical Enterprises, Inc.	Texas
Biosense Webster, Inc.	California
Breethe, Inc.	Delaware
Centocor Biologics, LLC	Pennsylvania
Centocor Research & Development, Inc.	Pennsylvania
Cerenovus, Inc.	New Jersey
Coherex Medical, Inc.	Delaware
CoTherix Inc.	Delaware
CRES Holdings, Inc.	Delaware
CrossRoads Extremity Systems, LLC	Tennessee

CSATS, Inc.	Washington
DePuy Mitek, LLC	Massachusetts
DePuy Orthopaedics, Inc.	Indiana
DePuy Products, Inc.	Indiana
DePuy Spine, LLC	Ohio
DePuy Synthes Institute, LLC	Delaware
DePuy Synthes Products, Inc.	Delaware
DePuy Synthes Sales, Inc.	Massachusetts
DePuy Synthes, Inc.	Delaware
Dutch Holding LLC	Delaware
ECL7, LLC	Delaware
Ethicon Endo-Surgery, Inc.	Ohio
Ethicon Endo-Surgery, LLC	Delaware
Ethicon LLC	Delaware
Ethicon US, LLC	Texas
Ethicon, Inc.	New Jersey
Hansen Medical International, Inc.	Delaware
Hansen Medical, Inc.	Delaware
I.D. Acquisition Corp.	New Jersey
Janssen BioPharma, LLC	Delaware
Janssen Biotech, Inc.	Pennsylvania
Janssen Global Services, LLC	New Jersey
Janssen Oncology, Inc.	Delaware
Janssen Ortho LLC	Delaware
Janssen Pharmaceuticals, Inc.	Pennsylvania
Janssen Products, LP	New Jersey
Janssen Research & Development, LLC	New Jersey
Janssen Scientific Affairs, LLC	New Jersey
Janssen Supply Group, LLC	Pennsylvania
Janssen-Cilag Manufacturing, LLC	Delaware
Jevco Holding, Inc.	New Jersey
JJHC, LLC	Delaware
JNJ International Investment LLC	Delaware
JNTL (APAC) HoldCo 2 LLC	Delaware
JNTL (APAC) HoldCo LLC	Delaware

JNTL (Japan) HoldCo Inc.	Delaware
JNTL (Middle East) HoldCo LLC	Delaware
JNTL (Thailand) HoldCo LLC	Delaware
JNTL Consumer Health (Services) LLC	Delaware
JNTL HoldCo 2 LLC	Delaware
JNTL HoldCo 3 LLC	Delaware
JNTL HoldCo 4 LLC	Delaware
JNTL HoldCo 5 LLC	Delaware
JNTL HoldCo 6 LLC	Delaware
JNTL HoldCo 7 LLC	Delaware
JNTL HoldCo 8 LLC	Delaware
JNTL HoldCo LLC	Delaware
JNTL Holdings 2, Inc.	Delaware
JNTL Holdings 3, Inc.	Delaware
JNTL Holdings, Inc.	Delaware
Johnson & Johnson	New Jersey
Johnson & Johnson (Middle East) Inc.	New Jersey
Johnson & Johnson (Singapore) Holdco LLC	Delaware
Johnson & Johnson Consumer Inc.	Nevada
Johnson & Johnson Consumer Inc.	New Jersey
Johnson & Johnson Enterprise Innovation Inc.	Delaware
Johnson & Johnson Finance Corporation	New Jersey
Johnson & Johnson Gateway, LLC	New Jersey
Johnson & Johnson Health and Wellness Solutions, Inc.	Michigan
Johnson & Johnson Health Care Systems Inc.	New Jersey
Johnson & Johnson Innovation - JJDC, Inc.	New Jersey
Johnson & Johnson Innovation LLC	Delaware
Johnson & Johnson International	New Jersey
Johnson & Johnson Medical Devices & Diagnostics Group - Latin America, L.L.C.	Florida
Johnson & Johnson S.E., Inc.	New Jersey
Johnson & Johnson Services, Inc.	New Jersey
Johnson & Johnson Surgical Vision, Inc.	Delaware
Johnson & Johnson Urban Renewal Associates	New Jersey

Johnson & Johnson Vision Care, Inc.	Florida
JOM Pharmaceutical Services, Inc.	Delaware
Kenvue Inc.	Delaware
LTL Management LLC	North Carolina
McNeil Consumer Pharmaceuticals Co.	New Jersey
McNeil Healthcare LLC	Delaware
McNeil LA LLC	Delaware
McNEIL MMP, LLC	New Jersey
McNeil Nutritionals, LLC	Delaware
Medical Device Business Services, Inc.	Indiana
Medical Devices & Diagnostics Global Services, LLC	Delaware
Medical Devices International LLC	Delaware
MegaDyne Medical Products, Inc.	Utah
Mentor Partnership Holding Company I, LLC	Delaware
Mentor Texas GP LLC	Delaware
Mentor Texas L.P.	Delaware
Mentor Worldwide LLC	Delaware
Middlesex Assurance Company Limited	Vermont
Momenta Pharmaceuticals, Inc.	Delaware
NeoStrata Company, Inc.	Delaware
Netherlands Holding Company	Delaware
NeuWave Medical, Inc.	Delaware
Novira Therapeutics, LLC	Delaware
NuVera Medical, Inc.	Delaware
OMJ Pharmaceuticals, Inc.	Delaware
Omrix Biopharmaceuticals, Inc.	Delaware
Ortho Biologics LLC	Delaware
Ortho Biotech Holding LLC	Delaware

Patriot Pharmaceuticals, LLC	Pennsylvania
Peninsula Pharmaceuticals, LLC	Delaware
Percivia LLC	Delaware
preCARDIA, Inc.	Delaware
Princeton Laboratories, Inc.	Delaware
Prosidyan, Inc.	Delaware
Pulsar Vascular, Inc.	Delaware
Regency Urban Renewal Associates	New Jersey
Royalty A&M LLC	North Carolina
Rutan Realty LLC	New Jersey
Scios LLC	Delaware
SterilMed, Inc.	Minnesota
Synthes USA Products, LLC	Delaware
Synthes USA, LLC	Delaware
Synthes, Inc.	Delaware
TARIS Biomedical LLC	Delaware
TearScience, Inc.	Delaware
The Anspach Effort, LLC	Florida
The Vision Care Institute, LLC	Florida
Tibotec, LLC	Delaware
Torax Medical, Inc.	Delaware
Verb Surgical Inc.	Delaware
Vogue International LLC	Delaware
WH4110 Development Company, L.L.C.	Georgia
Zarbee's, Inc.	Delaware

International Subsidiaries:	
3Dintegrated ApS	Denmark
Actelion Ltd	Switzerland
Actelion Pharmaceuticals Ltd	Switzerland
Actelion Pharmaceuticals Trading (Shanghai) Co., Ltd.	China
Actelion Treasury Unlimited Company	Ireland

AMO (Hangzhou) Co., Ltd.	China
AMO (Shanghai) Medical Devices Trading Co., Ltd.	China
AMO ASIA LIMITED	Hong Kong
AMO Australia Pty Limited	Australia
AMO Canada Company	Canada
AMO Denmark ApS	Denmark
AMO France	France
AMO Germany GmbH	Germany
AMO Groningen B.V.	Netherlands
AMO International Holdings Unlimited Company	Ireland
AMO Ireland	Cayman Islands
AMO Italy SRL	Italy
AMO Japan K.K.	Japan
AMO Netherlands BV	Netherlands
AMO Norway AS	Norway
AMO Puerto Rico Manufacturing, Inc.	Cayman Islands
AMO Singapore Pte. Ltd.	Singapore
AMO Switzerland GmbH	Switzerland
AMO United Kingdom, Ltd.	United Kingdom
AMO Uppsala AB	Sweden
Apsis	France
Backsvalan 6 Handelsbolag	Sweden
Beijing Dabao Cosmetics Co., Ltd.	China
Berna Rhein B.V.	Netherlands
Biosense Webster (Israel) Ltd.	Israel
C Consumer Products Denmark ApS	Denmark
Carlo Erba OTC S.r.l.	Italy
ChromaGenics B.V.	Netherlands

Ci:z. Labo Co., Ltd.	Japan
Cilag AG	Switzerland
Cilag GmbH International	Switzerland
Cilag Holding AG	Switzerland
Cilag Holding Treasury Unlimited Company	Ireland
Cilag-Biotech, S.L.	Spain
ColBar LifeScience Ltd.	Israel
Cordis de Mexico, S.A. de C.V.	Mexico
Corimmun GmbH	Germany
Debs-Vogue Corporation (Proprietary) Limited	South Africa
DePuy Hellas SA	Greece
DePuy International Limited	United Kingdom
DePuy Ireland Unlimited Company	Ireland
DePuy Mexico, S.A. de C.V.	Mexico
EES Holdings de Mexico, S. de R.L. de C.V.	Mexico
EES, S.A. de C.V.	Mexico
EIT Emerging Implant Technologies GmbH	Germany
Ethicon Endo-Surgery (Europe) GmbH	Germany
Ethicon Sarl	Switzerland
Ethicon Women's Health & Urology Sarl	Switzerland
Ethnor (Proprietary) Limited	South Africa
Ethnor del Istmo S.A.	Panama
Ethnor Farmaceutica, S.A.	Venezuela, Bolivarian Republic of
Finsbury (Development) Limited	United Kingdom
Finsbury (Instruments) Limited	United Kingdom
Finsbury Medical Limited	United Kingdom
Finsbury Orthopaedics International Limited	United Kingdom
Finsbury Orthopaedics Limited	United Kingdom

FMS Future Medical System SA	Switzerland
GATT Technologies B.V.	Netherlands
GH Biotech Holdings Limited	Ireland
Global Investment Participation B.V.	Netherlands
GMED Healthcare BV	Belgium
Guangzhou Bioseal Biotech Co., Ltd.	China
Hansen Medical Deutschland GmbH	Germany
Hansen Medical UK Limited	United Kingdom
Healthcare Services (Shanghai) Ltd.	China
Innomedic Gesellschaft für innovative Medizintechnik und Informatik mbH	Germany
J & J Company West Africa Limited	Nigeria
J&J Argentina S.A.	Argentina
J&J Pension Trustees Limited	United Kingdom
J&J Productos Medicos & Farmaceuticos del Peru S.A.	Peru
J.C. General Services BV	Belgium
Janssen Biologics (Ireland) Limited	Ireland
Janssen Biologics B.V.	Netherlands
Janssen Cilag Farmaceutica S.A.	Argentina
Janssen Cilag S.p.A.	Italy
Janssen Cilag SPA	Algeria
Janssen Cilag, C.A.	Venezuela, Bolivarian Republic of
Janssen Development Finance Unlimited Company	Ireland
Janssen Egypt LLC	Egypt
Janssen Farmaceutica Portugal Lda	Portugal
Janssen France Treasury Unlimited Company	France
Janssen Holding GmbH	Switzerland
Janssen Inc.	Canada
Janssen Irish Finance Unlimited Company	Ireland

Janssen Japan Treasury Unlimited Company	Japan
Janssen Korea Ltd.	Korea, Republic of
Janssen Mexico Treasury Unlimited Company	Ireland
Janssen Pharmaceutica (Proprietary) Limited	South Africa
Janssen Pharmaceutica NV	Belgium
Janssen Pharmaceutica S.A.	Peru
Janssen Pharmaceutical K.K.	Japan
Janssen Pharmaceutical Sciences Unlimited Company	Ireland
Janssen Pharmaceutical Unlimited Company	Ireland
Janssen R&D Ireland Unlimited Company	Ireland
Janssen Sciences Ireland Unlimited Company	Ireland
Janssen Vaccines & Prevention B.V.	Netherlands
Janssen Vaccines Corp.	Korea, Republic of
Janssen-Cilag	France
Janssen-Cilag (New Zealand) Limited	New Zealand
Janssen-Cilag A/S	Denmark
Janssen-Cilag AG	Switzerland
Janssen-Cilag Aktiebolag	Sweden
Janssen-Cilag AS	Norway
Janssen-Cilag B.V.	Netherlands
Janssen-Cilag d.o.o. Beograd	Serbia
Janssen-Cilag de Mexico S. de R.L. de C.V.	Mexico
Janssen-Cilag Farmaceutica Lda.	Portugal
Janssen-Cilag Farmaceutica Ltda.	Brazil
Janssen-Cilag GmbH	Germany
Janssen-Cilag International NV	Belgium
Janssen-Cilag Kft.	Hungary
Janssen-Cilag Limited	United Kingdom

Janssen-Cilag Limited	Thailand
Janssen-Cilag NV	Belgium
Janssen-Cilag OY	Finland
Janssen-Cilag Pharma GmbH	Austria
Janssen-Cilag Pharmaceutical S.A.C.I.	Greece
Janssen-Cilag Polska, Sp. z o.o.	Poland
Janssen-Cilag Pty Ltd	Australia
Janssen-Cilag S.A.	Colombia
Janssen-Cilag s.r.o.	Czech Republic
Janssen-Cilag, S.A.	Spain
Janssen-Cilag, S.A. de C.V.	Mexico
Janssen-Pharma, S.L.	Spain
J-C Health Care Ltd.	Israel
JJ Surgical Vision Spain, S.L.	Spain
JJC Acquisition Company B.V.	Netherlands
JJSV Belgium BV	Belgium
JJSV Manufacturing Malaysia SDN. BHD.	Malaysia
JJSV Norden AB	Sweden
JJSV Produtos Oticos Ltda.	Brazil
JNJ Global Business Services s.r.o.	Czech Republic
JNJ Holding EMEA B.V.	Netherlands
JNTL (APAC) HoldCo 3 Pte. Ltd.	Singapore
JNTL (APAC) HoldCo Pte. Ltd.	Singapore
JNTL (Malaysia) Sdn. Bhd.	Malaysia
JNTL (Puerto Rico) HoldCo GmbH	Switzerland
JNTL (Shanghai) Investment Co., Ltd.	China
JNTL (Switzerland) HoldCo GmbH	Switzerland
JNTL (UK) HoldCo Limited	United Kingdom

JNTL Consumer Health (Vietnam) Co. Ltd.	Vietnam
JNTL Consumer Health (Belgium) BV	Belgium
JNTL Consumer Health (Brazil) Ltda.	Brazil
JNTL Consumer Health (Czech Republic) s.r.o.	Czech Republic
JNTL Consumer Health (Dominican Republic), S.A.S.	Dominican Republic
JNTL Consumer Health (Finland) Oy	Finland
JNTL Consumer Health (France) SAS	France
JNTL Consumer Health (Hungary) Kft	Hungary
JNTL Consumer Health (India) Private Limited	India
JNTL Consumer Health (New Zealand) Limited	New Zealand
JNTL Consumer Health (Norway) AS	Norway
JNTL Consumer Health (Philippines) Inc.	Philippines
JNTL Consumer Health (Poland) sp. z o.o.	Poland
JNTL Consumer Health (Portugal) Limitada	Portugal
JNTL Consumer Health (Slovakia), s.r.o.	Slovakia
JNTL Consumer Health (Spain), S.L.	Spain
JNTL Consumer Health (Taiwan) Limited	Taiwan (Province of China)
JNTL Consumer Health General Services BV	Belgium
JNTL Consumer Health I (Ireland) Limited	Ireland
JNTL Consumer Health I (Switzerland) GmbH	Switzerland
JNTL Consumer Health II (Switzerland) GmbH	Switzerland
JNTL Consumer Health LLC	Egypt
JNTL Consumer Health Mexico, S. de R.L. de C.V.	Mexico
JNTL Consumer Health Middle East FZ-LLC	United Arab Emirates

JNTL Holdings B.V.	Netherlands
JNTL Ireland HoldCo 2 B.V.	Netherlands
JNTL Netherlands HoldCo B.V.	Netherlands
JNTL Turkey Tüketici Sağlığı Limited Şirketi	Turkey
Johnson & Johnson - Societa' Per Azioni	Italy
Johnson & Johnson (Angola), Limitada	Angola
Johnson & Johnson (Australia) Pty Ltd	Australia
Johnson & Johnson (Canada) Inc.	Canada
Johnson & Johnson (China) Investment Ltd.	China
Johnson & Johnson (Ecuador) S.A.	Ecuador
Johnson & Johnson (Egypt) S.A.E.	Egypt
Johnson & Johnson (Hong Kong) Limited	Hong Kong
Johnson & Johnson (Ireland) Limited	Ireland
Johnson & Johnson (Jamaica) Limited	Jamaica
Johnson & Johnson (Kenya) Limited	Kenya
Johnson & Johnson (Mozambique), Limitada	Mozambique
Johnson & Johnson (Namibia) (Proprietary) Limited	Namibia
Johnson & Johnson (New Zealand) Limited	New Zealand

Johnson & Johnson (Philippines), Inc.	Philippines
Johnson & Johnson (Private) Limited	Zimbabwe
Johnson & Johnson (Thailand) Ltd.	Thailand
Johnson & Johnson (Trinidad) Limited	Trinidad and Tobago
Johnson & Johnson (Vietnam) Co., Ltd	Vietnam
Johnson & Johnson AB	Sweden
Johnson & Johnson AG	Switzerland
Johnson & Johnson Bulgaria EOOD	Bulgaria
Johnson & Johnson China Ltd.	China
Johnson & Johnson Consumer (Hong Kong) Limited	Hong Kong
Johnson & Johnson Consumer (Thailand) Limited	Thailand
Johnson & Johnson Consumer B.V.	Netherlands
Johnson & Johnson Consumer Holdings France	France
Johnson & Johnson Consumer NV	Belgium
Johnson & Johnson Consumer Saudi Arabia Limited	Saudi Arabia
Johnson & Johnson Consumer Services EAME Ltd.	United Kingdom
Johnson & Johnson d.o.o.	Slovenia
Johnson & Johnson de Argentina S.A.C. e. I.	Argentina
Johnson & Johnson de Chile S.A.	Chile
Johnson & Johnson de Colombia S.A.	Colombia
Johnson & Johnson de Mexico, S.A. de C.V.	Mexico
Johnson & Johnson de Uruguay S.A.	Uruguay
Johnson & Johnson de Venezuela, S.A.	Venezuela, Bolivarian Republic of
Johnson & Johnson del Ecuador, S.A.	Ecuador
Johnson & Johnson Del Paraguay, S.A.	Paraguay
Johnson & Johnson del Peru S.A.	Peru
Johnson & Johnson do Brasil Industria E Comercio de Produtos Para Saude Ltda.	Brazil
Johnson & Johnson Dominicana, S.A.S.	Dominican Republic
Johnson & Johnson European Treasury Unlimited Company	Ireland

Johnson & Johnson Finance Limited	United Kingdom
Johnson & Johnson Financial Services GmbH	Germany
Johnson & Johnson for Export and Import LLC	Egypt
Johnson & Johnson Gesellschaft m.b.H.	Austria
Johnson & Johnson GmbH	Germany
Johnson & Johnson GT, Sociedad Anónima	Guatemala
Johnson & Johnson Guatemala, S.A.	Guatemala
Johnson & Johnson Hellas Commercial and Industrial S.A.	Greece
Johnson & Johnson Hellas Consumer Products Commercial Societe Anonyme	Greece
Johnson & Johnson Hemisferica S.A.	Puerto Rico
Johnson & Johnson Holding GmbH	Germany
Johnson & Johnson Holdings (Austria) GmbH	Austria
Johnson & Johnson Inc.	Canada
Johnson & Johnson Industrial Ltda.	Brazil
Johnson & Johnson Innovation Limited	United Kingdom

Johnson & Johnson International (Singapore) Pte. Ltd.	Singapore
Johnson & Johnson International Financial Services Unlimited Company	Ireland
Johnson & Johnson Irish Finance Company Limited	Ireland
Johnson & Johnson K.K.	Japan
Johnson & Johnson Kft.	Hungary
Johnson & Johnson Korea Selling & Distribution LLC	Korea, Republic of
Johnson & Johnson Korea, Ltd.	Korea, Republic of
Johnson & Johnson Limited	United Kingdom
Johnson & Johnson LLC	Russian Federation
Johnson & Johnson Luxembourg Finance Company Sarl	Luxembourg
Johnson & Johnson Management Limited	United Kingdom
Johnson & Johnson Medical (China) Ltd.	China
Johnson & Johnson Medical (Proprietary) Ltd	South Africa
Johnson & Johnson Medical (Shanghai) Ltd.	China
Johnson & Johnson Medical (Suzhou) Ltd.	China
Johnson & Johnson Medical B.V.	Netherlands
Johnson & Johnson Medical GmbH	Germany

Johnson & Johnson Medical Greece Single Member S.A.	Greece
Johnson & Johnson Medical Korea Ltd.	Korea, Republic of
Johnson & Johnson Medical Limited	United Kingdom
Johnson & Johnson Medical Mexico, S.A. de C.V.	Mexico
Johnson & Johnson Medical NV	Belgium
Johnson & Johnson Medical Products GmbH	Austria
Johnson & Johnson Medical Pty Ltd	Australia
Johnson & Johnson Medical S.A.	Argentina
Johnson & Johnson Medical S.p.A.	Italy
Johnson & Johnson Medical SAS	France
Johnson & Johnson Medical Saudi Arabia Limited	Saudi Arabia
Johnson & Johnson Medical Taiwan Ltd.	Taiwan (Province of China)
Johnson & Johnson Medical, S.C.S.	Venezuela, Bolivarian Republic of
Johnson & Johnson Medikal Sanayi ve Ticaret Limited Sirketi	Turkey
Johnson & Johnson MedTech (Thailand) Ltd.	Thailand
Johnson & Johnson Medtech Colombia S.A.S.	Colombia
Johnson & Johnson Middle East FZ-LLC	United Arab Emirates
Johnson & Johnson Morocco Societe Anonyme	Morocco
Johnson & Johnson Nordic AB	Sweden
Johnson & Johnson Pacific Pty Limited	Australia
Johnson & Johnson Pakistan (Private) Limited	Pakistan
Johnson & Johnson Panama, S.A.	Panama
Johnson & Johnson Personal Care (Chile) S.A.	Chile
Johnson & Johnson Pharmaceutical Ltd.	China
Johnson & Johnson Poland Sp. z o.o.	Poland
Johnson & Johnson Private Limited	India
Johnson & Johnson Pte. Ltd.	Singapore

Johnson & Johnson Pty. Limited	Australia
Johnson & Johnson Romania S.R.L.	Romania
Johnson & Johnson S.E. d.o.o.	Croatia
Johnson & Johnson Sante Beaute France	France
Johnson & Johnson SDN. BHD.	Malaysia
Johnson & Johnson Surgical Vision India Private Limited	India
Johnson & Johnson Taiwan Ltd.	Taiwan (Province of China)
Johnson & Johnson UK Treasury Company Limited	United Kingdom
Johnson & Johnson Ukraine LLC	Ukraine
Johnson & Johnson Vision Care (Australia) Pty Ltd	Australia
Johnson & Johnson Vision Care (Shanghai) Ltd.	China
Johnson & Johnson Vision Care Ireland Unlimited Company	Ireland
Johnson & Johnson Vision Korea, Ltd.	Korea, Republic of
Johnson & Johnson, Lda	Portugal
Johnson & Johnson, S.A.	Spain
Johnson & Johnson, S.A. de C.V.	Mexico
Johnson & Johnson, s.r.o.	Slovakia
Johnson & Johnson, s.r.o.	Czech Republic

Johnson and Johnson (Proprietary) Limited	South Africa
Johnson and Johnson Sihhi Malzeme Sanayi Ve Ticaret Limited Sirketi	Turkey
Johnson Y Johnson de Costa Rica, S.A.	Costa Rica
La Concha Land Investment Corporation	Philippines
McNeil AB	Sweden
McNeil Denmark ApS	Denmark
McNeil Healthcare (Ireland) Limited	Ireland
McNeil Healthcare (UK) Limited	United Kingdom
McNeil Iberica S.L.U.	Spain
McNeil Panama, LLC	Panama
McNeil Products Limited	United Kingdom
McNeil Sweden AB	Sweden
Medos International Sarl	Switzerland
Medos Sarl	Switzerland
Menlo Care De Mexico, S.A. de C.V.	Mexico
Mentor B.V.	Netherlands
Mentor Deutschland GmbH	Germany
Mentor Medical Systems B.V.	Netherlands
Momenta Ireland Limited	Ireland
NeoStrata UG (haftungsbeschränkt)	Germany
Neuravi Limited	Ireland
Obtech Medical Mexico, S.A. de C.V.	Mexico
OBTECH Medical Sarl	Switzerland
OGX Beauty Limited	United Kingdom
OMJ Holding GmbH	Switzerland
Omrix Biopharmaceuticals Ltd.	Israel
Omrix Biopharmaceuticals NV	Belgium
Orthospin Ltd.	Israel
Orthotaxy	France
Pharmadirect Ltd.	Canada
Pharmedica Laboratories (Proprietary) Limited	South Africa
Productos de Cuidado Personal y de La Salud de Bolivia S.R.L.	Bolivia
Proleader S.A.	Uruguay

PT Integrated Healthcare Indonesia	Indonesia
PT Johnson & Johnson Indonesia	Indonesia
PT Johnson and Johnson Indonesia Two	Indonesia
RespiVert Ltd.	United Kingdom
Review Manager Test Entity 2	France
Serhum S.A. de C.V.	Mexico
Shanghai Elsker Mother & Baby Co., Ltd	China
Shanghai Johnson & Johnson Ltd.	China
Shanghai Johnson & Johnson Pharmaceuticals Ltd.	China
Sodiac ESV	Belgium
Spectrum Vision Limited Liability Company	Russian Federation
Spectrum Vision Limited Liability Company	Ukraine
Spectrum Vision Limited Liability Partnership	Kazakhstan
Surgical Process Institute Deutschland GmbH	Germany
Synthes Costa Rica S.C.R., Limitada	Costa Rica
SYNTHES GmbH	Germany
Synthes GmbH	Switzerland
Synthes Holding AG	Switzerland
Synthes Holding Limited	United Arab Emirates
SYNTHES Medical Immobilien GmbH	Germany
Synthes Medical Surgical Equipment & Instruments Trading LLC	United Arab Emirates
Synthes Produktions GmbH	Switzerland
Synthes Proprietary Limited	South Africa
Synthes S.M.P., S. de R.L. de C.V.	Mexico
Synthes Tuttlingen GmbH	Germany
UAB "Johnson & Johnson"	Lithuania
Vania Expansion	France
Vision Care Finance Unlimited Company	Ireland
Xian Janssen Pharmaceutical Ltd.	China
XO1 Limited	United Kingdom

EXHIBIT H

One Washington Memorandum of Understanding between the Washington Municipalities

ONE WASHINGTON MEMORANDUM OF UNDERSTANDING BETWEEN WASHINGTON MUNICIPALITIES

Whereas, the people of the State of Washington and its communities have been harmed by entities within the Pharmaceutical Supply Chain who manufacture, distribute, and dispense prescription opioids;

Whereas, certain Local Governments, through their elected representatives and counsel, are engaged in litigation seeking to hold these entities within the Pharmaceutical Supply Chain of prescription opioids accountable for the damage they have caused to the Local Governments;

Whereas, Local Governments and elected officials share a common desire to abate and alleviate the impacts of harms caused by these entities within the Pharmaceutical Supply Chain throughout the State of Washington, and strive to ensure that principals of equity and equitable service delivery are factors considered in the allocation and use of Opioid Funds; and

Whereas, certain Local Governments engaged in litigation and the other cities and counties in Washington desire to agree on a form of allocation for Opioid Funds they receive from entities within the Pharmaceutical Supply Chain.

Now therefore, the Local Governments enter into this Memorandum of Understanding ("MOU") relating to the allocation and use of the proceeds of Settlements described.

A. Definitions

As used in this MOU:

1. "Allocation Regions" are the same geographic areas as the existing nine (9) Washington State Accountable Community of Health (ACH) Regions and have the purpose described in Section C below.

2. "Approved Purpose(s)" shall mean the strategies specified and set forth in the Opioid Abatement Strategies attached as Exhibit A.

3. "Effective Date" shall mean the date on which a court of competent jurisdiction enters the first Settlement by order or consent decree. The Parties anticipate that more than one Settlement will be administered according to the terms of this MOU, but that the first entered Settlement will trigger allocation of Opioid Funds in accordance with Section B herein, and the formation of the Opioid Abatement Councils in Section C.

4. "Litigating Local Government(s)" shall mean Local Governments that filed suit against any Pharmaceutical Supply Chain Participant pertaining to the Opioid epidemic prior to September 1, 2020.

5. “Local Government(s)” shall mean all counties, cities, and towns within the geographic boundaries of the State of Washington.

6. “National Settlement Agreements” means the national opioid settlement agreements dated July 21, 2021 involving Johnson & Johnson, and distributors AmerisourceBergen, Cardinal Health and McKesson as well as their subsidiaries, affiliates, officers, and directors named in the National Settlement Agreements, including all amendments thereto.

7. “Opioid Funds” shall mean monetary amounts obtained through a Settlement as defined in this MOU.

8. “Opioid Abatement Council” shall have the meaning described in Section C below.

9. “Participating Local Government(s)” shall mean all counties, cities, and towns within the geographic boundaries of the State that have chosen to sign on to this MOU. The Participating Local Governments may be referred to separately in this MOU as “Participating Counties” and “Participating Cities and Towns” (or “Participating Cities or Towns,” as appropriate) or “Parties.”

10. “Pharmaceutical Supply Chain” shall mean the process and channels through which controlled substances are manufactured, marketed, promoted, distributed, and/or dispensed, including prescription opioids.

11. “Pharmaceutical Supply Chain Participant” shall mean any entity that engages in or has engaged in the manufacture, marketing, promotion, distribution, and/or dispensing of a prescription opioid, including any entity that has assisted in any of the above.

12. “Qualified Settlement Fund Account,” or “QSF Account,” shall mean an account set up as a qualified settlement fund, 468b fund, as authorized by Treasury Regulations 1.468B-1(c) (26 CFR §1.468B-1).

13. “Regional Agreements” shall mean the understanding reached by the Participating Local Counties and Cities within an Allocation Region governing the allocation, management, distribution of Opioid Funds within that Allocation Region.

14. “Settlement” shall mean the future negotiated resolution of legal or equitable claims against a Pharmaceutical Supply Chain Participant when that resolution has been jointly entered into by the Participating Local Governments. “Settlement” expressly does not include a plan of reorganization confirmed under Title 11of the United States Code, irrespective of the extent to which Participating Local Governments vote in favor of or otherwise support such plan of reorganization.

15. "Trustee" shall mean an independent trustee who shall be responsible for the ministerial task of releasing Opioid Funds from a QSF account to Participating Local Governments as authorized herein and accounting for all payments into or out of the trust.

16. The "Washington State Accountable Communities of Health" or "ACH" shall mean the nine (9) regions described in Section C below.

B. Allocation of Settlement Proceeds for Approved Purposes

1. All Opioid Funds shall be held in a QSF and distributed by the Trustee, for the benefit of the Participating Local Governments, only in a manner consistent with this MOU. Distribution of Opioid Funds will be subject to the mechanisms for auditing and reporting set forth below to provide public accountability and transparency.

2. All Opioid Funds, regardless of allocation, shall be utilized pursuant to Approved Purposes as defined herein and set forth in Exhibit A. Compliance with this requirement shall be verified through reporting, as set out in this MOU.

3. The division of Opioid Funds shall first be allocated to Participating Counties based on the methodology utilized for the Negotiation Class in *In Re: National Prescription Opiate Litigation*, United States District Court for the Northern District of Ohio, Case No. 1:17-md-02804-DAP. The allocation model uses three equally weighted factors: (1) the amount of opioids shipped to the county; (2) the number of opioid deaths that occurred in that county; and (3) the number of people who suffer opioid use disorder in that county. The allocation percentages that result from application of this methodology are set forth in the "County Total" line item in Exhibit B. In the event any county does not participate in this MOU, that county's percentage share shall be reallocated proportionally amongst the Participating Counties by applying this same methodology to only the Participating Counties.

4. Allocation and distribution of Opioid Funds within each Participating County will be based on regional agreements as described in Section C.

C. Regional Agreements

1. For the purpose of this MOU, the regional structure for decision-making related to opioid fund allocation will be based upon the nine (9) pre-defined Washington State Accountable Community of Health Regions (Allocation Regions). Reference to these pre-defined regions is solely for the purpose of

drawing geographic boundaries to facilitate regional agreements for use of Opioid Funds. The Allocation Regions are as follows:

- King County (Single County Region)
- Pierce County (Single County Region)
- Olympic Community of Health Region (Clallam, Jefferson, and Kitsap Counties)
- Cascade Pacific Action Alliance Region (Cowlitz, Grays Harbor, Lewis, Mason, Pacific, Thurston, and Wahkiakum Counties)
- North Sound Region (Island, San Juan, Skagit, Snohomish, and Whatcom Counties)
- SouthWest Region (Clark, Klickitat, and Skamania Counties)
- Greater Columbia Region (Asotin, Benton, Columbia, Franklin, Garfield, Kittitas, Walla Walla, Whitman, and Yakima Counties)
- Spokane Region (Adams, Ferry, Lincoln, Pend Oreille, Spokane, and Stevens Counties)
- North Central Region (Chelan, Douglas, Grant, and Okanogan Counties)

2. Opioid Funds will be allocated, distributed and managed within each Allocation Region, as determined by its Regional Agreement as set forth below. If an Allocation Region does not have a Regional Agreement enumerated in this MOU, and does not subsequently adopt a Regional Agreement per Section C.5, the default mechanism for allocation, distribution and management of Opioid Funds described in Section C.4.a will apply. Each Allocation Region must have an OAC whose composition and responsibilities shall be defined by Regional Agreement or as set forth in Section C.4.

3. King County's Regional Agreement is reflected in Exhibit C to this MOU.

4. All other Allocation Regions that have not specified a Regional Agreement for allocating, distributing and managing Opioid Funds, will apply the following default methodology:

a. Opioid Funds shall be allocated within each Allocation Region by taking the allocation for a Participating County from Exhibit B and apportioning those funds between that Participating County and its Participating Cities and Towns. Exhibit B also sets forth the allocation to the Participating Counties and the Participating Cities or Towns within the Counties based on a default allocation formula. As set forth above in Section B.3, to determine the allocation to a county, this formula utilizes: (1) the amount of opioids shipped to the county; (2) the number of opioid deaths that occurred in that county; and (3) the number of people who suffer opioid use disorder in that county. To determine the allocation within a county, the formula utilizes historical federal data showing how the specific Counties and the Cities and Towns within the Counties have

made opioids epidemic-related expenditures in the past. This is the same methodology used in the National Settlement Agreements for county and intra-county allocations. A Participating County, and the Cities and Towns within it may enter into a separate intra-county allocation agreement to modify how the Opioid Funds are allocated amongst themselves, provided the modification is in writing and agreed to by all Participating Local Governments in the County. Such an agreement shall not modify any of the other terms or requirements of this MOU.

b. 10% of the Opioid Funds received by the Region will be reserved, on an annual basis, for administrative costs related to the OAC. The OAC will provide an annual accounting for actual costs and any reserved funds that exceed actual costs will be reallocated to Participating Local Governments within the Region.

c. Cities and towns with a population of less than 10,000 shall be excluded from the allocation, with the exception of cities and towns that are Litigating Participating Local Governments. The portion of the Opioid Funds that would have been allocated to a city or town with a population of less than 10,000 that is not a Litigating Participating Local Government shall be redistributed to Participating Counties in the manner directed in C.4.a above.

d. Each Participating County, City, or Town may elect to have its share re-allocated to the OAC in which it is located. The OAC will then utilize this share for the benefit of Participating Local Governments within that Allocation Region, consistent with the Approved Purposes set forth in Exhibit A. A Participating Local Government's election to forego its allocation of Opioid Funds shall apply to all future allocations unless the Participating Local Government notifies its respective OAC otherwise. If a Participating Local Government elects to forego its allocation of the Opioid Funds, the Participating Local Government shall be excused from the reporting requirements set forth in this Agreement.

e. Participating Local Governments that receive a direct payment maintain full discretion over the use and distribution of their allocation of Opioid Funds, provided the Opioid Funds are used solely for Approved Purposes. Reasonable administrative costs for a Participating Local Government to administer its allocation of Opioid Funds shall not exceed actual costs or 10% of the Participating Local Government's allocation of Opioid Funds, whichever is less.

f. A Local Government that chooses not to become a Participating Local Government will not receive a direct allocation of Opioid Funds. The portion of the Opioid Funds that would have been allocated to a Local Government that is not a Participating Local Government shall be

redistributed to Participating Counties in the manner directed in C.4.a above.

g. As a condition of receiving a direct payment, each Participating Local Government that receives a direct payment agrees to undertake the following actions:

i. Developing a methodology for obtaining proposals for use of Opioid Funds.

ii. Ensuring there is opportunity for community-based input on priorities for Opioid Fund programs and services.

iii. Receiving and reviewing proposals for use of Opioid Funds for Approved Purposes.

iv. Approving or denying proposals for use of Opioid Funds for Approved Purposes.

v. Receiving funds from the Trustee for approved proposals and distributing the Opioid Funds to the recipient.

vi. Reporting to the OAC and making publicly available all decisions on Opioid Fund allocation applications, distributions and expenditures.

h. Prior to any distribution of Opioid Funds within the Allocation Region, The Participating Local Governments must establish an Opioid Abatement Council (OAC) to oversee Opioid Fund allocation, distribution, expenditures and dispute resolution. The OAC may be a preexisting regional body or may be a new body created for purposes of executing the obligations of this MOU.

i. The OAC for each Allocation Region shall be composed of representation from both Participating Counties and Participating Towns or Cities within the Region. The method of selecting members, and the terms for which they will serve will be determined by the Allocation Region's Participating Local Governments. All persons who serve on the OAC must have work or educational experience pertaining to one or more Approved Uses.

j. The Regional OAC will be responsible for the following actions:

i. Overseeing distribution of Opioid Funds from Participating Local Governments to programs and services within the Allocation Region for Approved Purposes.

ii. Annual review of expenditure reports from Participating Local Jurisdictions within the Allocation Region for compliance with Approved Purposes and the terms of this MOU and any Settlement.

iii. In the case where Participating Local Governments chose to forego their allocation of Opioid Funds:

(i) Approving or denying proposals by Participating Local Governments or community groups to the OAC for use of Opioid Funds within the Allocation Region.
(ii) Directing the Trustee to distribute Opioid Funds for use by Participating Local Governments or community groups whose proposals are approved by the OAC.
(iii) Administrating and maintaining records of all OAC decisions and distributions of Opioid Funds.

iv. Reporting and making publicly available all decisions on Opioid Fund allocation applications, distributions and expenditures by the OAC or directly by Participating Local Governments.

v. Developing and maintaining a centralized public dashboard or other repository for the publication of expenditure data from any Participating Local Government that receives Opioid Funds, and for expenditures by the OAC in that Allocation Region, which it shall update at least annually.

vi. If necessary, requiring and collecting additional outcome-related data from Participating Local Governments to evaluate the use of Opioid Funds, and all Participating Local Governments shall comply with such requirements.

vii. Hearing complaints by Participating Local Governments within the Allocation Region regarding alleged failure to (1) use Opioid Funds for Approved Purposes or (2) comply with reporting requirements.

5. Participating Local Governments may agree and elect to share, pool, or collaborate with their respective allocation of Opioid Funds in any manner they choose by adopting a Regional Agreement, so long as such sharing, pooling, or collaboration is used for Approved Purposes and complies with the terms of this MOU and any Settlement.

6. Nothing in this MOU should alter or change any Participating Local Government's rights to pursue its own claim. Rather, the intent of this MOU is to join all parties who wish to be Participating Local Governments to agree upon an allocation formula for any Opioid Funds from any future binding Settlement with one or more Pharmaceutical Supply Chain Participants for all Local Governments in the State of Washington.

7. If any Participating Local Government disputes the amount it receives from its allocation of Opioid Funds, the Participating Local Government shall alert its respective OAC within sixty (60) days of discovering the information underlying the dispute. Failure to alert its OAC within this time frame shall not constitute a waiver of the Participating Local Government's right to seek recoupment of any deficiency in its allocation of Opioid Funds.

8. If any OAC concludes that a Participating Local Government's expenditure of its allocation of Opioid Funds did not comply with the Approved Purposes listed in Exhibit A, or the terms of this MOU, or that the Participating Local Government otherwise misused its allocation of Opioid Funds, the OAC may take remedial action against the alleged offending Participating Local Government. Such remedial action is left to the discretion of the OAC and may include withholding future Opioid Funds owed to the offending Participating Local Government or requiring the offending Participating Local Government to reimburse improperly expended Opioid Funds back to the OAC to be re-allocated to the remaining Participating Local Governments within that Region.

9. All Participating Local Governments and OAC shall maintain all records related to the receipt and expenditure of Opioid Funds for no less than five (5) years and shall make such records available for review by any other Participating Local Government or OAC, or the public. Records requested by the public shall be produced in accordance with Washington's Public Records Act RCW 42.56.001 *et seq*. Records requested by another Participating Local Government or an OAC shall be produced within twenty-one (21) days of the date the record request was received. This requirement does not supplant any Participating Local Government or OAC's obligations under Washington's Public Records Act RCW 42.56.001 *et seq*.

D. Payment of Counsel and Litigation Expenses

1. The Litigating Local Governments have incurred attorneys' fees and litigation expenses relating to their prosecution of claims against the Pharmaceutical Supply Chain Participants, and this prosecution has inured to the benefit of all Participating Local Governments. Accordingly, a Washington

Government Fee Fund ("GFF") shall be established that ensures that all Parties that receive Opioid Funds contribute to the payment of fees and expenses incurred to prosecute the claims against the Pharmaceutical Supply Chain Participants, regardless of whether they are litigating or non-litigating entities.

2. The amount of the GFF shall be based as follows: the funds to be deposited in the GFF shall be equal to 15% of the total cash value of the Opioid Funds.

3. The maximum percentage of any contingency fee agreement permitted for compensation shall be 15% of the portion of the Opioid Funds allocated to the Litigating Local Government that is a party to the contingency fee agreement, plus expenses attributable to that Litigating Local Government. Under no circumstances may counsel collect more for its work on behalf of a Litigating Local Government than it would under its contingency agreement with that Litigating Local Government.

4. Payments from the GFF shall be overseen by a committee (the "Opioid Fee and Expense Committee") consisting of one representative of the following law firms: (a) Keller Rohrback L.LP.; (b) Hagens Berman Sobol Shapiro LLP; (c) Goldfarb & Huck Roth Riojas, PLLC; and (d) Napoli Shkolnik PLLC. The role of the Opioid Fee and Expense Committee shall be limited to ensuring that the GFF is administered in accordance with this Section.

5. In the event that settling Pharmaceutical Supply Chain Participants do not pay the fees and expenses of the Participating Local Governments directly at the time settlement is achieved, payments to counsel for Participating Local Governments shall be made from the GFF over not more than three years, with 50% paid within 12 months of the date of Settlement and 25% paid in each subsequent year, or at the time the total Settlement amount is paid to the Trustee by the Defendants, whichever is sooner.

6. Any funds remaining in the GFF in excess of: (i) the amounts needed to cover Litigating Local Governments' private counsel's representation agreements, and (ii) the amounts needed to cover the common benefit tax discussed in Section C.8 below (if not paid directly by the Defendants in connection with future settlement(s), shall revert to the Participating Local Governments *pro rata* according to the percentages set forth in Exhibits B, to be used for Approved Purposes as set forth herein and in Exhibit A.

7. In the event that funds in the GFF are not sufficient to pay all fees and expenses owed under this Section, payments to counsel for all Litigating Local Governments shall be reduced on a *pro rata* basis. The Litigating Local Governments will not be responsible for any of these reduced amounts.

8. The Parties anticipate that any Opioid Funds they receive will be subject to a common benefit "tax" imposed by the court in *In Re: National Prescription Opiate Litigation*, United States District Court for the Northern District of Ohio, Case No. 1:17-md-02804-DAP ("Common Benefit Tax"). If this occurs, the Participating Local Governments shall first seek to have the settling defendants pay the Common Benefit Tax. If the settling defendants do not agree to pay the Common Benefit Tax, then the Common Benefit Tax shall be paid from the Opioid Funds and by both litigating and non-litigating Local Governments. This payment shall occur prior to allocation and distribution of funds to the Participating Local Governments. In the event that GFF is not fully exhausted to pay the Litigating Local Governments' private counsel's representation agreements, excess funds in the GFF shall be applied to pay the Common Benefit Tax (if any).

E. General Terms

1. If any Participating Local Government believes another Participating Local Government, not including the Regional Abatement Advisory Councils, violated the terms of this MOU, the alleging Participating Local Government may seek to enforce the terms of this MOU in the court in which any applicable Settlement(s) was entered, provided the alleging Participating Local Government first provides the alleged offending Participating Local Government notice of the alleged violation(s) and a reasonable opportunity to cure the alleged violation(s). In such an enforcement action, any alleging Participating Local Government or alleged offending Participating Local Government may be represented by their respective public entity in accordance with Washington law.

2. Nothing in this MOU shall be interpreted to waive the right of any Participating Local Government to seek judicial relief for conduct occurring outside the scope of this MOU that violates any Washington law. In such an action, the alleged offending Participating Local Government, including the Regional Abatement Advisory Councils, may be represented by their respective public entities in accordance with Washington law. In the event of a conflict, any Participating Local Government, including the Regional Abatement Advisory Councils and its Members, may seek outside representation to defend itself against such an action.

3. Venue for any legal action related to this MOU shall be in the court in which the Participating Local Government is located or in accordance with the court rules on venue in that jurisdiction. This provision is not intended to expand the court rules on venue.

4. This MOU may be executed in two or more counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument. The Participating Local Governments approve the use of electronic signatures for execution of this MOU. All use of electronic signatures

shall be governed by the Uniform Electronic Transactions Act. The Parties agree not to deny the legal effect or enforceability of the MOU solely because it is in electronic form or because an electronic record was used in its formation. The Participating Local Government agree not to object to the admissibility of the MOU in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the grounds that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

5. Each Participating Local Government represents that all procedures necessary to authorize such Participating Local Government's execution of this MOU have been performed and that the person signing for such Party has been authorized to execute the MOU.

[Remainder of Page Intentionally Left Blank – Signature Pages Follow]

This One Washington Memorandum of Understanding Between Washington Municipalities is signed this _____ day of _____, 2022 by:

_____

Name & Title _____

On behalf of _____

4894-0031-1574, v. 2

EXHIBIT A

O P I O I D A B A T E M E N T S T R A T E G I E S

PART ONE: TREATMENT

A. TREAT OPIOID USE DISORDER (OUD)

Support treatment of Opioid Use Disorder (OUD) and any co-occurring Substance Use Disorder or Mental Health (SUD/MH) conditions, co-usage, and/or co-addiction through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Expand availability of treatment for OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including all forms of Medication-Assisted Treatment (MAT) approved by the U.S. Food and Drug Administration.

2. Support and reimburse services that include the full American Society of Addiction Medicine (ASAM) continuum of care for OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including but not limited to:

   a. Medication-Assisted Treatment (MAT);

   b. Abstinence-based treatment;

   c. Treatment, recovery, or other services provided by states, subdivisions, community health centers; non-for-profit providers; or for-profit providers;

   d. Treatment by providers that focus on OUD treatment as well as treatment by providers that offer OUD treatment along with treatment for other SUD/MH conditions, co-usage, and/or co-addiction; or

   e. Evidence-informed residential services programs, as noted below.

3. Expand telehealth to increase access to treatment for OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including MAT, as well as counseling, psychiatric support, and other treatment and recovery support services.

4. Improve oversight of Opioid Treatment Programs (OTPs) to assure evidence-based, evidence-informed, or promising practices such as adequate methadone dosing.

5. Support mobile intervention, treatment, and recovery services, offered by qualified professionals and service providers, such as peer recovery coaches, for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction and for persons who have experienced an opioid overdose.

6. Support treatment of mental health trauma resulting from the traumatic experiences of the opioid user (e.g., violence, sexual assault, human trafficking, or adverse childhood experiences) and family members (e.g., surviving family members after an overdose

or overdose fatality), and training of health care personnel to identify and address such trauma.

7. Support detoxification (detox) and withdrawal management services for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including medical detox, referral to treatment, or connections to other services or supports.

8. Support training on MAT for health care providers, students, or other supporting professionals, such as peer recovery coaches or recovery outreach specialists, including telementoring to assist community-based providers in rural or underserved areas.

9. Support workforce development for addiction professionals who work with persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.

10. Provide fellowships for addiction medicine specialists for direct patient care, instructors, and clinical research for treatments.

11. Provide funding and training for clinicians to obtain a waiver under the federal Drug Addiction Treatment Act of 2000 (DATA 2000) to prescribe MAT for OUD, and provide technical assistance and professional support to clinicians who have obtained a DATA 2000 waiver.

12. Support the dissemination of web-based training curricula, such as the American Academy of Addiction Psychiatry's Provider Clinical Support Service-Opioids web-based training curriculum and motivational interviewing.

13. Support the development and dissemination of new curricula, such as the American Academy of Addiction Psychiatry's Provider Clinical Support Service for Medication-Assisted Treatment.

B. SUPPORT PEOPLE IN TREATMENT AND RECOVERY

Support people in treatment for and recovery from OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Provide the full continuum of care of recovery services for OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including supportive housing, residential treatment, medical detox services, peer support services and counseling, community navigators, case management, and connections to community-based services.

2. Provide counseling, peer-support, recovery case management and residential treatment with access to medications for those who need it to persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.

3. Provide access to housing for people with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including supportive housing, recovery housing, housing assistance programs, or training for housing providers.

4. Provide community support services, including social and legal services, to assist in deinstitutionalizing persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.

5. Support or expand peer-recovery centers, which may include support groups, social events, computer access, or other services for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.

6. Provide employment training or educational services for persons in treatment for or recovery from OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.

7. Identify successful recovery programs such as physician, pilot, and college recovery programs, and provide support and technical assistance to increase the number and capacity of high-quality programs to help those in recovery.

8. Engage non-profits, faith-based communities, and community coalitions to support people in treatment and recovery and to support family members in their efforts to manage the opioid user in the family.

9. Provide training and development of procedures for government staff to appropriately interact and provide social and other services to current and recovering opioid users, including reducing stigma.

10. Support stigma reduction efforts regarding treatment and support for persons with OUD, including reducing the stigma on effective treatment.

C. CONNECT PEOPLE WHO NEED HELP TO THE HELP THEY NEED (CONNECTIONS TO CARE)

Provide connections to care for people who have – or are at risk of developing – OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Ensure that health care providers are screening for OUD and other risk factors and know how to appropriately counsel and treat (or refer if necessary) a patient for OUD treatment.

2. Support Screening, Brief Intervention and Referral to Treatment (SBIRT) programs to reduce the transition from use to disorders.

3. Provide training and long-term implementation of SBIRT in key systems (health, schools, colleges, criminal justice, and probation), with a focus on youth and young adults when transition from misuse to opioid disorder is common.

4. Purchase automated versions of SBIRT and support ongoing costs of the technology.

5. Support training for emergency room personnel treating opioid overdose patients on post-discharge planning, including community referrals for MAT, recovery case management or support services.

6. Support hospital programs that transition persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, or persons who have experienced an opioid overdose, into community treatment or recovery services through a bridge clinic or similar approach.

7. Support crisis stabilization centers that serve as an alternative to hospital emergency departments for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction or persons that have experienced an opioid overdose.

8. Support the work of Emergency Medical Systems, including peer support specialists, to connect individuals to treatment or other appropriate services following an opioid overdose or other opioid-related adverse event.

9. Provide funding for peer support specialists or recovery coaches in emergency departments, detox facilities, recovery centers, recovery housing, or similar settings; offer services, supports, or connections to care to persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction or to persons who have experienced an opioid overdose.

10. Provide funding for peer navigators, recovery coaches, care coordinators, or care managers that offer assistance to persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction or to persons who have experienced on opioid overdose.

11. Create or support school-based contacts that parents can engage with to seek immediate treatment services for their child; and support prevention, intervention, treatment, and recovery programs focused on young people.

12. Develop and support best practices on addressing OUD in the workplace.

13. Support assistance programs for health care providers with OUD.

14. Engage non-profits and the faith community as a system to support outreach for treatment.

15. Support centralized call centers that provide information and connections to appropriate services and supports for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.

16. Create or support intake and call centers to facilitate education and access to treatment, prevention, and recovery services for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.

17. Develop or support a National Treatment Availability Clearinghouse – a multistate/nationally accessible database whereby health care providers can list locations for currently available in-patient and out-patient OUD treatment services that are accessible on a real-time basis by persons who seek treatment.

D. ADDRESS THE NEEDS OF CRIMINAL-JUSTICE-INVOLVED PERSONS

Address the needs of persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction who are involved – or are at risk of becoming involved – in the criminal justice system through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Support pre-arrest or post-arrest diversion and deflection strategies for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including established strategies such as:

    a. Self-referral strategies such as the Angel Programs or the Police Assisted Addiction Recovery Initiative (PAARI);

    b. Active outreach strategies such as the Drug Abuse Response Team (DART) model;

    c. "Naloxone Plus" strategies, which work to ensure that individuals who have received naloxone to reverse the effects of an overdose are then linked to treatment programs or other appropriate services;

    d. Officer prevention strategies, such as the Law Enforcement Assisted Diversion (LEAD) model;

    e. Officer intervention strategies such as the Leon County, Florida Adult Civil Citation Network or the Chicago Westside Narcotics Diversion to Treatment Initiative;

    f. Co-responder and/or alternative responder models to address OUD-related 911 calls with greater SUD expertise and to reduce perceived barriers associated with law enforcement 911 responses; or

    g. County prosecution diversion programs, including diversion officer salary, only for counties with a population of 50,000 or less. Any diversion services in matters involving opioids must include drug testing, monitoring, or treatment.

2. Support pre-trial services that connect individuals with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction to evidence-informed treatment, including MAT, and related services.

3. Support treatment and recovery courts for persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, but only if these courts provide referrals to evidence-informed treatment, including MAT.

4. Provide evidence-informed treatment, including MAT, recovery support, or other appropriate services to individuals with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction who are incarcerated in jail or prison.

5. Provide evidence-informed treatment, including MAT, recovery support, or other appropriate services to individuals with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction who are leaving jail or prison have recently left jail or prison, are on probation or parole, are under community corrections supervision, or are in re-entry programs or facilities.

6. Support critical time interventions (CTI), particularly for individuals living with dual-diagnosis OUD/serious mental illness, and services for individuals who face immediate risks and service needs and risks upon release from correctional settings.

7. Provide training on best practices for addressing the needs of criminal-justice-involved persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction to law enforcement, correctional, or judicial personnel or to providers of treatment, recovery, case management, or other services offered in connection with any of the strategies described in this section.

E. ADDRESS THE NEEDS OF PREGNANT OR PARENTING WOMEN AND THEIR FAMILIES, INCLUDING BABIES WITH NEONATAL ABSTINENCE SYNDROME

Address the needs of pregnant or parenting women with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, and the needs of their families, including babies with neonatal abstinence syndrome, through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Support evidence-based, evidence-informed, or promising treatment, including MAT, recovery services and supports, and prevention services for pregnant women – or women who could become pregnant – who have OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, and other measures to educate and provide support to families affected by Neonatal Abstinence Syndrome.

2. Provide training for obstetricians or other healthcare personnel that work with pregnant women and their families regarding treatment of OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.

3. Provide training to health care providers who work with pregnant or parenting women on best practices for compliance with federal requirements that children born with Neonatal Abstinence Syndrome get referred to appropriate services and receive a plan of safe care.

4. Provide enhanced support for children and family members suffering trauma as a result of addiction in the family; and offer trauma-informed behavioral health treatment for adverse childhood events.

5. Offer enhanced family supports and home-based wrap-around services to persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, including but not limited to parent skills training.

6. Support for Children's Services – Fund additional positions and services, including supportive housing and other residential services, relating to children being removed from the home and/or placed in foster care due to custodial opioid use.

PART TWO: PREVENTION

F. PREVENT OVER-PRESCRIBING AND ENSURE APPROPRIATE PRESCRIBING AND DISPENSING OF OPIOIDS

Support efforts to prevent over-prescribing and ensure appropriate prescribing and dispensing of opioids through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Training for health care providers regarding safe and responsible opioid prescribing, dosing, and tapering patients off opioids.

2. Academic counter-detailing to educate prescribers on appropriate opioid prescribing.

3. Continuing Medical Education (CME) on appropriate prescribing of opioids.

4. Support for non-opioid pain treatment alternatives, including training providers to offer or refer to multi-modal, evidence-informed treatment of pain.

5. Support enhancements or improvements to Prescription Drug Monitoring Programs (PDMPs), including but not limited to improvements that:

    a. Increase the number of prescribers using PDMPs;

    b. Improve point-of-care decision-making by increasing the quantity, quality, or format of data available to prescribers using PDMPs or by improving the interface that prescribers use to access PDMP data, or both; or

    c. Enable states to use PDMP data in support of surveillance or intervention strategies, including MAT referrals and follow-up for individuals identified within PDMP data as likely to experience OUD.

6. Development and implementation of a national PDMP – Fund development of a multistate/national PDMP that permits information sharing while providing appropriate safeguards on sharing of private health information, including but not limited to:

    a. Integration of PDMP data with electronic health records, overdose episodes, and decision support tools for health care providers relating to OUD.

b. Ensuring PDMPs incorporate available overdose/naloxone deployment data, including the United States Department of Transportation's Emergency Medical Technician overdose database.

7. Increase electronic prescribing to prevent diversion or forgery.

8. Educate Dispensers on appropriate opioid dispensing.

G. PREVENT MISUSE OF OPIOIDS

Support efforts to discourage or prevent misuse of opioids through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Corrective advertising or affirmative public education campaigns based on evidence.

2. Public education relating to drug disposal.

3. Drug take-back disposal or destruction programs.

4. Fund community anti-drug coalitions that engage in drug prevention efforts.

5. Support community coalitions in implementing evidence-informed prevention, such as reduced social access and physical access, stigma reduction – including staffing, educational campaigns, support for people in treatment or recovery, or training of coalitions in evidence-informed implementation, including the Strategic Prevention Framework developed by the U.S. Substance Abuse and Mental Health Services Administration (SAMHSA).

6. Engage non-profits and faith-based communities as systems to support prevention.

7. Support evidence-informed school and community education programs and campaigns for students, families, school employees, school athletic programs, parent-teacher and student associations, and others.

8. School-based or youth-focused programs or strategies that have demonstrated effectiveness in preventing drug misuse and seem likely to be effective in preventing the uptake and use of opioids.

9. Support community-based education or intervention services for families, youth, and adolescents at risk for OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.

10. Support evidence-informed programs or curricula to address mental health needs of young people who may be at risk of misusing opioids or other drugs, including emotional modulation and resilience skills.

11. Support greater access to mental health services and supports for young people, including services and supports provided by school nurses or other school staff, to

address mental health needs in young people that (when not properly addressed) increase the risk of opioid or other drug misuse.

H. PREVENT OVERDOSE DEATHS AND OTHER HARMS

Support efforts to prevent or reduce overdose deaths or other opioid-related harms through evidence-based, evidence-informed, or promising programs or strategies that may include, but are not limited to, the following:

1. Increase availability and distribution of naloxone and other drugs that treat overdoses for first responders, overdose patients, opioid users, families and friends of opioid users, schools, community navigators and outreach workers, drug offenders upon release from jail/prison, or other members of the general public.

2. Provision by public health entities of free naloxone to anyone in the community, including but not limited to provision of intra-nasal naloxone in settings where other options are not available or allowed.

3. Training and education regarding naloxone and other drugs that treat overdoses for first responders, overdose patients, patients taking opioids, families, schools, and other members of the general public.

4. Enable school nurses and other school staff to respond to opioid overdoses, and provide them with naloxone, training, and support.

5. Expand, improve, or develop data tracking software and applications for overdoses/naloxone revivals.

6. Public education relating to emergency responses to overdoses.

7. Public education relating to immunity and Good Samaritan laws.

8. Educate first responders regarding the existence and operation of immunity and Good Samaritan laws.

9. Expand access to testing and treatment for infectious diseases such as HIV and Hepatitis C resulting from intravenous opioid use.

10. Support mobile units that offer or provide referrals to treatment, recovery supports, health care, or other appropriate services to persons that use opioids or persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.

11. Provide training in treatment and recovery strategies to health care providers, students, peer recovery coaches, recovery outreach specialists, or other professionals that provide care to persons who use opioids or persons with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction.

12. Support screening for fentanyl in routine clinical toxicology testing.

PART THREE: OTHER STRATEGIES

I. FIRST RESPONDERS

In addition to items C8, D1 through D7, H1, H3, and H8, support the following:

1. Current and future law enforcement expenditures relating to the opioid epidemic.

2. Educate law enforcement or other first responders regarding appropriate practices and precautions when dealing with fentanyl or other drugs.

J. LEADERSHIP, PLANNING AND COORDINATION

Support efforts to provide leadership, planning, and coordination to abate the opioid epidemic through activities, programs, or strategies that may include, but are not limited to, the following:

1. Community regional planning to identify goals for reducing harms related to the opioid epidemic, to identify areas and populations with the greatest needs for treatment intervention services, or to support other strategies to abate the opioid epidemic described in this opioid abatement strategy list.

2. A government dashboard to track key opioid-related indicators and supports as identified through collaborative community processes.

3. Invest in infrastructure or staffing at government or not-for-profit agencies to support collaborative, cross-system coordination with the purpose of preventing overprescribing, opioid misuse, or opioid overdoses, treating those with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, supporting them in treatment or recovery, connecting them to care, or implementing other strategies to abate the opioid epidemic described in this opioid abatement strategy list.

4. Provide resources to staff government oversight and management of opioid abatement programs.

K. TRAINING

In addition to the training referred to in various items above, support training to abate the opioid epidemic through activities, programs, or strategies that may include, but are not limited to, the following:

1. Provide funding for staff training or networking programs and services to improve the capability of government, community, and not-for-profit entities to abate the opioid crisis.

2. Invest in infrastructure and staffing for collaborative cross-system coordination to prevent opioid misuse, prevent overdoses, and treat those with OUD and any co-occurring SUD/MH conditions, co-usage, and/or co-addiction, or implement other

strategies to abate the opioid epidemic described in this opioid abatement strategy list (e.g., health care, primary care, pharmacies, PDMPs, etc.).

L. RESEARCH

Support opioid abatement research that may include, but is not limited to, the following:

1. Monitoring, surveillance, and evaluation of programs and strategies described in this opioid abatement strategy list.

2. Research non-opioid treatment of chronic pain.

3. Research on improved service delivery for modalities such as SBIRT that demonstrate promising but mixed results in populations vulnerable to opioid use disorders.

4. Research on innovative supply-side enforcement efforts such as improved detection of mail-based delivery of synthetic opioids.

5. Expanded research on swift/certain/fair models to reduce and deter opioid misuse within criminal justice populations that build upon promising approaches used to address other substances (e.g. Hawaii HOPE and Dakota 24/7).

6. Research on expanded modalities such as prescription methadone that can expand access to MAT.

EXHIBIT B

County	Local Government	% Allocation
Adams County		
	Adams County	0.1638732475%
	Hatton	
	Lind	
	Othello	
	Ritzville	
	Washtucna	
	County Total:	0.1638732475%
Asotin County		
	Asotin County	0.4694498386%
	Asotin	
	Clarkston	
	County Total:	0.4694498386%
Benton County		
	Benton County	1.4848831892%
	Benton City	
	Kennewick	0.5415650564%
	Prosser	
	Richland	0.4756779517%
	West Richland	0.0459360490%
	County Total:	2.5480622463%
Chelan County		
	Chelan County	0.7434914485%
	Cashmere	
	Chelan	
	Entiat	
	Leavenworth	
	Wenatchee	0.2968333494%
	County Total:	1.0403247979%
Clallam County		
	Clallam County	1.3076983401%
	Forks	
	Port Angeles	0.4598370527%
	Sequim	
	County Total:	1.7675353928%

EXHIBIT B

County	Local Government	% Allocation
Clark County		
	Clark County	4.5149775326%
	Battle Ground	0.1384729857%
	Camas	0.2691592724%
	La Center	
	Ridgefield	
	Vancouver	1.7306605325%
	Washougal	0.1279328220%
	Woodland***	
	Yacolt	
	County Total:	6.7812031452%
Columbia County		
	Columbia County	0.0561699537%
	Dayton	
	Starbuck	
	County Total:	0.0561699537%
Cowlitz County		
	Cowlitz County	1.7226945990%
	Castle Rock	
	Kalama	
	Kelso	0.1331145270%
	Longview	0.6162736905%
	Woodland***	
	County Total:	2.4720828165%
Douglas County		
	Douglas County	0.3932175175%
	Bridgeport	
	Coulee Dam***	
	East Wenatchee	0.0799810865%
	Mansfield	
	Rock Island	
	Waterville	
	County Total:	0.4731986040%
Ferry County		
	Ferry County	0.1153487994%
	Republic	
	County Total:	0.1153487994%

*** - Local Government appears in multiple counties

EXHIBIT B

County	Local Government	% Allocation
Franklin County		
	Franklin County	0.3361237144%
	Connell	
	Kahlotus	
	Mesa	
	Pasco	0.4278056066%
	County Total:	0.7639293210%
Garfield County		
	Garfield County	0.0321982209%
	Pomeroy	
	County Total:	0.0321982209%
Grant County		
	Grant County	0.9932572167%
	Coulee City	
	Coulee Dam***	
	Electric City	
	Ephrata	
	George	
	Grand Coulee	
	Hartline	
	Krupp	
	Mattawa	
	Moses Lake	0.2078293909%
	Quincy	
	Royal City	
	Soap Lake	
	Warden	
	Wilson Creek	
	County Total:	1.2010866076%

*** - Local Government appears in multiple counties

EXHIBIT B

County	Local Government	% Allocation
Grays Harbor County		
	Grays Harbor County	0.9992429138%
	Aberdeen	0.2491525333%
	Cosmopolis	
	Elma	
	Hoquiam	
	McCleary	
	Montesano	
	Oakville	
	Ocean Shores	
	Westport	
	County Total:	1.2483954471%
Island County		
	Island County	0.6820422610%
	Coupeville	
	Langley	
	Oak Harbor	0.2511550431%
	County Total:	0.9331973041%
Jefferson County		
	Jefferson County	0.4417137380%
	Port Townsend	
	County Total:	0.4417137380%

EXHIBIT B

County	Local Government	% Allocation
King County		
	King County	13.9743722662%
	Algona	
	Auburn***	0.2622774917%
	Beaux Arts Village	
	Bellevue	1.1300592573%
	Black Diamond	
	Bothell***	0.1821602716%
	Burien	0.0270962921%
	Carnation	
	Clyde Hill	
	Covington	0.0118134406%
	Des Moines	0.1179764526%
	Duvall	
	Enumclaw***	0.0537768326%
	Federal Way	0.3061452240%
	Hunts Point	
	Issaquah	0.1876240107%
	Kenmore	0.0204441024%
	Kent	0.5377397676%
	Kirkland	0.5453525246%
	Lake Forest Park	0.0525439124%
	Maple Valley	0.0093761587%
	Medina	
	Mercer Island	0.1751797481%
	Milton***	
	Newcastle	0.0033117880%
	Normandy Park	
	North Bend	
	Pacific***	
	Redmond	0.4839486007%
	Renton	0.7652626920%
	Sammamish	0.0224369090%
	SeaTac	0.1481551278%
	Seattle	6.6032403816%
	Shoreline	0.0435834501%
	Skykomish	
	Snoqualmie	0.0649164481%
	Tukwila	0.3032205739%
	Woodinville	0.0185516364%
	Yarrow Point	
	County Total:	26.0505653608%

EXHIBIT B

County	Local Government	% Allocation
Kitsap County		
	Kitsap County	2.6294133668%
	Bainbridge Island	0.1364686014%
	Bremerton	0.6193374389%
	Port Orchard	0.1009497162%
	Poulsbo	0.0773748246%
	County Total:	3.5635439479%
Kittitas County		
	Kittitas County	0.3855704683%
	Cle Elum	
	Ellensburg	0.0955824915%
	Kittitas	
	Roslyn	
	South Cle Elum	
	County Total:	0.4811529598%
Klickitat County		
	Klickitat County	0.2211673457%
	Bingen	
	Goldendale	
	White Salmon	
	County Total:	0.2211673457%
Lewis County		
	Lewis County	1.0777377479%
	Centralia	0.1909990353%
	Chehalis	
	Morton	
	Mossyrock	
	Napavine	
	Pe Ell	
	Toledo	
	Vader	
	Winlock	
	County Total:	1.2687367832%

EXHIBIT B

County	Local Government	% Allocation
Lincoln County		
	Lincoln County	0.1712669645%
	Almira	
	Creston	
	Davenport	
	Harrington	
	Odessa	
	Reardan	
	Sprague	
	Wilbur	
	County Total:	0.1712669645%
Mason County		
	Mason County	0.8089918012%
	Shelton	0.1239179888%
	County Total:	0.9329097900%
Okanogan County		
	Okanogan County	0.6145043345%
	Brewster	
	Conconully	
	Coulee Dam***	
	Elmer City	
	Nespelem	
	Okanogan	
	Omak	
	Oroville	
	Pateros	
	Riverside	
	Tonasket	
	Twisp	
	Winthrop	
	County Total:	0.6145043345%
Pacific County		
	Pacific County	0.4895416466%
	Ilwaco	
	Long Beach	
	Raymond	
	South Bend	
	County Total:	0.4895416466%

*** - Local Government appears in multiple counties

EXHIBIT B

County	Local Government	% Allocation
Pend Oreille County		
	Pend Oreille County	0.2566374940%
	Cusick	
	Ione	
	Metaline	
	Metaline Falls	
	Newport	
	County Total:	0.2566374940%
Pierce County		
	Pierce County	7.2310164020%
	Auburn***	0.0628522112%
	Bonney Lake	0.1190773864%
	Buckley	
	Carbonado	
	DuPont	
	Eatonville	
	Edgewood	0.0048016791%
	Enumclaw***	0.0000000000%
	Fife	0.1955185481%
	Fircrest	
	Gig Harbor	0.0859963345%
	Lakewood	0.5253640894%
	Milton***	
	Orting	
	Pacific***	
	Puyallup	0.3845704814%
	Roy	
	Ruston	
	South Prairie	
	Steilacoom	
	Sumner	0.1083157569%
	Tacoma	3.2816374617%
	University Place	0.0353733363%
	Wilkeson	
	County Total:	12.0345236870%
San Juan County		
	San Juan County	0.2101495171%
	Friday Harbor	
	County Total:	0.2101495171%

*** - Local Government appears in multiple counties

EXHIBIT B

County	Local Government	% Allocation
Skagit County		
	Skagit County	1.0526023961%
	Anacortes	0.1774962906%
	Burlington	0.1146861661%
	Concrete	
	Hamilton	
	La Conner	
	Lyman	
	Mount Vernon	0.2801063665%
	Sedro-Woolley	0.0661146351%
	County Total:	1.6910058544%
Skamania County		
	Skamania County	0.1631931925%
	North Bonneville	
	Stevenson	
	County Total:	0.1631931925%
Snohomish County		
	Snohomish County	6.9054415622%
	Arlington	0.2620524080%
	Bothell***	0.2654558588%
	Brier	
	Darrington	
	Edmonds	0.3058936009%
	Everett	1.9258363241%
	Gold Bar	
	Granite Falls	
	Index	
	Lake Stevens	0.1385202891%
	Lynnwood	0.7704629214%
	Marysville	0.3945067827%
	Mill Creek	0.1227939546%
	Monroe	0.1771621898%
	Mountlake Terrace	0.2108935805%
	Mukilteo	0.2561790702%
	Snohomish	0.0861097964%
	Stanwood	
	Sultan	
	Woodway	
	County Total:	11.8213083387%

*** - Local Government appears in multiple counties

EXHIBIT B

County	Local Government	% Allocation
Spokane County		
	Spokane County	5.5623859292%
	Airway Heights	
	Cheney	0.1238454349%
	Deer Park	
	Fairfield	
	Latah	
	Liberty Lake	0.0389636519%
	Medical Lake	
	Millwood	
	Rockford	
	Spangle	
	Spokane	3.0872078287%
	Spokane Valley	0.0684217500%
	Waverly	
	County Total:	8.8808245947%
Stevens County		
	Stevens County	0.7479240179%
	Chewelah	
	Colville	
	Kettle Falls	
	Marcus	
	Northport	
	Springdale	
	County Total:	0.7479240179%
Thurston County		
	Thurston County	2.3258492094%
	Bucoda	
	Lacey	0.2348627221%
	Olympia	0.6039423385%
	Rainier	
	Tenino	
	Tumwater	0.2065982350%
	Yelm	
	County Total:	3.3712525050%
Wahkiakum County		
	Wahkiakum County	0.0596582197%
	Cathlamet	
	County Total:	0.0596582197%

*** - Local Government appears in multiple counties B-10

EXHIBIT B

County	Local Government	% Allocation
Walla Walla County		
	Walla Walla County	0.5543870294%
	College Place	
	Prescott	
	Waitsburg	
	Walla Walla	0.3140768654%
	County Total:	0.8684638948%
Whatcom County		
	Whatcom County	1.3452637306%
	Bellingham	0.8978614577%
	Blaine	
	Everson	
	Ferndale	0.0646101891%
	Lynden	0.0827115612%
	Nooksack	
	Sumas	
	County Total:	2.3904469386%
Whitman County		
	Whitman County	0.2626805837%
	Albion	
	Colfax	
	Colton	
	Endicott	
	Farmington	
	Garfield	
	LaCrosse	
	Lamont	
	Malden	
	Oakesdale	
	Palouse	
	Pullman	0.2214837491%
	Rosalia	
	St. John	
	Tekoa	
	Uniontown	
	County Total:	0.4841643328%

*** - Local Government appears in multiple counties B-11

EXHIBIT B

County	Local Government	% Allocation
Yakima County		
	Yakima County	1.9388392959%
	Grandview	0.0530606109%
	Granger	
	Harrah	
	Mabton	
	Moxee	
	Naches	
	Selah	
	Sunnyside	0.1213478384%
	Tieton	
	Toppenish	
	Union Gap	
	Wapato	
	Yakima	0.6060410539%
	Zillah	
	County Total:	2.7192887991%

Exhibit C

KING COUNTY REGIONAL AGREEMENT

King County intends to explore coordination with its cities and towns to facilitate a Regional Agreement for Opioid Fund allocation. Should some cities and towns choose not to participate in a Regional Agreement, this shall not preclude coordinated allocation for programs and services between the County and those cities and towns who elect to pursue a Regional Agreement. As contemplated in C.5 of the MOU, any Regional Agreement shall comply with the terms of the MOU and any Settlement. If no Regional Agreement is achieved, the default methodology for allocation in C.4 of the MOU shall apply.

EXHIBIT I

Settlement Fund Administrator Terms

I. Definitions

A. This Settlement Fund Administrator Terms incorporates all defined terms in the Janssen Washington State-Wide Opioid Settlement Agreement ("Janssen Settlement Agreement"), unless otherwise defined herein, and shall be interpreted in a manner consistent with the Janssen Settlement Agreement.

II. Establishment of the Settlement Fund Administrator

A. *Selection of the Settlement Fund Administrator.*

i. Subject to the removal provisions under Section II.C below, BrownGreer PLC is hereby selected as the Settlement Fund Administrator.

ii. Within thirty (30) calendar days of the Effective Date of the Janssen Settlement Agreement, unless such time is extended by written agreement of Janssen and the State, a contract shall be negotiated and finalized with BrownGreer PLC.

iii. The terms of the Settlement Fund Administrator shall be for the duration of the Janssen Settlement Agreement or as otherwise specified in the contract executed with such entity, unless the Settlement Fund Administrator is removed pursuant to Section II.C below.

B. *Governance of the Settlement Fund Administrator.*

i. The Settlement Fund Administrator will act as an independent and neutral third party to determine the allocation of payments under Section VI.C of the Janssen Settlement Agreement; administer and disburse funds from the Settlement Fund; and perform other duties as described below and in the Janssen Settlement Agreement.

ii. All parties to the Janssen Settlement Agreement are entitled to rely upon information received from the Settlement Fund Administrator, whether in oral, written, or other form. No Party to the Janssen Settlement Agreement shall have any liability (whether direct or indirect, in contract or tort or otherwise) to any party for or in connection with any action taken or not taken by the Settlement Fund Administrator. In addition, no Party to the Janssen Settlement Agreement shall have any liability (whether direct or indirect, in contract or tort or otherwise) to any party for or in connection with any action taken or not taken by Janssen based on incorrect, inaccurate, incomplete or otherwise erroneous information or data provided by the Settlement Fund Administrator. For the avoidance of doubt, nothing in this paragraph alters Sections I to XI of the Janssen Settlement Agreement or any of the exhibits thereto.

C. *Removal of the Settlement Fund Administrator*.

i. The Settlement Fund Administrator may be removed for cause. The contract with each entity shall describe the standards for removing that entity for cause.

ii. Disputes regarding the performance and/or removal of the Settlement Fund Administrator will be resolved in accordance with Section X of the Janssen Settlement Agreement.

D. *Funding of the Settlement Fund Administrator*.

i. The costs and fees associated with or arising out of the duties of the Settlement Fund Administrator shall be paid from the interest accrued on the LG Share portion of the funds in the Settlement Fund between the date of Janssen's payment and the date of disbursement to the Subdivisions. Should such interest prove insufficient, the remaining costs and fees of the Settlement Fund Administrator shall be paid by Janssen. Payments will be made to the Settlement Fund Administrator within thirty (30) days after the initial disbursements to the State and the Subdivisions are completed, and if applicable, thirty (30) days after any holdback disbursement under Section V.D of the Janssen Settlement Agreement.

ii. There will be a cap on the costs and fees of the Settlement Fund Administrator, which shall be dependent on the scope of services, the number and timing of distributions from the Settlement Fund, and the Settlement Fund Administrator's reporting requirements. The cap on fees and costs shall be specified in the contract executed with the Settlement Fund Administrator.

III. Calculation and Allocation of Payments

A. *General Principles.*

i. This Section III is intended to implement the relevant provisions of Sections VI and IX.B of the Janssen Settlement Agreement, the exhibits thereto, and the One Washington Memorandum of Understanding Between Washington Municipalities (the "*One Washington MOU*"). To the extent this Section III conflicts with the Janssen Settlement Agreement and/or the exhibits thereto, the Janssen Settlement Agreement shall control.

ii. The Settlement Fund Administrator is entitled to rely upon information received from the Parties to the Janssen Settlement Agreement, whether in oral, written, or other form, for the purpose for which it was submitted, provided that such information is not disputed by another Party.

B. *Establishment of Settlement Fund.*

i. The Settlement Fund Administrator shall establish a Settlement Fund, as defined in Section II.25 of the Janssen Settlement Agreement and subject to Section IV.B below.

C. *Calculation of Allocations and Disbursement of Amounts from Settlement Fund.*

i. The Settlement Fund Administrator shall be responsible for calculating the allocation of Net Settlement Amount payments under Section VI of the Janssen Settlement Agreement and the One Washington MOU, as well as Participating Litigating Subdivisions' attorneys' fees and costs under Section IX.B of the Janssen Settlement Agreement and the One Washington MOU.

ii. If the Janssen Settlement Agreement becomes effective and Janssen pays the Net Settlement Amount into the Settlement Fund pursuant to Sections V.B and V.C of the Janssen Settlement Agreement (subject to any holdback under Section V.D of the Janssen Settlement Agreement), the Settlement Fund Administrator shall:

1. disburse or cause to be disbursed 50% of the Net Settlement Amount to the State, pursuant to Section VI.A.1 of the Janssen Settlement Agreement;

2. deposit 15% of the 50% LG Share of the Net Settlement Amount into a government fee subfund, pursuant to Section D of the One Washington MOU; and

3. allocate and disburse or cause to be disbursed the remainder of the LG Share of the Net Settlement Amount to Participating Subdivisions in accordance with Sections B.3 and B.4 of the One Washington MOU.

iii. The Settlement Fund Administrator, in cooperation with the Opioid Fee and Expense Committee as defined in the One Washington MOU, shall disburse or cause to be disbursed the monies in the government fee subfund according to the procedures set forth in Section D of the One Washington MOU.

iv. If Janssen pays the $6,167,000 holdback amount into the Settlement Fund pursuant to Section V.D of the Janssen Settlement Agreement, the Settlement Fund Administrator shall allocate, deposite, and disburse or cause to be disbursed such holdback payment according to the principles stated in Sections III.C.ii and III.C.iii above.

IV. Reporting Obligations

A. *Reporting of Non-Opioid Remediation Uses.*

i. The Settlement Fund Administrator shall set up a system to receive and preserve reports from the State States and Participating Subdivisions that have used monies from the Settlement Fund for purposes that do not qualify as Opioid Remediation, pursuant to Section VI.D of the Janssen Settlement Agreement. The Settlement Fund Administrator will not require the State and Participating Subdivisions without any such uses of money to submit a report, and the Settlement Fund Administrator may

treat the failure to submit a report as confirmation that the State or Participating Subdivision had no such uses of money.

ii. The State and Participating Subdivisions shall report to the Settlement Fund Administrator and Janssen the amount of funds received from the Settlement Fund used for purposes that do not qualify as Opioid Remediation (pursuant to Section VI.D of the Janssen Settlement Agreement). Such reports to the Settlement Fund Administrator and Janssen shall identify how such funds were used, including if used to pay attorneys' fees, investigation costs, litigation costs, or costs related to the operation and enforcement of the Janssen Settlement Agreement, respectively. Such State or Participating Subdivision shall make such reports to the Settlement Fund Administrator and Janssen with respect to each six-month period ending on June 30 or December 31 of any year in which funds are received from the Settlement Fund. Such State or Participating Subdivision shall make each such report within ninety (90) days of the end of the applicable six-month period.

iii. The Settlement Fund Administrator shall make the reporting under this Section IV.A available to the public.

iv. The Settlement Fund Administrator shall track and assist in the report of the amount of remediation disbursed or applied during each fiscal year, broken down by primary funded strategy category listed in Exhibit J of the Janssen Settlement Agreement (with any permissible common costs prorated among strategies).

v. Upon request by Janssen, the Settlement Fund Administrator shall agree to perform such further acts and to execute and deliver such further documents as may be reasonably necessary for Janssen to establish the statements set forth in Section XI.B of the Janssen Settlement Agreement to the satisfaction of their tax advisors, their independent financial auditors, the Internal Revenue Service, or any other governmental authority, including as contemplated by Treasury Regulations Section 1.162-21(b)(3)(ii) and any subsequently proposed or finalized relevant regulations or administrative guidance. Nothing herein shall be read to conflict with or limit the Parties' obligations under Sections XI.B and XI.C of the Janssen Settlement Agreement.

B. *Qualified Settlement Fund Treatment.*

i. Janssen and the Settlement Fund Administrator shall agree that the Settlement Fund is intended to be classified as a "qualified settlement fund" within the meaning of Treasury regulations Section 1.468B-1, *et seq.* (and corresponding or similar provisions of state, local, or foreign law, as applicable). The Settlement Fund Administrator or any independent certified public accounting firm selected by Janssen to serve as administrator of the Settlement Fund for tax purposes (the "Tax Administrator") shall not take any action or tax position inconsistent with such treatment. The Settlement Fund shall be treated as a qualified

settlement fund from the earliest date possible, and Janssen and the Settlement Fund Administrator shall agree to any relation-back election required to treat the Settlement Fund as a qualified settlement fund from the earliest date possible.

ii. The Settlement Fund Administrator or the Tax Administrator shall serve as administrator of the Settlement Fund for tax purposes. The Settlement Fund Administrator or Tax Administrator shall (i) obtain federal and state taxpayer identification numbers for the Settlement Fund and provide the same to Janssen and the Settlement Fund Administrator, (ii) be responsible for all tax reporting, withholding and filing requirements for the Settlement Fund, (iii) provide instructions to Janssen and the Settlement Fund Administrator for the release of sufficient funds from the Settlement Fund to pay all taxes owed by the Settlement Fund in accordance with Treasury regulations Section 1.468B-2 and any applicable state, local or other tax laws, and (iv) send copies of all such tax filings and returns to Janssen and the Settlement Fund Administrator. Janssen and the Settlement Fund Administrator shall provide such cooperation and information as the Tax Administrator may reasonably request in performing the responsibilities set forth in this Section IV.

EXHIBIT J

List of Opioid Remediation Uses

Schedule A
Core Strategies

States and Qualifying Block Grantees shall choose from among the abatement strategies listed in Schedule B. However, priority shall be given to the following core abatement strategies ("*Core Strategies*").[1]

A. NALOXONE OR OTHER FDA-APPROVED DRUG TO REVERSE OPIOID OVERDOSES

Expand training for first responders, schools, community support groups and families; and

Increase distribution to individuals who are uninsured or whose insurance does not cover the needed service.

B. MEDICATION-ASSISTED TREATMENT ("*MAT*") DISTRIBUTION AND OTHER OPIOID-RELATED TREATMENT

1. Increase distribution of MAT to individuals who are uninsured or whose insurance does not cover the needed service;

2. Provide education to school-based and youth-focused programs that discourage or prevent misuse;

3. Provide MAT education and awareness training to healthcare providers, EMTs, law enforcement, and other first responders; and

4. Provide treatment and recovery support services such as residential and inpatient treatment, intensive outpatient treatment, outpatient therapy or counseling, and recovery housing that allow or integrate medication and with other support services.

[1] As used in this Schedule A, words like "expand," "fund," "provide" or the like shall not indicate a preference for new or existing programs.

C. PREGNANT & POSTPARTUM WOMEN

1. Expand Screening, Brief Intervention, and Referral to Treatment ("*SBIRT*") services to non-Medicaid eligible or uninsured pregnant women;

2. Expand comprehensive evidence-based treatment and recovery services, including MAT, for women with co-occurring Opioid Use Disorder ("*OUD*") and other Substance Use Disorder ("*SUD*")/Mental Health disorders for uninsured individuals for up to 12 months postpartum; and

3. Provide comprehensive wrap-around services to individuals with OUD, including housing, transportation, job placement/training, and childcare.

D. EXPANDING TREATMENT FOR NEONATAL ABSTINENCE SYNDROME ("*NAS*")

1. Expand comprehensive evidence-based and recovery support for NAS babies;

2. Expand services for better continuum of care with infant-need dyad; and

3. Expand long-term treatment and services for medical monitoring of NAS babies and their families.

E. EXPANSION OF WARM HAND-OFF PROGRAMS AND RECOVERY SERVICES

1. Expand services such as navigators and on-call teams to begin MAT in hospital emergency departments;

2. Expand warm hand-off services to transition to recovery services;

3. Broaden scope of recovery services to include co-occurring SUD or mental health conditions;

4. Provide comprehensive wrap-around services to individuals in recovery, including housing, transportation, job placement/training, and childcare; and

5. Hire additional social workers or other behavioral health workers to facilitate expansions above.

F. TREATMENT FOR INCARCERATED POPULATION

1. Provide evidence-based treatment and recovery support, including MAT for persons with OUD and co-occurring SUD/MH disorders within and transitioning out of the criminal justice system; and

2. Increase funding for jails to provide treatment to inmates with OUD.

G. PREVENTION PROGRAMS

1. Funding for media campaigns to prevent opioid use (similar to the FDA's "Real Cost" campaign to prevent youth from misusing tobacco);

2. Funding for evidence-based prevention programs in schools;

3. Funding for medical provider education and outreach regarding best prescribing practices for opioids consistent with the 2016 CDC guidelines, including providers at hospitals (academic detailing);

4. Funding for community drug disposal programs; and

5. Funding and training for first responders to participate in pre-arrest diversion programs, post-overdose response teams, or similar strategies that connect at-risk individuals to behavioral health services and supports.

H. EXPANDING SYRINGE SERVICE PROGRAMS

1. Provide comprehensive syringe services programs with more wrap-around services, including linkage to OUD treatment, access to sterile syringes and linkage to care and treatment of infectious diseases.

I. EVIDENCE-BASED DATA COLLECTION AND RESEARCH ANALYZING THE EFFECTIVENESS OF THE ABATEMENT STRATEGIES WITHIN THE STATE

Schedule B
Approved Uses

Support treatment of Opioid Use Disorder (OUD) and any co-occurring Substance Use Disorder or Mental Health (SUD/MH) conditions through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, the following:

PART ONE: TREATMENT

A. TREAT OPIOID USE DISORDER (OUD)

Support treatment of Opioid Use Disorder ("*OUD*") and any co-occurring Substance Use Disorder or Mental Health ("*SUD/MH*") conditions through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, those that:[2]

1. Expand availability of treatment for OUD and any co-occurring SUD/MH conditions, including all forms of Medication-Assisted Treatment ("*MAT*") approved by the U.S. Food and Drug Administration.

2. Support and reimburse evidence-based services that adhere to the American Society of Addiction Medicine ("*ASAM*") continuum of care for OUD and any co-occurring SUD/MH conditions.

3. Expand telehealth to increase access to treatment for OUD and any co-occurring SUD/MH conditions, including MAT, as well as counseling, psychiatric support, and other treatment and recovery support services.

4. Improve oversight of Opioid Treatment Programs ("*OTPs*") to assure evidence-based or evidence-informed practices such as adequate methadone dosing and low threshold approaches to treatment.

5. Support mobile intervention, treatment, and recovery services, offered by qualified professionals and service providers, such as peer recovery coaches, for persons with OUD and any co-occurring SUD/MH conditions and for persons who have experienced an opioid overdose.

6. Provide treatment of trauma for individuals with OUD (*e.g.*, violence, sexual assault, human trafficking, or adverse childhood experiences) and family members (*e.g.*, surviving family members after an overdose or overdose fatality), and training of health care personnel to identify and address such trauma.

7. Support evidence-based withdrawal management services for people with OUD and any co-occurring mental health conditions.

[2] As used in this Schedule B, words like "expand," "fund," "provide" or the like shall not indicate a preference for new or existing programs.

8. Provide training on MAT for health care providers, first responders, students, or other supporting professionals, such as peer recovery coaches or recovery outreach specialists, including telementoring to assist community-based providers in rural or underserved areas.

9. Support workforce development for addiction professionals who work with persons with OUD and any co-occurring SUD/MH conditions.

10. Offer fellowships for addiction medicine specialists for direct patient care, instructors, and clinical research for treatments.

11. Offer scholarships and supports for behavioral health practitioners or workers involved in addressing OUD and any co-occurring SUD/MH or mental health conditions, including, but not limited to, training, scholarships, fellowships, loan repayment programs, or other incentives for providers to work in rural or underserved areas.

12. Provide funding and training for clinicians to obtain a waiver under the federal Drug Addiction Treatment Act of 2000 ("*DATA 2000*") to prescribe MAT for OUD, and provide technical assistance and professional support to clinicians who have obtained a DATA 2000 waiver.

13. Disseminate web-based training curricula, such as the American Academy of Addiction Psychiatry's Provider Clinical Support Service–Opioids web-based training curriculum and motivational interviewing.

14. Develop and disseminate new curricula, such as the American Academy of Addiction Psychiatry's Provider Clinical Support Service for Medication–Assisted Treatment.

B. SUPPORT PEOPLE IN TREATMENT AND RECOVERY

Support people in recovery from OUD and any co-occurring SUD/MH conditions through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, the programs or strategies that:

1. Provide comprehensive wrap-around services to individuals with OUD and any co-occurring SUD/MH conditions, including housing, transportation, education, job placement, job training, or childcare.

2. Provide the full continuum of care of treatment and recovery services for OUD and any co-occurring SUD/MH conditions, including supportive housing, peer support services and counseling, community navigators, case management, and connections to community-based services.

3. Provide counseling, peer-support, recovery case management and residential treatment with access to medications for those who need it to persons with OUD and any co-occurring SUD/MH conditions.

4. Provide access to housing for people with OUD and any co-occurring SUD/MH conditions, including supportive housing, recovery housing, housing assistance programs, training for housing providers, or recovery housing programs that allow or integrate FDA-approved mediation with other support services.

5. Provide community support services, including social and legal services, to assist in deinstitutionalizing persons with OUD and any co-occurring SUD/MH conditions.

6. Support or expand peer-recovery centers, which may include support groups, social events, computer access, or other services for persons with OUD and any co-occurring SUD/MH conditions.

7. Provide or support transportation to treatment or recovery programs or services for persons with OUD and any co-occurring SUD/MH conditions.

8. Provide employment training or educational services for persons in treatment for or recovery from OUD and any co-occurring SUD/MH conditions.

9. Identify successful recovery programs such as physician, pilot, and college recovery programs, and provide support and technical assistance to increase the number and capacity of high-quality programs to help those in recovery.

10. Engage non-profits, faith-based communities, and community coalitions to support people in treatment and recovery and to support family members in their efforts to support the person with OUD in the family.

11. Provide training and development of procedures for government staff to appropriately interact and provide social and other services to individuals with or in recovery from OUD, including reducing stigma.

12. Support stigma reduction efforts regarding treatment and support for persons with OUD, including reducing the stigma on effective treatment.

13. Create or support culturally appropriate services and programs for persons with OUD and any co-occurring SUD/MH conditions, including new Americans.

14. Create and/or support recovery high schools.

15. Hire or train behavioral health workers to provide or expand any of the services or supports listed above.

C. CONNECT PEOPLE WHO NEED HELP TO THE HELP THEY NEED (CONNECTIONS TO CARE)

Provide connections to care for people who have—or are at risk of developing—OUD and any co-occurring SUD/MH conditions through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, those that:

1. Ensure that health care providers are screening for OUD and other risk factors and know how to appropriately counsel and treat (or refer if necessary) a patient for OUD treatment.

2. Fund SBIRT programs to reduce the transition from use to disorders, including SBIRT services to pregnant women who are uninsured or not eligible for Medicaid.

3. Provide training and long-term implementation of SBIRT in key systems (health, schools, colleges, criminal justice, and probation), with a focus on youth and young adults when transition from misuse to opioid disorder is common.

4. Purchase automated versions of SBIRT and support ongoing costs of the technology.

5. Expand services such as navigators and on-call teams to begin MAT in hospital emergency departments.

6. Provide training for emergency room personnel treating opioid overdose patients on post-discharge planning, including community referrals for MAT, recovery case management or support services.

7. Support hospital programs that transition persons with OUD and any co-occurring SUD/MH conditions, or persons who have experienced an opioid overdose, into clinically appropriate follow-up care through a bridge clinic or similar approach.

8. Support crisis stabilization centers that serve as an alternative to hospital emergency departments for persons with OUD and any co-occurring SUD/MH conditions or persons that have experienced an opioid overdose.

9. Support the work of Emergency Medical Systems, including peer support specialists, to connect individuals to treatment or other appropriate services following an opioid overdose or other opioid-related adverse event.

10. Provide funding for peer support specialists or recovery coaches in emergency departments, detox facilities, recovery centers, recovery housing, or similar settings; offer services, supports, or connections to care to persons with OUD and any co-occurring SUD/MH conditions or to persons who have experienced an opioid overdose.

11. Expand warm hand-off services to transition to recovery services.

12. Create or support school-based contacts that parents can engage with to seek immediate treatment services for their child; and support prevention, intervention, treatment, and recovery programs focused on young people.

13. Develop and support best practices on addressing OUD in the workplace.

14. Support assistance programs for health care providers with OUD.

15. Engage non-profits and the faith community as a system to support outreach for treatment.

16. Support centralized call centers that provide information and connections to appropriate services and supports for persons with OUD and any co-occurring SUD/MH conditions.

D. ADDRESS THE NEEDS OF CRIMINAL JUSTICE-INVOLVED PERSONS

Address the needs of persons with OUD and any co-occurring SUD/MH conditions who are involved in, are at risk of becoming involved in, or are transitioning out of the criminal justice system through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, those that:

1. Support pre-arrest or pre-arraignment diversion and deflection strategies for persons with OUD and any co-occurring SUD/MH conditions, including established strategies such as:

    1. Self-referral strategies such as the Angel Programs or the Police Assisted Addiction Recovery Initiative ("*PAARI*");

    2. Active outreach strategies such as the Drug Abuse Response Team ("*DART*") model;

    3. "Naloxone Plus" strategies, which work to ensure that individuals who have received naloxone to reverse the effects of an overdose are then linked to treatment programs or other appropriate services;

    4. Officer prevention strategies, such as the Law Enforcement Assisted Diversion ("*LEAD*") model;

    5. Officer intervention strategies such as the Leon County, Florida Adult Civil Citation Network or the Chicago Westside Narcotics Diversion to Treatment Initiative; or

    6. Co-responder and/or alternative responder models to address OUD-related 911 calls with greater SUD expertise.

2. Support pre-trial services that connect individuals with OUD and any co-occurring SUD/MH conditions to evidence-informed treatment, including MAT, and related services.

3. Support treatment and recovery courts that provide evidence-based options for persons with OUD and any co-occurring SUD/MH conditions.

4. Provide evidence-informed treatment, including MAT, recovery support, harm reduction, or other appropriate services to individuals with OUD and any co-occurring SUD/MH conditions who are incarcerated in jail or prison.

5. Provide evidence-informed treatment, including MAT, recovery support, harm reduction, or other appropriate services to individuals with OUD and any co-occurring SUD/MH conditions who are leaving jail or prison or have recently left jail or prison, are on probation or parole, are under community corrections supervision, or are in re-entry programs or facilities.

6. Support critical time interventions ("*CTI*"), particularly for individuals living with dual-diagnosis OUD/serious mental illness, and services for individuals who face immediate risks and service needs and risks upon release from correctional settings.

7. Provide training on best practices for addressing the needs of criminal justice-involved persons with OUD and any co-occurring SUD/MH conditions to law enforcement, correctional, or judicial personnel or to providers of treatment, recovery, harm reduction, case management, or other services offered in connection with any of the strategies described in this section.

E. ADDRESS THE NEEDS OF PREGNANT OR PARENTING WOMEN AND THEIR FAMILIES, INCLUDING BABIES WITH NEONATAL ABSTINENCE SYNDROME

Address the needs of pregnant or parenting women with OUD and any co-occurring SUD/MH conditions, and the needs of their families, including babies with neonatal abstinence syndrome ("*NAS*"), through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, those that:

1. Support evidence-based or evidence-informed treatment, including MAT, recovery services and supports, and prevention services for pregnant women—or women who could become pregnant—who have OUD and any co-occurring SUD/MH conditions, and other measures to educate and provide support to families affected by Neonatal Abstinence Syndrome.

2. Expand comprehensive evidence-based treatment and recovery services, including MAT, for uninsured women with OUD and any co-occurring SUD/MH conditions for up to 12 months postpartum.

3. Provide training for obstetricians or other healthcare personnel who work with pregnant women and their families regarding treatment of OUD and any co-occurring SUD/MH conditions.

4. Expand comprehensive evidence-based treatment and recovery support for NAS babies; expand services for better continuum of care with infant-need dyad; and expand long-term treatment and services for medical monitoring of NAS babies and their families.

5. Provide training to health care providers who work with pregnant or parenting women on best practices for compliance with federal requirements that children born with NAS get referred to appropriate services and receive a plan of safe care.

6. Provide child and family supports for parenting women with OUD and any co-occurring SUD/MH conditions.

7. Provide enhanced family support and child care services for parents with OUD and any co-occurring SUD/MH conditions.

8. Provide enhanced support for children and family members suffering trauma as a result of addiction in the family; and offer trauma-informed behavioral health treatment for adverse childhood events.

9. Offer home-based wrap-around services to persons with OUD and any co-occurring SUD/MH conditions, including, but not limited to, parent skills training.

10. Provide support for Children's Services—Fund additional positions and services, including supportive housing and other residential services, relating to children being removed from the home and/or placed in foster care due to custodial opioid use.

PART TWO: PREVENTION

F. PREVENT OVER-PRESCRIBING AND ENSURE APPROPRIATE PRESCRIBING AND DISPENSING OF OPIOIDS

Support efforts to prevent over-prescribing and ensure appropriate prescribing and dispensing of opioids through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, the following:

1. Funding medical provider education and outreach regarding best prescribing practices for opioids consistent with the Guidelines for Prescribing Opioids for Chronic Pain from the U.S. Centers for Disease Control and Prevention, including providers at hospitals (academic detailing).

2. Training for health care providers regarding safe and responsible opioid prescribing, dosing, and tapering patients off opioids.

3. Continuing Medical Education (CME) on appropriate prescribing of opioids.

4. Providing Support for non-opioid pain treatment alternatives, including training providers to offer or refer to multi-modal, evidence-informed treatment of pain.

5. Supporting enhancements or improvements to Prescription Drug Monitoring Programs ("*PDMPs*"), including, but not limited to, improvements that:

    1. Increase the number of prescribers using PDMPs;

    2. Improve point-of-care decision-making by increasing the quantity, quality, or format of data available to prescribers using PDMPs, by improving the interface that prescribers use to access PDMP data, or both; or

3. Enable states to use PDMP data in support of surveillance or intervention strategies, including MAT referrals and follow-up for individuals identified within PDMP data as likely to experience OUD in a manner that complies with all relevant privacy and security laws and rules.

6. Ensuring PDMPs incorporate available overdose/naloxone deployment data, including the United States Department of Transportation's Emergency Medical Technician overdose database in a manner that complies with all relevant privacy and security laws and rules.

7. Increasing electronic prescribing to prevent diversion or forgery.

8. Educating dispensers on appropriate opioid dispensing.

G. PREVENT MISUSE OF OPIOIDS

Support efforts to discourage or prevent misuse of opioids through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, the following:

1. Funding media campaigns to prevent opioid misuse.

2. Corrective advertising or affirmative public education campaigns based on evidence.

3. Public education relating to drug disposal.

4. Drug take-back disposal or destruction programs.

5. Funding community anti-drug coalitions that engage in drug prevention efforts.

6. Supporting community coalitions in implementing evidence-informed prevention, such as reduced social access and physical access, stigma reduction—including staffing, educational campaigns, support for people in treatment or recovery, or training of coalitions in evidence-informed implementation, including the Strategic Prevention Framework developed by the U.S. Substance Abuse and Mental Health Services Administration ("*SAMHSA*").

7. Engaging non-profits and faith-based communities as systems to support prevention.

8. Funding evidence-based prevention programs in schools or evidence-informed school and community education programs and campaigns for students, families, school employees, school athletic programs, parent-teacher and student associations, and others.

9. School-based or youth-focused programs or strategies that have demonstrated effectiveness in preventing drug misuse and seem likely to be effective in preventing the uptake and use of opioids.

10. Create or support community-based education or intervention services for families, youth, and adolescents at risk for OUD and any co-occurring SUD/MH conditions.

11. Support evidence-informed programs or curricula to address mental health needs of young people who may be at risk of misusing opioids or other drugs, including emotional modulation and resilience skills.

12. Support greater access to mental health services and supports for young people, including services and supports provided by school nurses, behavioral health workers or other school staff, to address mental health needs in young people that (when not properly addressed) increase the risk of opioid or another drug misuse.

H. PREVENT OVERDOSE DEATHS AND OTHER HARMS (HARM REDUCTION)

Support efforts to prevent or reduce overdose deaths or other opioid-related harms through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, the following:

1. Increased availability and distribution of naloxone and other drugs that treat overdoses for first responders, overdose patients, individuals with OUD and their friends and family members, schools, community navigators and outreach workers, persons being released from jail or prison, or other members of the general public.

2. Public health entities providing free naloxone to anyone in the community.

3. Training and education regarding naloxone and other drugs that treat overdoses for first responders, overdose patients, patients taking opioids, families, schools, community support groups, and other members of the general public.

4. Enabling school nurses and other school staff to respond to opioid overdoses, and provide them with naloxone, training, and support.

5. Expanding, improving, or developing data tracking software and applications for overdoses/naloxone revivals.

6. Public education relating to emergency responses to overdoses.

7. Public education relating to immunity and Good Samaritan laws.

8. Educating first responders regarding the existence and operation of immunity and Good Samaritan laws.

9. Syringe service programs and other evidence-informed programs to reduce harms associated with intravenous drug use, including supplies, staffing, space, peer support services, referrals to treatment, fentanyl checking, connections to care, and the full range of harm reduction and treatment services provided by these programs.

10. Expanding access to testing and treatment for infectious diseases such as HIV and Hepatitis C resulting from intravenous opioid use.

11. Supporting mobile units that offer or provide referrals to harm reduction services, treatment, recovery supports, health care, or other appropriate services to persons that use opioids or persons with OUD and any co-occurring SUD/MH conditions.

12. Providing training in harm reduction strategies to health care providers, students, peer recovery coaches, recovery outreach specialists, or other professionals that provide care to persons who use opioids or persons with OUD and any co-occurring SUD/MH conditions.

13. Supporting screening for fentanyl in routine clinical toxicology testing.

PART THREE: OTHER STRATEGIES

I. FIRST RESPONDERS

In addition to items in section C, D and H relating to first responders, support the following:

1. Education of law enforcement or other first responders regarding appropriate practices and precautions when dealing with fentanyl or other drugs.

2. Provision of wellness and support services for first responders and others who experience secondary trauma associated with opioid-related emergency events.

J. LEADERSHIP, PLANNING AND COORDINATION

Support efforts to provide leadership, planning, coordination, facilitations, training and technical assistance to abate the opioid epidemic through activities, programs, or strategies that may include, but are not limited to, the following:

1. Statewide, regional, local or community regional planning to identify root causes of addiction and overdose, goals for reducing harms related to the opioid epidemic, and areas and populations with the greatest needs for treatment intervention services, and to support training and technical assistance and other strategies to abate the opioid epidemic described in this opioid abatement strategy list.

2. A dashboard to (a) share reports, recommendations, or plans to spend opioid settlement funds; (b) to show how opioid settlement funds have been spent; (c) to report program or strategy outcomes; or (d) to track, share or visualize key opioid- or health-related indicators and supports as identified through collaborative statewide, regional, local or community processes.

3. Invest in infrastructure or staffing at government or not-for-profit agencies to support collaborative, cross-system coordination with the purpose of preventing

overprescribing, opioid misuse, or opioid overdoses, treating those with OUD and any co-occurring SUD/MH conditions, supporting them in treatment or recovery, connecting them to care, or implementing other strategies to abate the opioid epidemic described in this opioid abatement strategy list.

4. Provide resources to staff government oversight and management of opioid abatement programs.

K. TRAINING

In addition to the training referred to throughout this document, support training to abate the opioid epidemic through activities, programs, or strategies that may include, but are not limited to, those that:

1. Provide funding for staff training or networking programs and services to improve the capability of government, community, and not-for-profit entities to abate the opioid crisis.

2. Support infrastructure and staffing for collaborative cross-system coordination to prevent opioid misuse, prevent overdoses, and treat those with OUD and any co-occurring SUD/MH conditions, or implement other strategies to abate the opioid epidemic described in this opioid abatement strategy list (*e.g.*, health care, primary care, pharmacies, PDMPs, etc.).

L. RESEARCH

Support opioid abatement research that may include, but is not limited to, the following:

1. Monitoring, surveillance, data collection and evaluation of programs and strategies described in this opioid abatement strategy list.

2. Research non-opioid treatment of chronic pain.

3. Research on improved service delivery for modalities such as SBIRT that demonstrate promising but mixed results in populations vulnerable to opioid use disorders.

4. Research on novel harm reduction and prevention efforts such as the provision of fentanyl test strips.

5. Research on innovative supply-side enforcement efforts such as improved detection of mail-based delivery of synthetic opioids.

6. Expanded research on swift/certain/fair models to reduce and deter opioid misuse within criminal justice populations that build upon promising approaches used to address other substances (*e.g.*, Hawaii HOPE and Dakota 24/7).

7. Epidemiological surveillance of OUD-related behaviors in critical populations, including individuals entering the criminal justice system, including, but not limited to approaches modeled on the Arrestee Drug Abuse Monitoring ("*ADAM*") system.

8. Qualitative and quantitative research regarding public health risks and harm reduction opportunities within illicit drug markets, including surveys of market participants who sell or distribute illicit opioids.

9. Geospatial analysis of access barriers to MAT and their association with treatment engagement and treatment outcomes.

EXHIBIT B

Settlement Participation Form

Governmental Entity:	State:
Authorized Official:	
Address 1:	
Address 2:	
City, State, Zip:	
Phone:	
Email:	

The governmental entity identified above ("Governmental Entity"), in order to obtain and in consideration for the benefits provided to the Governmental Entity pursuant to the Janssen Washington State-Wide Opioid Settlement Agreement dated January 22, 2024 ("Janssen Settlement"), and acting through the undersigned authorized official, hereby elects to participate in the Janssen Settlement, release all Released Claims against all Released Entities, and agrees as follows.

1. The Governmental Entity is aware of and has reviewed the Janssen Settlement, understands that all terms in this Election and Release have the meanings defined therein, and agrees that by this Election, the Governmental Entity elects to participate in the Janssen Settlement and become a Participating Subdivision as provided therein.

2. The Governmental Entity shall, within 30 days of the filing of the Consent Judgment, secure the dismissal with prejudice of any Released Claims that it has filed.

3. The Governmental Entity agrees to the terms of the Janssen Settlement pertaining to Subdivisions as defined therein.

4. By agreeing to the terms of the Janssen Settlement and becoming a Releasor, the Governmental Entity is entitled to the benefits provided therein, including, if applicable, monetary payments beginning after the Effective Date.

5. The Governmental Entity agrees to use any monies it receives through the Janssen Settlement solely for the purposes provided therein.

6. The Governmental Entity submits to the jurisdiction of the court where the Consent Judgment is filed for purposes limited to that court's role as provided in, and for resolving disputes to the extent provided in, the Janssen Settlement.

7. The Governmental Entity, as a Participating Subdivision, hereby becomes a Releasor for all purposes in the Janssen Settlement, including but not limited to all provisions of Section IV (Release), and along with all departments, agencies, divisions, boards, commissions, districts, instrumentalities of any kind and attorneys, and any person in their official capacity

elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, and any other entity identified in the definition of Releasor, provides for a release to the fullest extent of its authority. As a Releasor, the Governmental Entity hereby absolutely, unconditionally, and irrevocably covenants not to bring, file, or claim, or to cause, assist or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Released Claims against any Released Entity in any forum whatsoever. The releases provided for in the Janssen Settlement are intended by the Parties to be broad and shall be interpreted so as to give the Released Entities the broadest possible bar against any liability relating in any way to Released Claims and extend to the full extent of the power of the Governmental Entity to release claims. The Janssen Settlement shall be a complete bar to any Released Claim.

8. In connection with the releases provided for in the Janssen Settlement, each Governmental Entity expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

   > **General Release; extent.** A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

   A Releasor may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Released Claims, but each Governmental Entity hereby expressly waives and fully, finally, and forever settles, releases and discharges, upon the Effective Date, any and all Released Claims that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the Governmental Entities' decision to participate in the Janssen Settlement.

9. This Settlement Participation Form shall be deemed effective as of the Effective Date of the Janssen Settlement.

10. Nothing herein is intended to modify in any way the terms of the Janssen Settlement, to which Governmental Entity hereby agrees. To the extent this Election and Release is interpreted differently from the Janssen Settlement in any respect, the Janssen Settlement controls.

I have all necessary power and authorization to execute this Election and Release on behalf of the Governmental Entity.

Signature: _____

Name: _____

Title: _____

Date: _____

City of Oak Harbor
City Council Agenda Bill

Bill No. 4.d.
Date: April 16, 2024
Subject: LEMHWA Grant Application Approval

FROM: **Wendy Horn, Grants Administrator with Tony Slowik, Chief of Police**

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- Ronnie Wright, Mayor
- Sabrina Combs, Interim City Administrator
- David Goldman, Deputy City Administrator
- Hillary J. Evans, City Attorney, as to form

RECOMMENDED ACTION

I move to authorize the Mayor to sign the application for the US Department of Justice Law Enforcement Mental Health and Wellness Act (LEMHWA) grant.

BACKGROUND / SUMMARY INFORMATION

The Department of Justice Office of Community Oriented Policing Services (COPS) provides funding to local law enforcement agencies to improve the delivery of and access to mental health and wellness services for law enforcement officers through the implementation of peer support, training, family resources, suicide prevention and other promising practices for wellness programs. The grant program is the LEMHWA Implementation Projects.

The Oak Harbor Police Department (OHPD) partnered with Island and Skagit County Police Departments and Sheriff's Offices last year and participated in a mental health and wellness coaching program for commissioned officers through a state grant program.

OHPD would like to expand on this program to offer more services to commissioned officers, non-commissioned officers and their spouses in both Island and Skagit County. OHPD's program would include coaching/mentoring, in-person training, wellness activities, peer support team training and coaching/mentoring certification.

LEGAL AUTHORITY

FISCAL IMPACT

$200,000 is not budgeted in the 2024 Police Department budget. If awarded the grant, a budget amendment will be brought to the City Council for consideration.

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

At the April 2, 2024 City Council meeting, Chief of Police Tony Slowik provided an informational presentation on the LEMHWA and funding provided to agencies through grant programs.

ATTACHMENTS

1. LEMHWA Grant Presentation

DEPARTMENT OF JUSTICE LAW ENFORCEMENT MENTAL HEALTH & WELLNESS ACT GRANT APPLICATION

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

City Council Meeting
04/16/2024

LEMHWA PURPOSE

- Office of Community Oriented Policing Services (COPS)
- Implementation Projects
- Funding to improve delivery and access to mental health and wellness services for law enforcement officers
- Enhance or expand programs

LEMHWA

- Allowable activities
  - Peer support
  - Training
  - Family resources
  - Suicide prevention
  - Other promising practices

OHPD LEMHWA PROJECT

- Program will include:
  - Coaching/mentoring
  - In-person trainings
  - Wellness options
  - Peer support training
  - Coaching/mentoring certification

Regional Project	Oak Harbor lead
• Skagit & Island Counties Law Enforcement Agencies	• Expanding current program to include non-commissioned officers, spouses & more options

OHPD LEMHWA PROJECT

- $200,000 request
- Not currently budgeted
- No match required
- April 30, 2024 deadline to apply
- 24-month project
- Quarterly reporting
  - Qualitative
  - Quantitative
  - Lessons learned

RECOMMENDED MOTION

I move to authorize the Mayor to sign the application for the US Department of Justice Law Enforcement Mental Health & Wellness Act grant.

City of Oak Harbor
City Council Agenda Bill

Bill No. 4.e.
Date: April 16, 2024
Subject: Washington State Criminal Justice Training Commission Wellness Request for Proposal Approval

FROM: **Tony Slowik, Chief of Police**

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- Ronnie Wright, Mayor
- Sabrina Combs, Interim City Administrator
- David Goldman, Deputy City Administrator
- Hillary J. Evans, City Attorney, as to form

RECOMMENDED ACTION

I move to authorize the Mayor to sign the application for the Washington State Criminal Justice Wellness request for proposal.

BACKGROUND / SUMMARY INFORMATION

Oak Harbor Police Department (OHPD) has been participating in a regional wellness program for sworn officers led by the Burlington Police Department. The program provides coaching, mentoring, and support services. It was funded through the Criminal Justice Training Center. It was a 12-month grant.

OHPD would like to expand on this program to offer more services to commissioned officers, non-commissioned officers and their spouses in both Island and Skagit County. OHPD's program would include coaching/mentoring, in-person training, wellness activities, peer support team training and coaching/mentoring certification.

This program is a one-year grant from July 1, 2024 - June 30, 2025. There is $1.5 million in available funding statewide.

LEGAL AUTHORITY

FISCAL IMPACT

This amount is not budgeted. If awarded the grant, the department will seek approval for a budget amendment in the amount of $200,000.

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

At the April 2, 2024 City Council meeting, Police Chief Tony Slowik presented information regarding the Washington State Criminal Justice Training Commissions Wellness Programs and Request for Proposal opportunities.

ATTACHMENTS

1. WSCJTC Wellness RFP Approval
2. CJTC Officer Wellness Grant Cover Sheet

WASHINGTON STATE CRIMINAL JUSTICE TRAINING COMMISSION WELLNESS REQUEST FOR PROPOSAL

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

City Council Meeting
04/16/2024

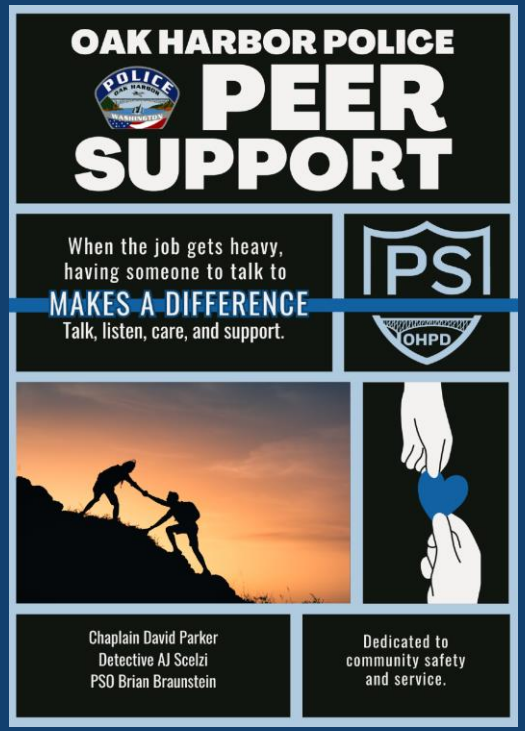
BACKGROUND

- On April 2, 2024, the City Council was presented with the Washington State Criminal Justice Commission Wellness Request for Proposal information.

WSCJTC PURPOSE

- Criminal Justice Training Commission (CJTC)
- Establish or expand Officer Wellness Programs.
- Funding to improve delivery and access to mental health and wellness services for law enforcement and correction officers.

WSCJTC



- Allowable activities
  - Peer support
  - Training
  - Family Resources
  - Suicide prevention
  - Other promising practices

OHPD WELLNESS PROJECT

- Program will include:
  - Coaching/mentoring
  - In-person trainings
  - Wellness options
  - Peer support training
  - Coaching/mentoring certification

Regional Project	Oak Harbor lead
• Skagit & Island Counties Law Enforcement Agencies	• Expanding current program to include non-commissioned officers, spouses & more options

OHPD LEMHWA PROJECT

- $200,000 request
- Not currently budgeted
- No match required
- May 2, 2024 deadline to apply
- 12-month project (July 1 – June 30)
- Quarterly reporting
  - Qualitative
  - Quantitative
  - Lessons learned

RECOMMENDED MOTION

I move to authorize the Mayor to sign the application for the Washington State Criminal Justice Wellness request for proposal.

CRIMINAL JUSTICE TRAINING COMMISSION OFFICER WELLNESS GRANT

COVER SHEET

Date: April 11, 2024

Name of Organization Applying: Oak Harbor Police Department

Contact Name: Tony Slowik, Chief of Police

Contact Phone Number: 360-279-4601

Contact Email Address: tslowik@oakharbor.org

Address (Principal/Administrative Office): 865 SE Barrington Drive

City: Oak Harbor **State:** Washington **Zip:** 98277

Amount Requested: $200,000(?)

Geographic Area to be Served: Island County and Skagit County

Director Signature: _____

Director Name Printed: Tony Slowik, Chief of Police

Agency Contract Signer Name: Ronnie Wright, Mayor

Contract Signer's Email Address: rwright@oakharbor.org

(contract sent via Docusign)

City of Oak Harbor
City Council Agenda Bill

Bill No. 6.a.
Date: April 16, 2024
Subject: Public Hearing - Resolution 24-06: Adopting the Active Transportation Plan

FROM: **Cac Kamak, AICP, Principal Planner, Development Services**

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- Ronnie Wright, Mayor
- Sabrina Combs, Interim City Administrator
- David Goldman, Deputy City Administrator
- Hillary J. Evans, City Attorney, as to form

RECOMMENDED ACTION

Adopt Resolution 24-06 approving the Active Transportation Plan (ATP).

BACKGROUND / SUMMARY INFORMATION

As the City Council is aware, the City hired Toole Design, a consultant group, to help with creating its first ATP. The process was initiated in January of 2023, with public input opportunities provided through surveys, information booths at events, focus groups etc. An initial draft of the ATP was released in November 2023 along with the SEPA analysis. The document received comments from WSDOT, Island County etc. The initial draft facilitated a meeting with WSDOT that resulted in input captured in Appendix E of the revised plan. The revised plan, although not substantially different from the initial draft address comments received during the SEPA and Department of Commerce notice and comment period.

The plan reviews existing conditions for pedestrians and bicyclist, identifies areas of stress, gaps in infrastructure etc. It also proposes a network to develop over time for Oak Harbor and also identifies catalyst projects to pursue. Six of these catalyst projects have conceptual designs along with cost estimates included (Appendix F). The plan also includes policy and program recommendations.

LEGAL AUTHORITY

Legal authority for optional elements to the Comprehensive Plan are provided by RCW 36.70A.080

FISCAL IMPACT

The adoption of the ATP by itself does not have any fiscal impacts, however there will be fiscal impacts with implementation of the projects within the plan. These impacts will be refined with planning efforts and eventual implementation of projects and their associated infrastructure.

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

The Planning Commission held a public hearing on the ATP at it March 26, 2024 meeting. The Planning Commission's comments are summarized below:

- Concerns on maintenance of improvements to SR 20
- Implementation strategies for funding projects, codes and policies
- Pedestrian safety concerns with traffic circles especially for disabled/blind population

The Planning Commission understands that these are the issues that will have to be addressed through implementation of projects within the ATP. The Planning Commission recommends that the City Council adopt the resolution ratifying Island County's Countywide Planning Policies (CPP).

Washington State Department of Transportation (WSDOT) representatives attended the Planning Commission meeting and provided comments. They also sent a follow up letter that is included as Attachment 3. This letter has also been included in Appendix E of the adoption document.

ATTACHMENTS

1. Resolution No. 24-06
2. Active Transportation Plan
3. WSDOT Comments Letter
4. Presentation

CITY OF OAK HARBOR
RESOLUTION NO. 24-06

A RESOLUTION OF THE CITY OF OAK HARBOR
ADOPTING AN ACTIVE TRANSPORTATION PLAN

WHEREAS, the City of Oak Harbor received a planning grant from Island Regional Transportation Organization to address walking, biking, rolling, and other forms of active transportation; and

WHEREAS, having an Active Transportation Plan will support grant requests for active transportation facilities as well as provide direction when projects are proposed; and

WHEREAS, the City conducted a community engagement plan that incorporated multiple means of outreach, including surveys with utility billing, booths at community events and a geo locational online input map with comments; and

WHEREAS, the City addressed the Active Transportation Plan at several Planning Commission and City Council workshop sessions, including a public hearing at the January 23, 2024 Planning Commission meeting and a public hearing at the City Council meeting on April 16, 2024; and

WHEREAS, the Active Transportation Plan is a sub-element of the Transportation Plan; and

WHEREAS, a determination of Non- Significance was issued Dec 1, 2023 and was published, posted, and routed for review; and

WHEREAS, all comments received by the City, including those from Washington State Department of Transportation and Island County, addressed and included into the revised version of the Plan; and

WHEREAS, on December 4, 2023, pursuant to RCW 36.70A.106 a notice of intent to adopt the Plan was transmitted to the Washington State Department of Commerce; and

WHEREAS, on January 23, 2024 the Planning Commission opened and continued a public hearing on the Active Transportation Plan to it March 26, 2023 meeting and, after the hearing concluded, sent a recommendation to approve the Active Transportation Plan to the City Council; and

WHEREAS, on April 16, 2024, after a duly noticed City Council public hearing, the Council approved Resolution No. 24-06, finding the Active Transportation Plan in the best interest of the City;

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Oak Harbor that the City of Oak Harbor Active Transportation Plan attached hereto as Exhibit A is hereby adopted and approved.

PASSED by the City Council and approved by its Mayor this 16th day of April 2024.

THE CITY OF OAK HARBOR

Veto ( )
Approve ( )

By_____
Ronnie Wright, Mayor

Dated: _____

Attest:

_____
Julie Nester, City Clerk

Approved as to Form:

_____
Hillary Evans, City Attorney

Published: _____

OAK HARBOR
ACTIVE TRANSPORTATION PLAN

REVISED DRAFT | March 4th, 2024

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

BIKE WALK ROLL
OAK HARBOR

TABLE OF CONTENTS

Introduction 4

Existing Conditions 7

Plan Development 13

Projects 26

Policies & Programs 41

Implementation Strategy 49

Appendix A: Full Prioritized Project List 56

Appendix B: Engagement Summary Report 61

Appendix C: Pedestrian and Bicycle Network Analysis Technical Approach 74

Appendix D: Definition of Facility types 83

Appendix E: WSDOT Input and Proposal for State Route 20 85

Appendix F: Conceptual Designs & Cost Estimates 94

ACKNOWLEDGEMENTS

We would like to thank all the Steering Committee members, focus group participants, City Council members, Planning Commission members, and residents of Oak Harbor who helped guide and support the development of this Plan.

EXECUTIVE SUMMARY

The Oak Harbor Active Transportation Plan (ATP) is a comprehensive strategy to enhance quality of life, increase sustainability, support local economies, and improve mobility and safety. Active transportation includes walking, biking, and rolling, which includes skateboarding and using mobility devices like power wheelchairs and e-scooters.

This Plan was developed in response to the growing demand for safe and comfortable transportation options in Oak Harbor, with a focus on creating an inviting network for people of all ages and abilities to walk, bike, and roll throughout the city. The vision is centered on four main goals: mobility, health, safety, and equity.

The project assessed existing conditions in Oak Harbor by documenting the ways in which the city already supports walking and biking and identifying opportunities for improvement. The Plan's development process involved reviewing existing plans and policies related to active transportation to provide a consistent approach that builds on past efforts.

Extensive community engagement was a critical part of the planning process, including focus groups, a Steering Committee representing various organizations and agencies, an online survey and interactive web map, and a pop-up event. Gathering input from residents, City staff, and community leaders, allowed the project team to understand local perspectives, concerns, and priorities.

The project team also conducted three network analyses to evaluate the connectivity and comfort of Oak Harbor's existing bike and pedestrian networks, including a sidewalk gap analysis, a pedestrian crossing stress analysis, and a bicycle level of traffic stress analysis. These analyses informed network and project development, identifying locations where projects would be most impactful and helping to select appropriate facilities.

The existing conditions analysis, community engagement, and network analyses provided the foundation for three sets of network recommendations: the Proposed Sidewalks and Walkways, the Proposed Bike+ Network, and a set of seven Catalyst Projects. Together, these sets of recommendations will guide investments in active transportation infrastructure over the next decade.

In addition, the Plan identifies recommended policy changes and programs that would improve walking, biking, and rolling citywide. These address issues such as bike parking, signal timing, and design standards, as well as programs to encourage more people to use active transportation for daily trips.

Finally, the Plan provides strategies for implementation, including cost estimates, a prioritized project list, and performance measures to track progress toward Plan goals.

The Plan provides a roadmap for creating a robust network of safe and accessible pedestrian and bicycle facilities. The Plan recommends specific projects and policies to achieve its goals and vision, aiming to make Oak Harbor a more vibrant, healthy, and sustainable city.

1 INTRODUCTION

INTRODUCTION

What is Active Transportation?

Active transportation refers to any form of human-powered transportation, such as walking, biking, skateboarding, or using a mobility device. It also includes personal electric-powered devices such as power wheelchairs, e-bikes, and e-scooters.

Project Background and Motivation

In 2022, the City of Oak Harbor began developing the Plan as an integral step toward enhancing quality of life, improving mobility and safety, reducing greenhouse gas emissions, and supporting local economies.

As Oak Harbor continues to grow, there is increasing demand for more comfortable and safe options to get around the city by walking, rolling, or bicycling. Opportunities for active transportation will continue to make the city an attractive place for new businesses and residents. In addition to local business and tourism, Oak Harbor serves as a regional hub for freight and the movement of goods. State Route 20 (SR 20) and other key arterials connect to major distribution centers and the Naval Air Station, which relies on efficient freight operations. As such, it is important that competing demands for the right-of-way in Oak Harbor are balanced so that multiple uses can function harmoniously.

Oak Harbor has already made progress on supporting active transportation through revised design standards, reduced speed limits, and comprehensive planning. This Plan builds on the City's commitment by using new spatial data analysis tools such as Level of Traffic Stress Analysis and evaluating the needs and interests of the Oak Harbor community to inform an ambitious yet actionable plan. The Plan points to clear network, program, and policy strategies to create a supportive environment for walking, biking, and rolling in Oak Harbor.

Level of Traffic Stress (LTS)

When people walk or bike on roadways, they encounter varying degrees of stress from traffic. A quiet local street with a 25 mph speed limit is considered a very low-stress environment while a four lane highway with a 40 mph speed limit is considered higher stress. The LTS methodology assigns a numeric stress level based on attributes like traffic speed and volume, number of lanes, and ease of intersection crossings. Streets with a higher LTS discourage active transportation while streets with a lower LTS encourage it. See Appendix C for more information on LTS analysis.

Plan Vision

The vision for the Plan, developed by City staff and community leaders, articulates the Plan's desired outcome:

The Active Transportation Plan creates a network that invites people of all ages and abilities to walk, bike, and roll throughout Oak Harbor.

DRAFT

GOALS

The Plan Vision is further broken down into four themes, which help connect the work of the Plan to larger societal goals:

MOBILITY

Make walking, bicycling, and rolling a comfortable, accessible, and attractive transportation option for people of all ages and abilities. Shift motor vehicle trips to pedestrian, bike, and transit trips.

SAFETY

Eliminate fatalities and severe injuries for pedestrians and bicyclists by redesigning streets, educating road users, and implementing proven safety countermeasures.

HEALTH

Promote physical and mental health by creating infrastructure and development that supports increased physical activity and social interaction in daily routines.

EQUITY

Provide active transportation for all through equitable engagement, accessible design, and investments in pedestrian and bike facilities that serve those with the highest need.

DRAFT

2 EXISTING CONDITIONS

EXISTING CONDITIONS

Geography & Street Network

In many ways, Oak Harbor already supports active transportation. The City is medium-sized, and many popular destinations are within a ten-minute bike ride from nearly every other part of town. The street network is relatively well-connected, which enhances walkability and the accessibility of amenities by foot. Local streets also provide relatively low-stress routes for pedestrians and cyclists, enabling them to stay off roads with high traffic speeds and volumes. However, some of the city's high-traffic corridors (e.g., SR 20 and Swantown Ave) create barriers to walking, biking, and rolling between neighborhoods. Topography presents a challenge for some, but may become less of an issue with the growing adoption of electric mobility devices such as e-bikes.

Land Use

Oak Harbor has a variety of residential neighborhoods with differing housing types ranging from single-family homes to apartment complexes. Ongoing growth has resulted in a mix of housing styles and sizes, catering to different budgets and preferences. Commercial areas are mainly located along SR 20, Midway Blvd, and SE Pioneer Way, with few businesses or services located in the northwest quadrant of the city. This decreases walkability for these neighborhoods since there are not as many destinations to walk to.

Oak Harbor has limited industrial areas, primarily located in the northern reaches of the city. Businesses involved in manufacturing, warehousing, and maritime activities are in these industrial zones.

The city's industrial areas around Ault Field, the northern unit of Naval Air Station Whidbey Island (NASWI), are both difficult to access by walking or biking due to uncomfortable conditions and a lack of facilities on Heller St, Oak Harbor Rd (north of Crosby Ave), and Goldie Rd / Charles Porter Ave.

Demographics

Oak Harbor has a population of 24,760, constituting 28% of Whidbey Island's overall population[1]. The median age in Oak Harbor is 31.1, significantly younger than that of Island County (43.8) and Washington State (37.8). This is strongly influenced by NAS Whidbey, since 66.4% of the U.S. active-duty force is under 30. The City also has 3,356 veterans. Oak Harbor's mean per capita income is $30,377, 19% lower than the U.S. mean, while the median rent is $1,231, 32.5% higher than the U.S. average. This disparity between income and cost of living increases the strain that transportation puts on household budgets. Active transportation could potentially be an affordable mobility option for many people in Oak Harbor.

Public Transportation

Island Transit serves Oak Harbor and other parts of Island County, providing fare-free fixed route bus service, dial-a-ride, and paratransit service. Routes 2, 3, 9 and 10 provide service in and around Oak Harbor while Routes 1, 6, and 411 connect Oak Harbor to the Clinton Ferry, Coupeville, and March's Point Park & Ride respectively. Most of these routes currently run once an hour or less, except for Route 10, which runs every half hour. Service

[1] Population estimates sourced from Washington State Office of Financial Management official population estimates, June 29, 2022, as referenced in the Oak Harbor Demographics Report (January 2023).

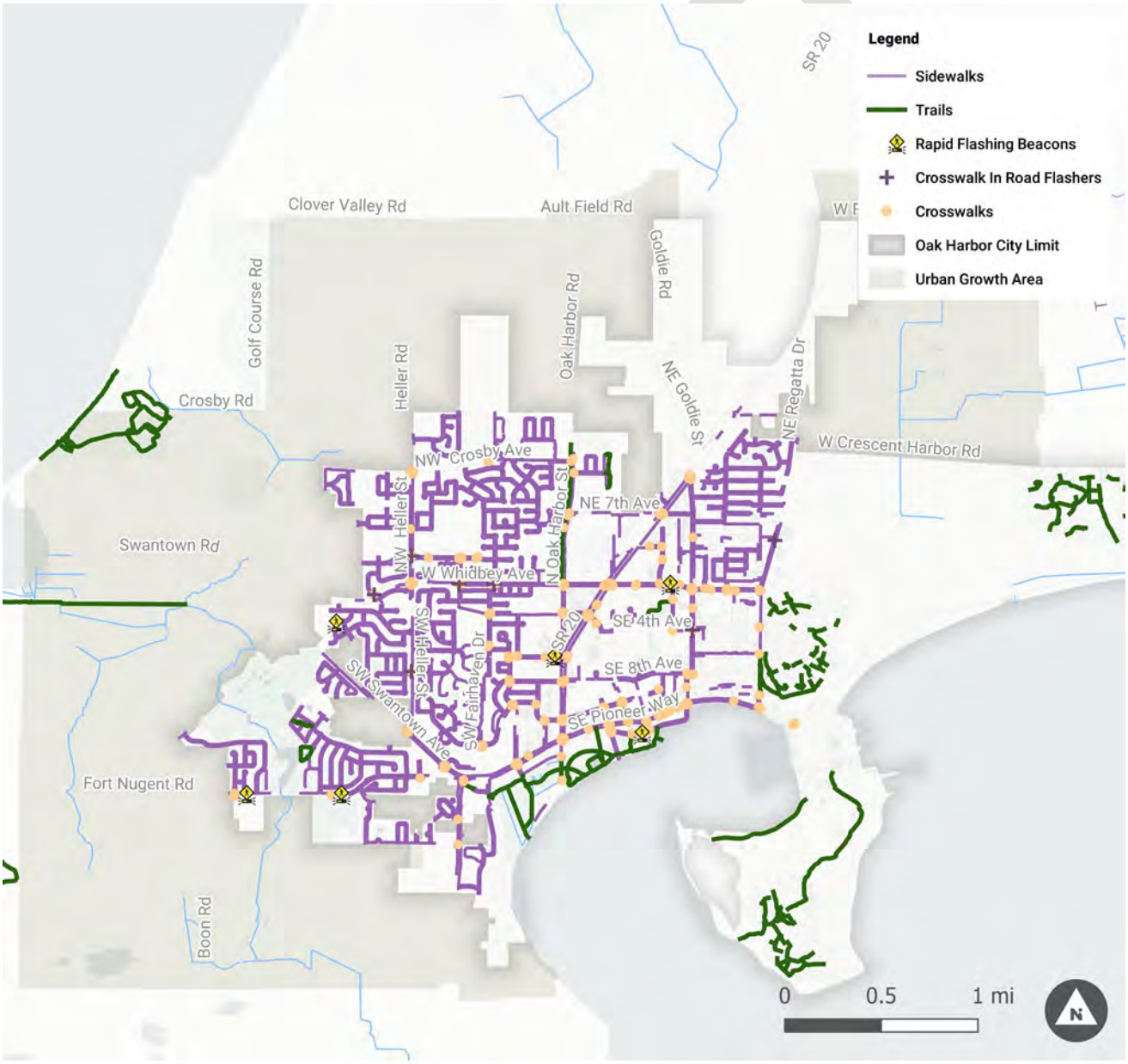
DRAFT

typically ends around 7:00 pm. Buses include racks that accommodate 2-3 bikes.

Pedestrian Facilities

The **Pedestrian Facilities Map** (below) shows existing sidewalks, trails, and crossing enhancements in Oak Harbor. Much of the city has sidewalks, with the exception of residential neighborhoods in the southeast as well as some arterials and mobile home parks in the north. There are painted crosswalks at most major intersections, though some corridors have long gaps between crossings. Flashing beacons provide enhanced visibility at some key crossings, particularly those adjacent to schools.

Map 1: Existing pedestrian facilities in Oak Harbor and nearby areas of Island County

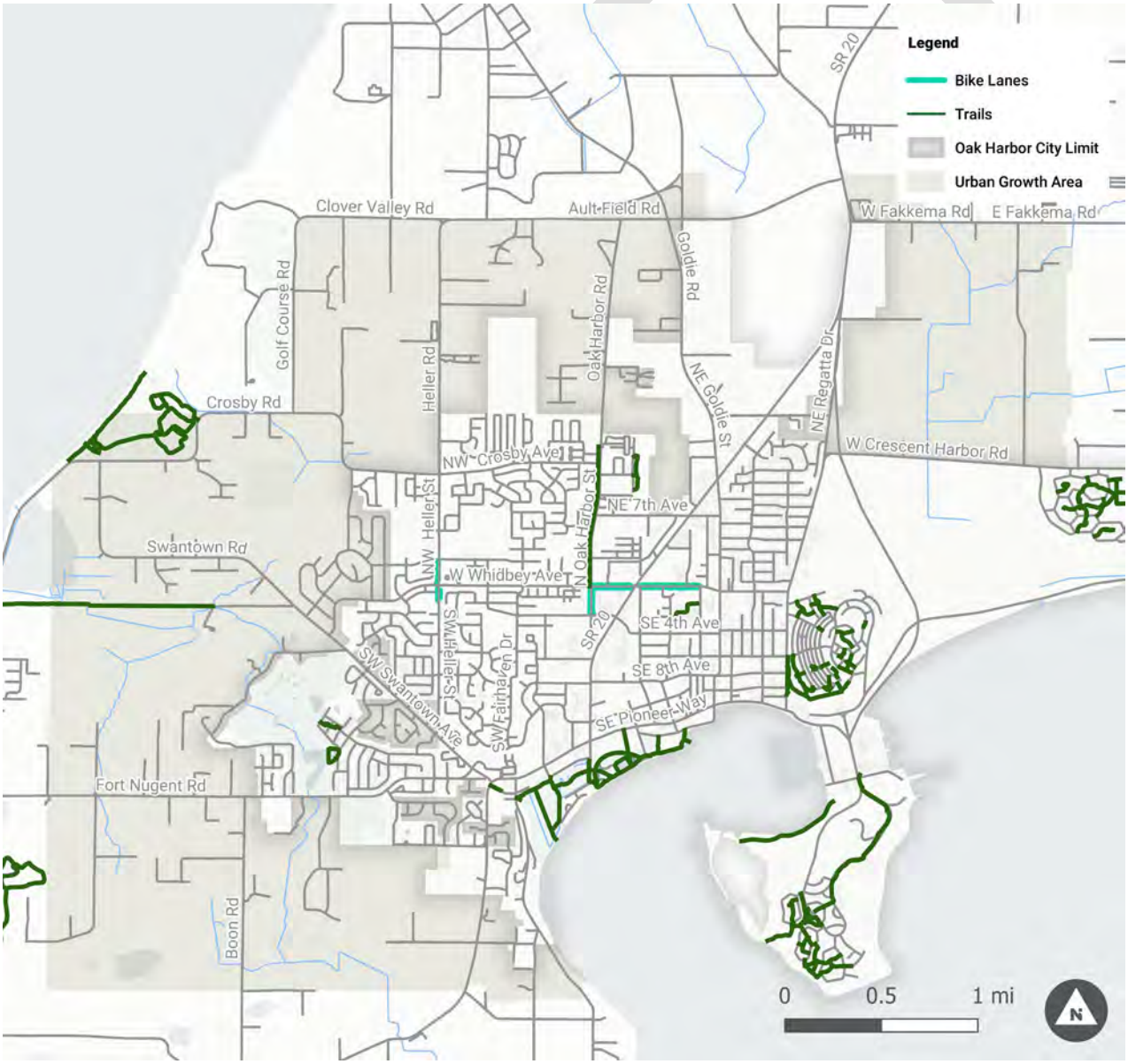


Bike Facilities

The **Bike Facilities Map** (below) shows the city's existing network of bike lanes and trails, which is mostly limited to the waterfront and some major roads (e.g., Whidbey Ave and Oak Harbor St). "Facilities" is a general term denoting provisions to accommodate or encourage walking or bicycling. Examples include bikeways, neighborhood greenways, and shared-use paths, in addition to parking and storage facilities. See Appendix D for more description of such facilities.

The city lacks formal bike facilities connecting to some key locations, including Ault Field and Joseph Whidbey State Park / West Beach. Bicyclists in Oak Harbor reach many destinations using local streets to avoid major roads, but these lower-stress routes do not always have safe or convenient crossings at major roads and may still require riding on high-stress segments for short distances to access destinations. Furthermore, lower-stress routes can be difficult to navigate due to the city's irregular street network.

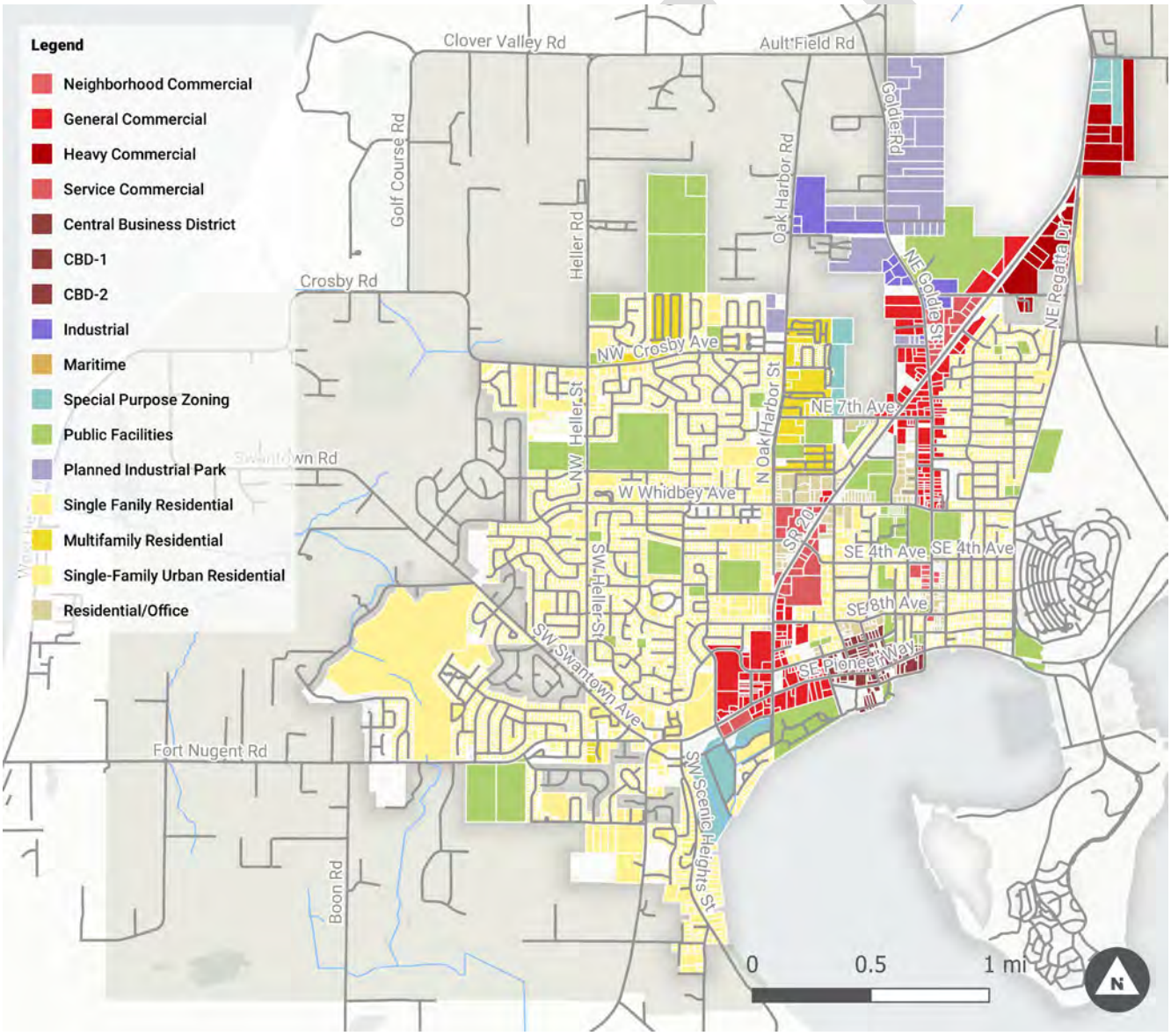
Map 2: Existing Bike Facilities in Oak Harbor and nearby areas of Island County



Zoning

The **Zoning Map** (below) shows largely residential zoning in Oak Harbor, with commercial and mixed used zoning limited to the Central Business District and along SR 20 and Midway Blvd. The lack of businesses, job opportunities, and services in the western half of the city makes it harder for residents in those neighborhoods to bike and walk for daily commuting and errands. Additionally, since the city's industrial uses are concentrated in the northern end, employees who wish to walk or bike to those businesses must either use Oak Harbor Rd or Goldie Rd, both of which lack continuous facilities for walking or biking north of Crosby Ave / Easy St. The same applies for Ault Field, the city's largest employment center, located north of Ault Field Rd on top of the map below.

Map 3: Zoning in Oak Harbor



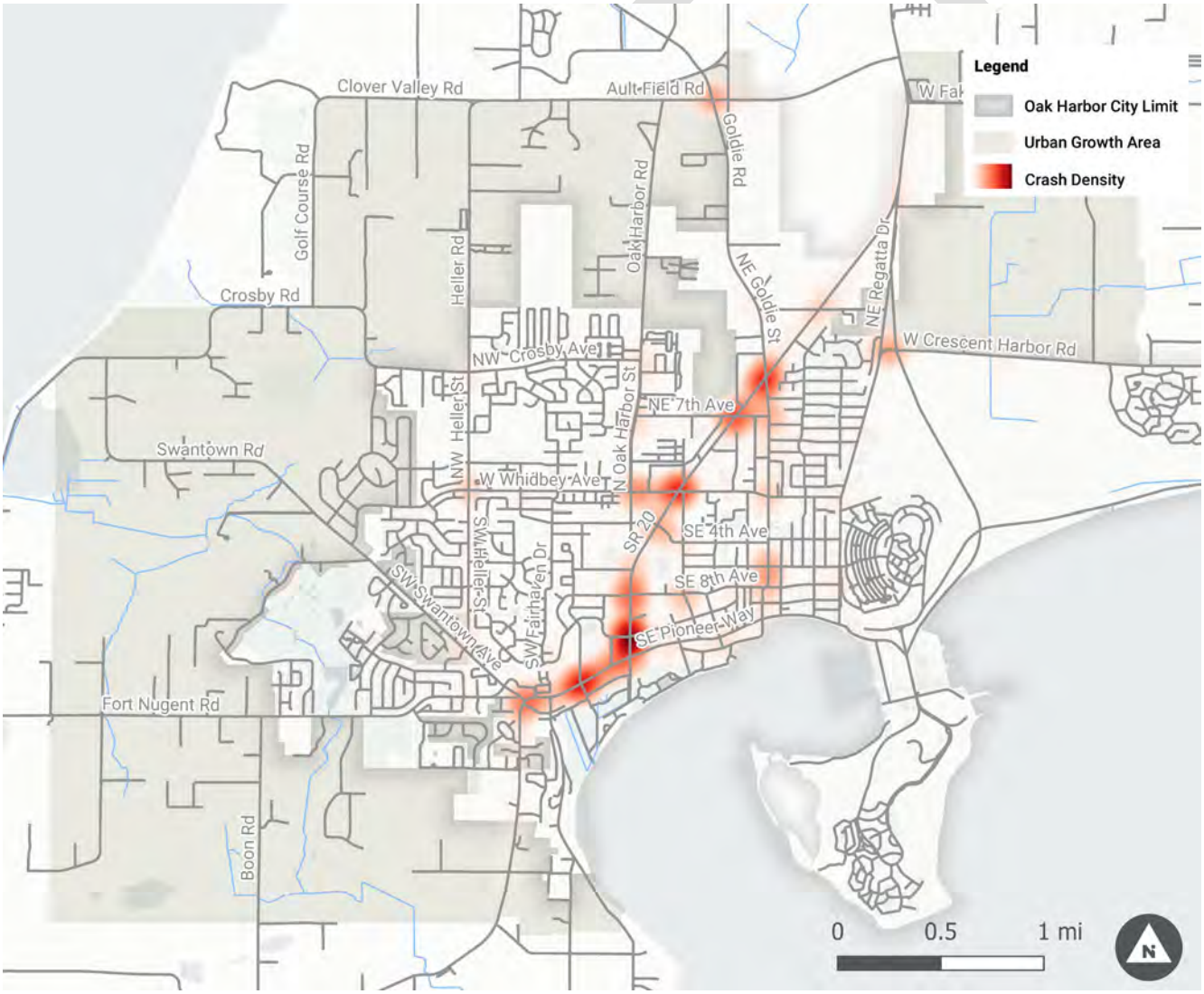
Road Safety

The **Crash Density Map** (below) shows a heat map of traffic collisions in Oak Harbor between 2018 and 2022. SR 20 accounts for a huge proportion of the city's crashes. The real and perceived danger of SR 20 creates a barrier for people walking and biking in the city. Increasing safety along SR 20 and other high crash locations will require collaboration with multiple agencies, including WSDOT and Island County.

Other locations with a concentration of crashes include:

- Ault Field Rd at Goldie Rd
- Crescent Harbor Rd at Regatta Dr
- Midway Blvd
- SE 8th Ave
- Whidbey Ave

Map 4: Crash density in Oak Harbor



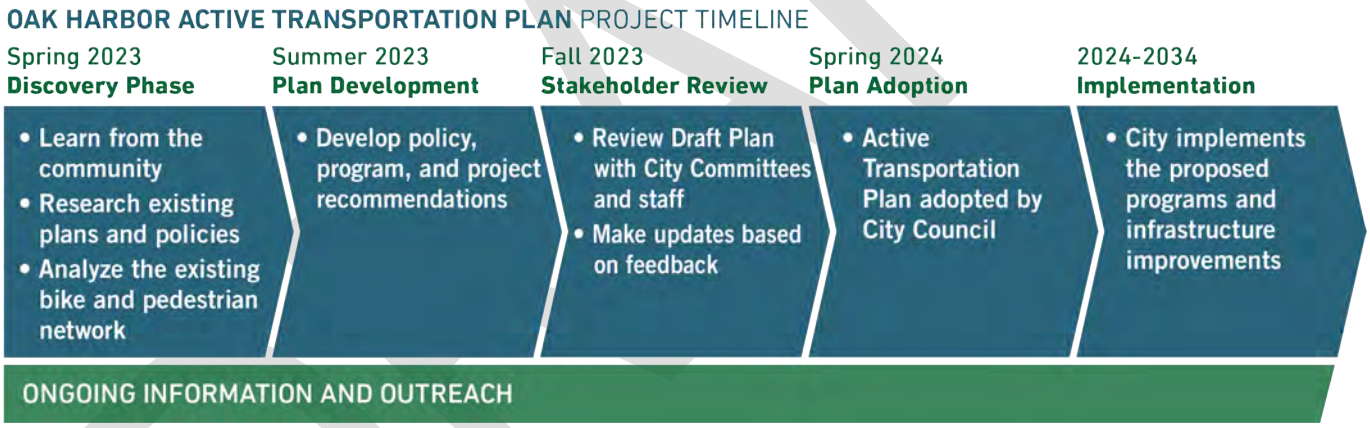
3 PLAN DEVELOPMENT

HOW WE GOT HERE

The process of creating the Oak Harbor Active Transportation Plan (ATP) kicked off at the beginning of 2023. The project team reviewed existing plans and policies, collected and analyzed relevant data, interviewed local leaders, and solicited feedback from the community. The result of these efforts is summarized in subsequent sections.

The project team convened three Steering Committee meetings to review findings and guide the development of the ATP. In August, the team published a Draft ATP for review by the public and hosted a virtual Open House to solicit feedback. This feedback will inform the development of the Final ATP, which is slated for adoption by the City Council at the end of the year, as an element of Oak Harbor's updated Comprehensive Plan. The City plans to implement the projects, policies, and programs proposed in the ATP over the next ten years. The project timeline below outlines the general timeline for the Plan's development, adoption, and implementation.

Figure 1: Project timeline



DRAFT

BUILDING UPON EXISTING PLANS

This is Oak Harbor's first ATP, but not the first plan to address Active Transportation in the city. To ensure that the ATP builds on existing work, the project team conducted a review of existing plans that provide guidance on walking, biking, and rolling in the city. The plans suggest key locations for transportation projects and accessibility improvements, emphasize human-scale design, and recommend connections between transportation and parks systems.

Oak Harbor 2036 Comprehensive Plan

Year: 2016

Summary: Guides growth and development in Oak Harbor for the next 20 years and beyond

Relevant Goals and Takeaways:

- When selecting transportation projects, prioritize locations with a history of crashes
- Incorporate traffic calming and reduce lane widths as appropriate
- Coordinate improvements with emergency services
- Use the Safe Routes to School (SRTS) program as a model for identifying locations for active transportation facilities
- Provide active transportation facilities including for seniors, children, and people with disabilities
- Facilitate efficient connections by encouraging street system design in a rectangular grid pattern
- Maintain pedestrian-oriented atmosphere in the Old Town District

Design Regulations and Guidelines

Year: 2019

Summary: Outlines requirements for site layout, architecture, and landscaping. Includes design requirements for special uses and areas, including for bike racks.

Relevant Goals and Takeaways:

- Orient buildings, entrances, windows, and activity to face the street to encourage a vibrant street life
- Provide a direct walking route to buildings from the sidewalk

Americans with Disabilities Act (ADA) Transition Plan

Year: 2022

Summary: Identifies deficiencies in the City's policies, procedures and physical assets and provides a framework to ensure accessibility.

Relevant Goals and Takeaways:

- Prioritize areas for ADA upgrades based on the pedestrian activity level and usage by people needing accommodations
- Alteration of existing streets must bring them to ADA compliance
- Adopt policy to upgrade pedestrian push buttons at signalized intersections to meet standards identified in PROWAG guidelines

DRAFT

Parks, Recreation, and Open Space (PROS) Plan

Year: 2019

Summary: Outlines comprehensive planning goals for parks, recreation, and open space, including needs and recommendations for a six-year strategic and implementation plan.

Relevant Goals and Takeaways:

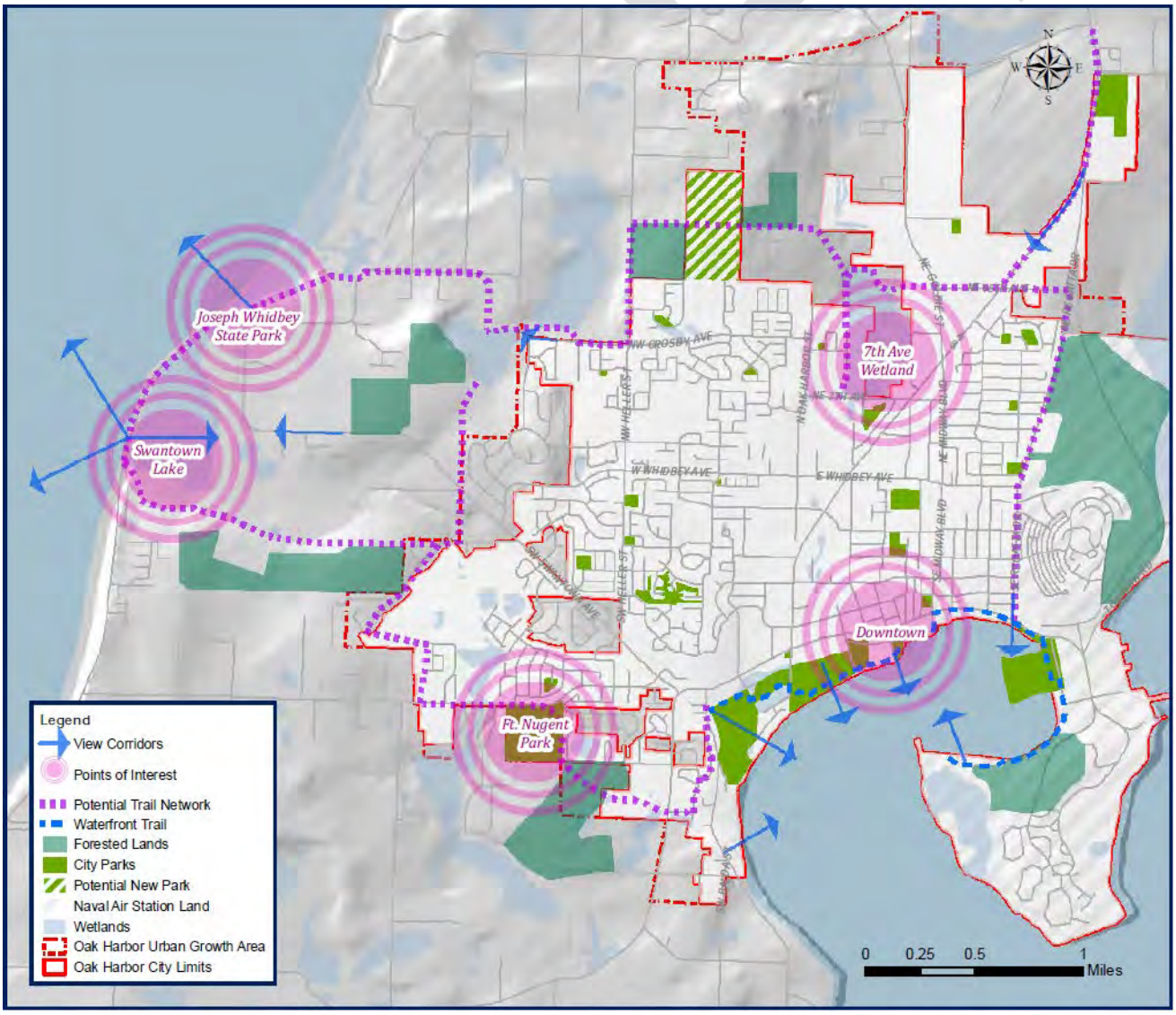
- Build more trails to connect parks, neighborhoods, and activity centers, increasing recreation and active transportation (see Map 5)
- Trails should be incorporated into the design of transportation projects
- Establish recommended standards for pedestrian and bicycle/multiuse trails

Island County Non-Motorized Trails Plan

Year: 2018

Summary: A comprehensive framework for future investment in facilities that support all forms of human-powered recreation on both land and water. Identifies specific physical projects that can be advanced for funding and

Map 5: Trail Layout (Source: Oak Harbor 2019 PROS Plan)



implementation, as well as County-wide projects that are programmatic in nature.

Relevant Goals and Takeaways:

- Develop an expanded, high-quality recreational trails system in Island County
- Projects around Oak Harbor include the Bos Lake Loop Trail, the Scenic Heights Road Advisory Shoulder, the Hoffman to City of Oak Harbor Connector, and the Navy Jet Trail

Oak Harbor Transportation Plan

Year: 2016

Summary: Sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Oak Harbor achieve its vision of safe, efficient mobility, complimenting land use and county transportation.

Relevant Goals and Takeaways:

- Improve pedestrian and bicycle networks
- Support a regional trail system that connects Oak Harbor with Deception Pass, Joseph Whidbey State Park, and Dugualla State Park
- Increase traffic calming, reduce lane widths, and encourage a gridded street network
- Includes a bicycle and pedestrian priority network and a recommended project list

Oak Harbor Capital Improvements Plan 2023-2028

Year: 2022

Summary: Identifies capital projects proposed for the next six years and provides a link between projects and the annual budget.

Relevant Upcoming Projects:

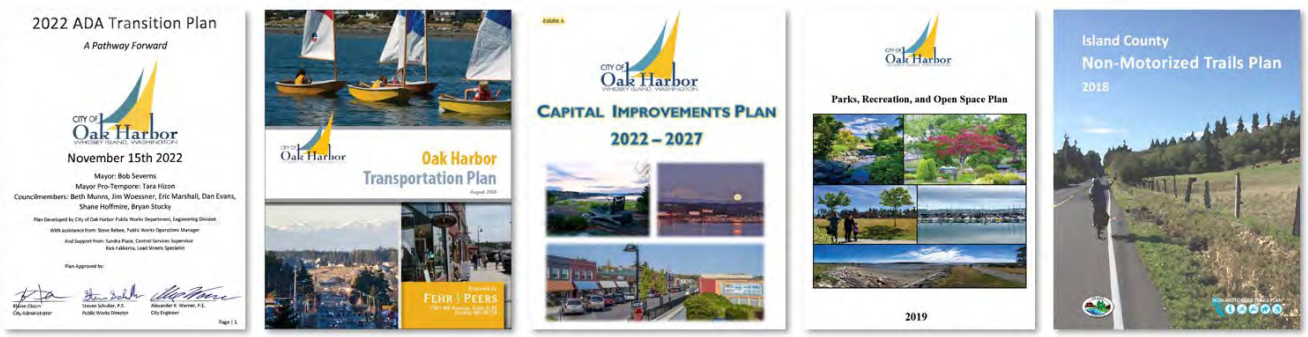
- 7th Ave Wetlands Trail Feasibility Study
- Street Traffic Calming: City has allocated annual funding for traffic calming devices
- NE 7th Ave Reconstruction
- Hoffman to 16th Trail
- Midway Blvd Reconstruction

Other Plans Reviewed

In addition to the plans discussed above, the project team reviewed the following documents, policies, and plans:

- Oak Harbor Waterfront Redevelopment, Branding, & Marketing Program (2005)
- Windjammer Park Integration Plan (2016)
- Oak Harbor Design Regulations and Guidelines (2019 Update)

Figure 2: A sample of local plans reviewed



DRAFT

COMMUNITY ENGAGEMENT

How We Gathered Input

This Plan was informed by an extensive public engagement process, including:

- 3 focus groups
- A Steering Committee including representatives from 14 local organizations and agencies
- An online survey that received 163 responses
- An interactive web map where people placed over 200 points to comment on local issues and destinations
- A booth at Holland Happening where the project team spoke with nearly 350 people
- A virtual open house with a diverse array of participants from the general public

Appendix B contains a detailed description of each element of community engagement. See appendix for more specific information about survey and web map results, and focus group discussion.

Figure 3: Focus group discussion

What We Heard

The overarching sentiment heard from the public was that community members want:

- Dedicated space for walking and biking
- Separation from motor vehicles

With few exceptions, most of the comments received were about how people do not feel safe walking or biking in Oak Harbor.

Community members emphasized how trails or bike lanes that are fully separated from vehicle travel lanes would encourage more walking and biking. Mixing cars with pedestrian and bicycle activity is less desirable than creating dedicated paths for people to walk and bike on. Separated paths would allow community members to avoid big roads and feel safer when walking or biking.

Others who participated in community engagement noted that safe crossings are needed for people to get across busy roads. Several people mentioned how a big road is a barrier to walking and biking. Safe crossings are particularly needed at Island Transit bus stops.

The topic of safety for children arose in many instances. Most people agree that the risk of getting hit by a car feels too high for parents to allow their kids to walk or bike around Oak Harbor by themselves.

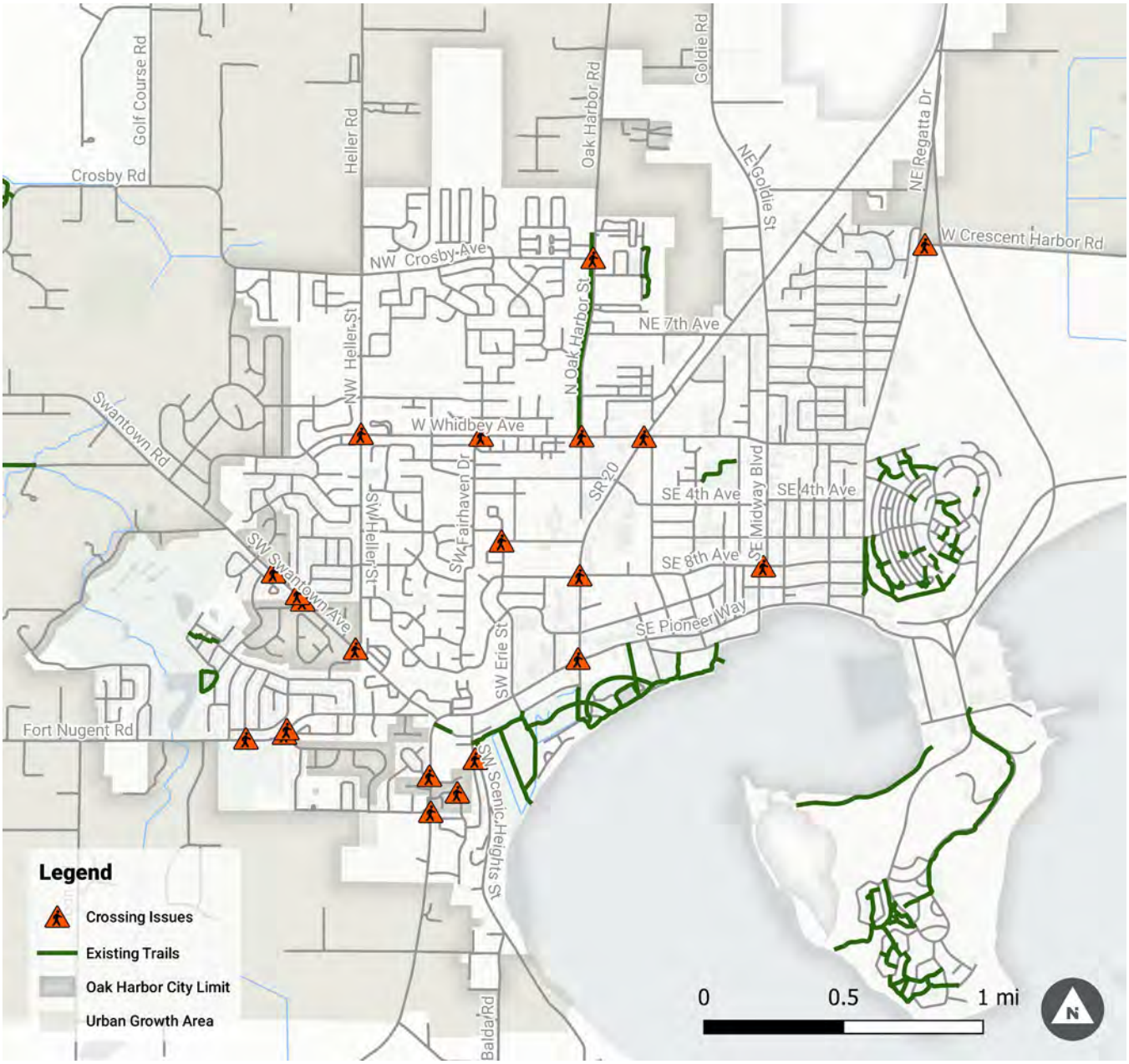
Most people who participated in engagement for this plan want a connected network of dedicated facilities that is separated from cars in order to walk and bike more.

DRAFT

Crossing Issues

Uncomfortable and difficult crossings were a common theme from Web Map respondents. Locations identified through the Web Map are summarized on the map below. As the City develops bicycle and pedestrian projects citywide, these locations will receive special consideration for crossing improvements such as crosswalks, median refuge islands, signal changes, and/or flashing beacon.

Map 6: Crossing issues identified through Interactive Web Map



NETWORK ANALYSIS

As part of this Plan, three analyses were performed to evaluate the connectivity and comfort of Oak Harbor's existing bike and pedestrian networks:

- **Sidewalk Gap Analysis**. Used the City's data on existing sidewalks to visually identify key gaps in the network.
- **Pedestrian Crossing Stress Analysis**. Evaluated the Level of Traffic Stress for people crossing the street, based on traffic volumes, the number of lanes crossed, posted speed limits, and the presence of crossing islands and traffic control devices, such as stop signs, traffic signals, or flashing beacons.
- **Bicycle Level of Traffic Stress Analysis.** Evaluated the Level of Traffic Stress for Oak Harbor's street network, based on factors such as speed, traffic volumes, and the presence of existing bike facilities. Generally, streets with speeds above 25 miles per hour and with traffic volumes above 1,500 to 3,000 vehicles per day were considered "high-stress" if they do not have some form of a dedicated bikeway.

These analyses were used to inform network and project development for the active transportation plan. They helped determine where crossing improvements are most needed, what types of bicycle facilities are appropriate for different corridors, and where new sidewalks or walkways were most needed to create a connected network. See Appendix C for more information on the technical approach and assumptions for these analyses.

Sidewalk Coverage

Oak Harbor has an extensive but incomplete network of existing sidewalks. While many areas have sidewalks on both sides of the street, there are a number of exceptions. The southeast corner of the city, south of Whidbey Ave and east of SR 20, and several of the City's mobile home parks on the north end, some of which include private streets, are two swaths of the network that lack adequate sidewalk connectivity.

There are also several major arterials with substantial missing segments of sidewalk, including Crosby Ave, Goldie St, and Regatta Dr (see Sidewalk Coverage Analysis map on the following page).

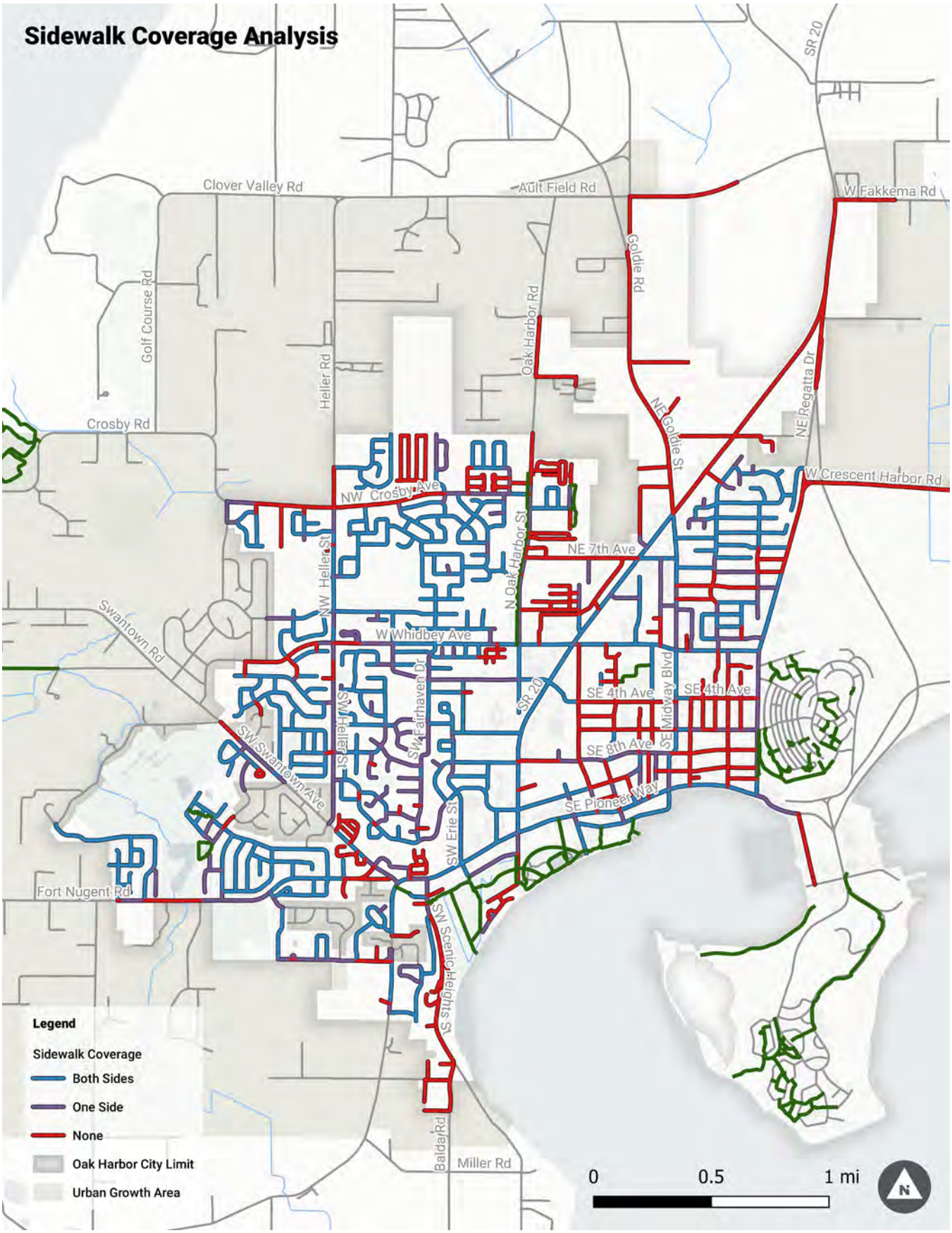
Level of Crossing Stress

One of the primary factors influencing the safety and comfort of people walking is the level of stress they experience when crossing paths with motor vehicle traffic (see the Level of Crossing Stress Analysis map on page 22). High Stress Crossings are concentrated along the following corridors:

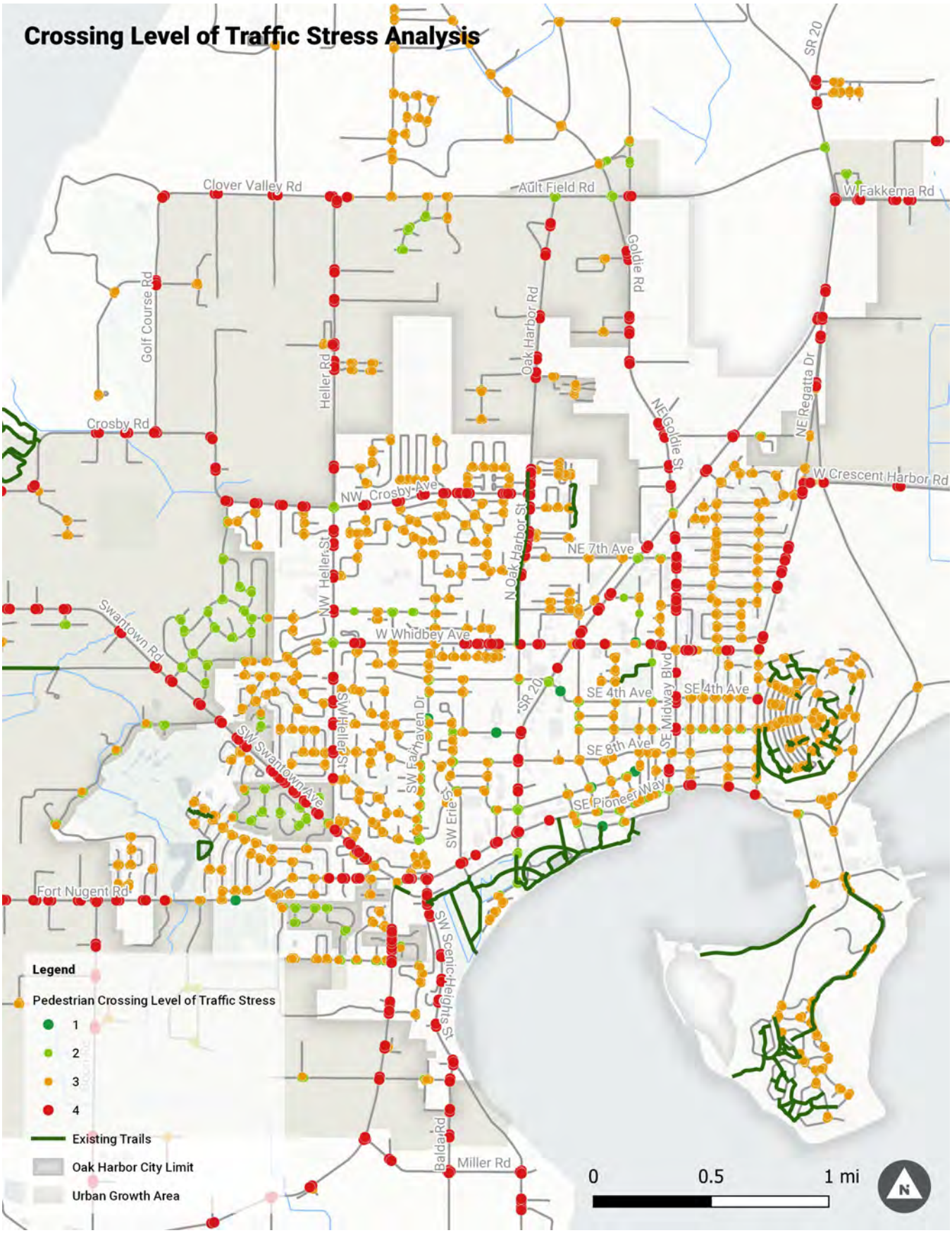
- Crescent Harbor Rd
- Crosby Rd
- Goldie St
- Heller St
- Midway Blvd
- Oak Harbor St
- SE Pioneer Way
- NE Regatta Dr
- Scenic Heights St
- State Route 20
- SW Swantown Ave
- Whidbey Ave

DRAFT

Map 7: Sidewalk Coverage Analysis



Map 8: Level of Crossing Stress Analysis

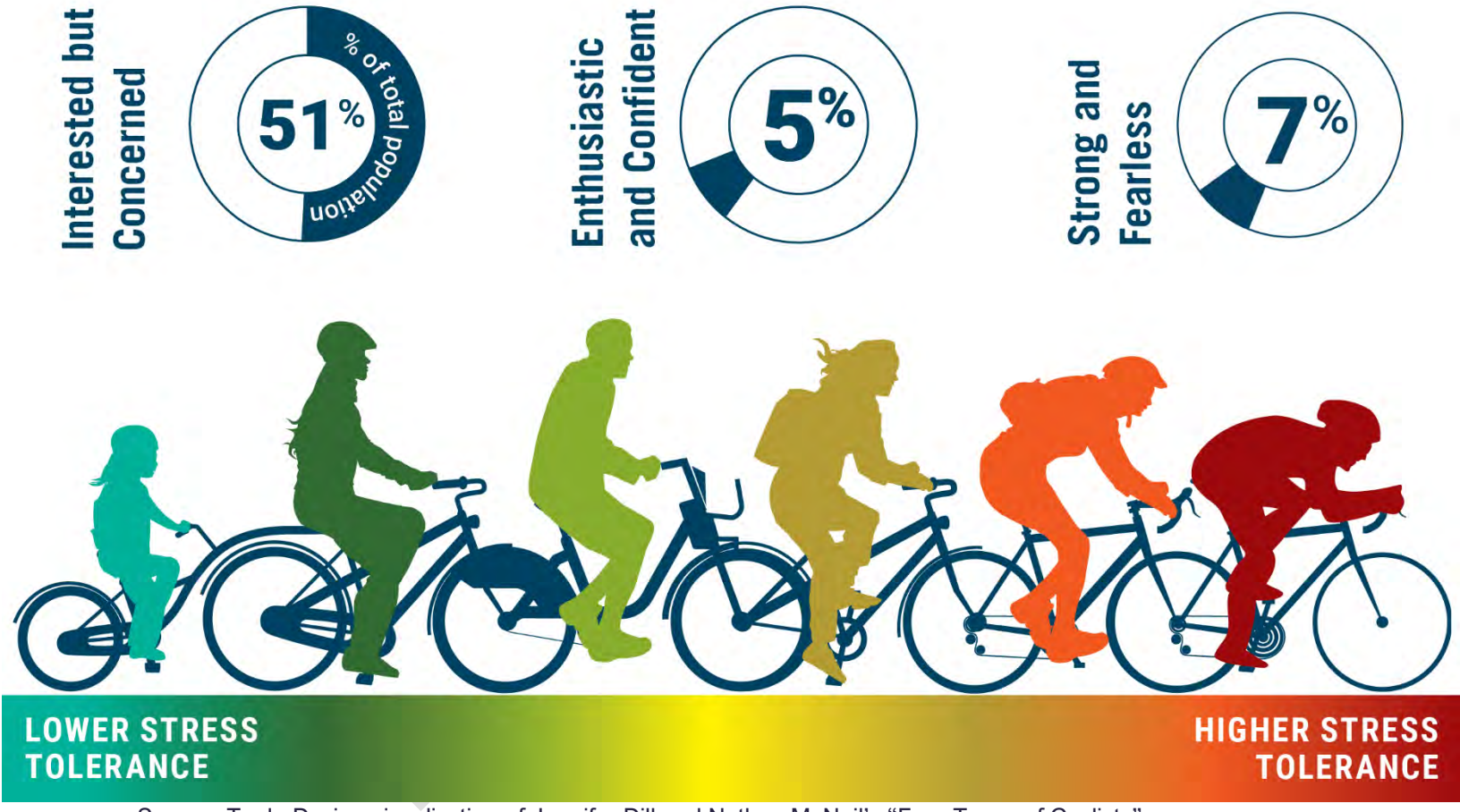


Potential Bicycle Users

The stress that individuals feel when bicycling is inherently subjective. Some people are more comfortable riding with more and/or faster-moving motor vehicle traffic and with less separation. Figure 4 below illustrates a typical range of cyclists, ranging from least to most comfortable sharing the road with motor vehicles.[2] Not included in the figure below is the 37% of the population that is either unwilling or unable to ride a bicycle.

It is important to understand which type of cyclist is most likely or most desired to use any given facility, as this will affect the design and degree of separation from vehicle traffic necessary. All Ages and Abilities bikeway facilities are designed for all bicyclists, even the *Interested but Concerned*, to travel safely and comfortably.

Figure 4: Typical range of cyclists



Source: Toole Design visualization of Jennifer Dill and Nathan McNeil's "Four Types of Cyclists"

[2] Based on findings from Jennifer Dill and Nathan McNeil, "Four Types of Cyclists? Examination of Typology for Better Understanding of Bicycling Behavior and Potential," Transportation Research Record: Journal of the Transportation Research Board, 2387: 129-138, 2013.

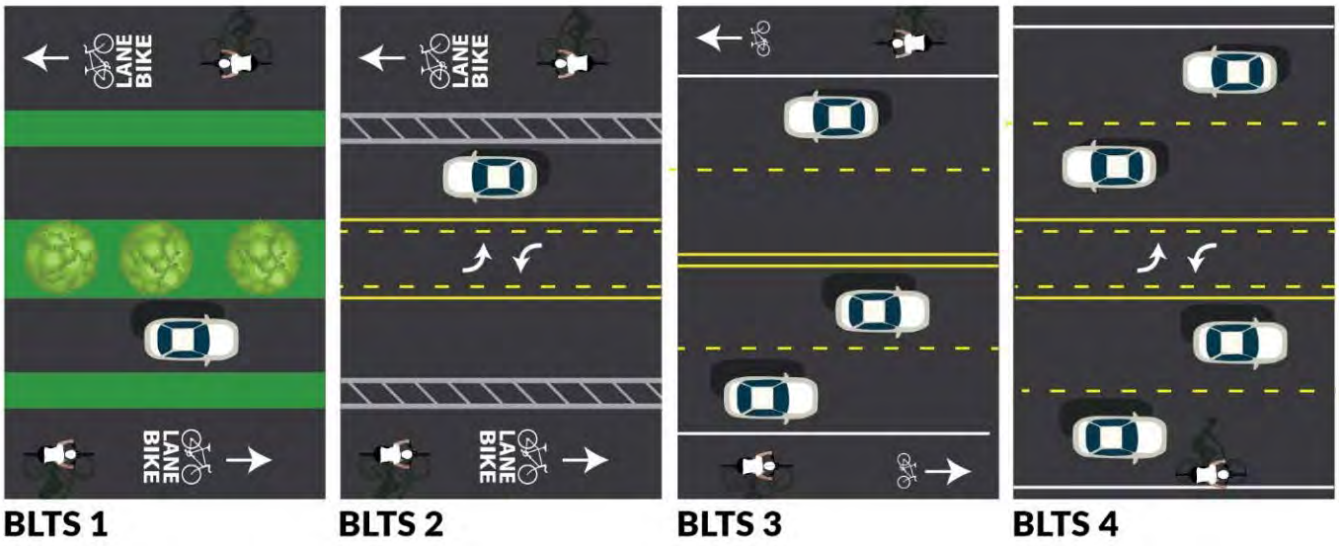
Bicycle Level of Traffic Stress (BLTS)

While a small portion of Oak Harbor's population is comfortable bicycling in heavy, fast-moving traffic, members of the *Interested but Concerned* group make up the vast majority of those who can or want to bicycle. This group requires separated facilities, low traffic speeds and volumes, or a combination of both in order to consider bicycling. Therefore, measuring the Bicycle Level of Traffic Stress (BLTS) of the existing transportation network can help determine the quality of the bike network from the perspective of most residents. The BLTS analyzes the speed and volume of the roadway as well as the existing bicycle facilities. An example of a lower stress bikeway would be a buffered bike lane on a street with a 25 MPH speed limit and a low volume of motor vehicle traffic.

Map 9 on the next page, shows the BLTS across Oak Harbor's street network. The majority of Oak Harbor's neighborhood streets provide low-stress connections due to relatively low vehicle speeds and volumes. However, these streets can be indirect and some include steep grades that present challenges for casual cyclists or families, i.e. those who comprise *the Interested but Concerned* demographic. Other low-stress routes include the City's trails, like the side path along Oak Harbor St. The City's existing bike lanes generally do not offer a low-stress riding experience because they do not provide sufficient separation from motor vehicle traffic on streets with higher speeds and volumes. Corridors with a high BLTS include:

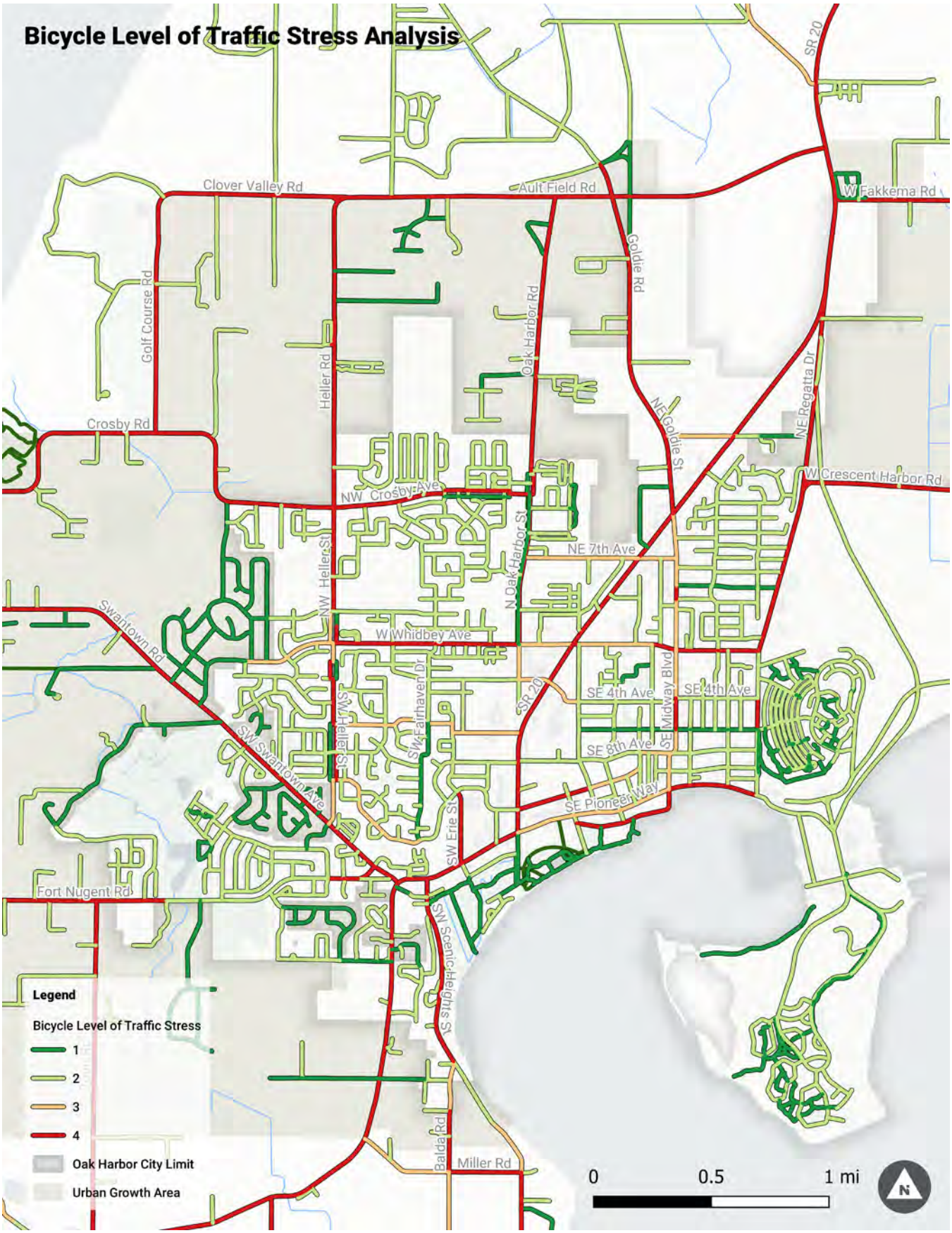
- Ault Field Rd
- Bayshore Dr
- Crescent Harbor Road
- Crosby Rd
- Goldie St
- Heller St
- Midway Blvd
- Oak Harbor Rd
- SE Pioneer Way
- NE Regatta Dr
- Scenic Heights St
- State Route 20
- Swantown Ave
- Whidbey Ave

Figure 5: Bicycle Level of Traffic Stress (BLTS) (Source: WSDOT Active Transportation Plan)



DRAFT

Map 9: Bicycle Level of Traffic Stress Analysis



4 PROJECTS

NETWORK RECOMMENDATIONS

This Plan provides both short-term and long-term recommendations for the development of active transportation facilities in Oak Harbor. These recommendations were developed through a collaborative planning process involving extensive public engagement and technical analysis. Appendix D contains more description of the facility types recommended in this Plan.

As part of the long-term strategy, this Plan identifies street segments where new sidewalks should be prioritized. It also identifies a proposed bike facility network that will provide safe and comfortable bicycle routes throughout the city.

Proposed Pedestrian Projects

The Proposed Sidewalks and Walkways map (p. 28) identifies locations where the City will prioritize the installation of new pedestrian facilities. These recommendations do not include building sidewalks on all streets that currently do not have one, rather they focus on closing gaps in the existing sidewalk network and providing connectivity to key destinations, where they can provide the most benefit and return on investment.

The projects identified may include both traditional sidewalk with curb and gutter as well as cost-effective alternatives, which may include at-grade asphalt walkways or dedicated pedestrian space, created by reallocating existing street width and providing separation between motor vehicles and people walking. In general, the City aims to provide a safe place to walk on at least one side of all major streets.

Figure 6: Sidepath on Oak Harbor St

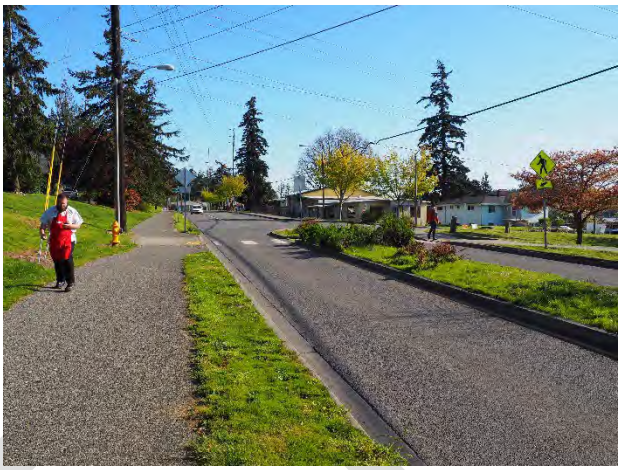
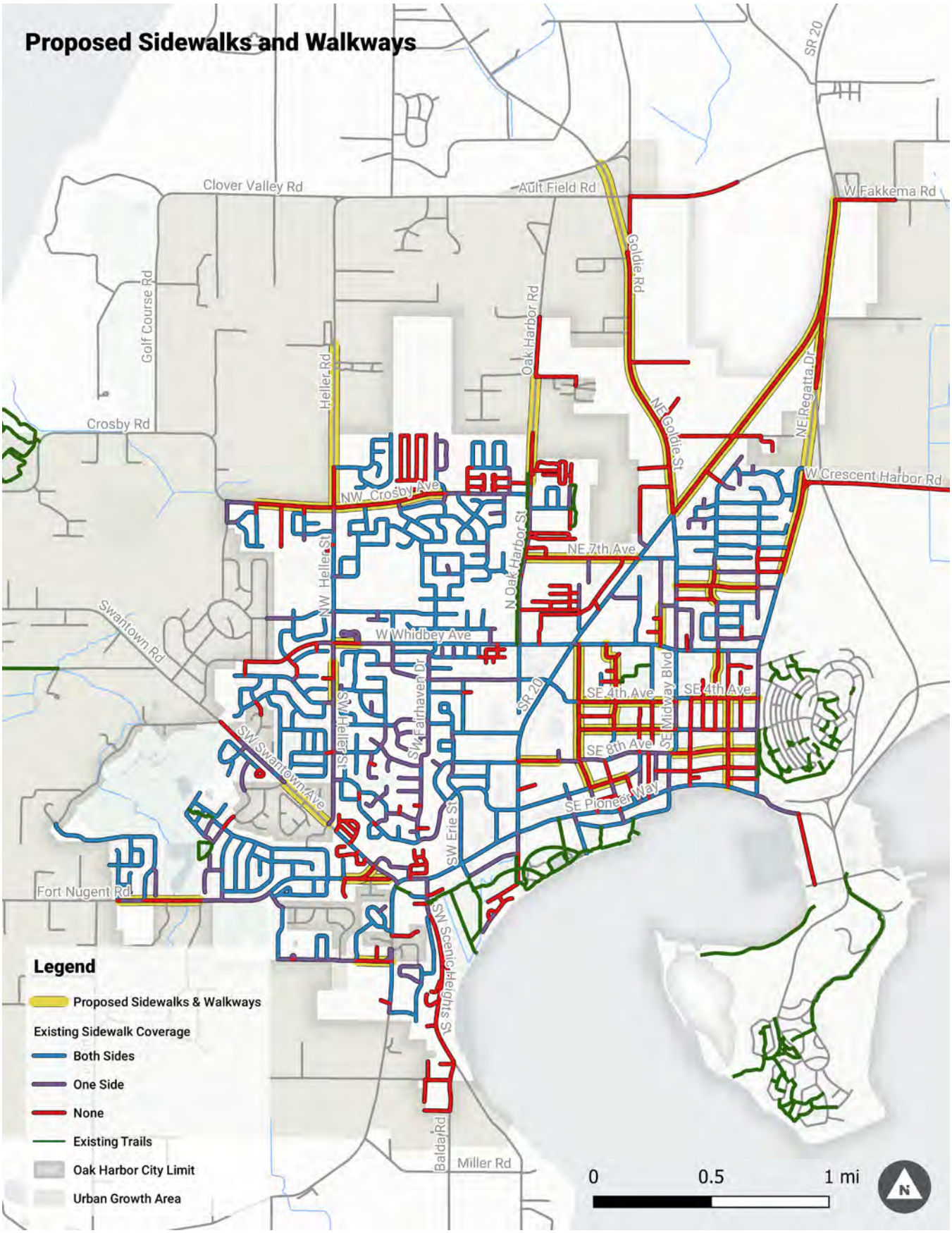


Figure 7: Dedicated pedestrian space in Seattle, WA

Figure 8: At-grade asphalt walkway in Kirkland, WA

DRAFT

Map 10: Proposed Sidewalks & Walkways



Bike+ Network

The Bike+ Network (p. 30) lays out a long-term vision for bicycle routes throughout Oak Harbor and the Urban Growth Area (UGA).

These routes are called the “Bike+” network because they are intended for use not only by bicyclists but also by people using e-bikes, adaptive bikes, scooters, skateboards, and cargo bikes. In some cases, people with disabilities who use wheelchairs, electric mobility scooters, or other mobility devices may prefer using bicycling infrastructure instead of pedestrian infrastructure where the bicycling infrastructure is smoother, freer of barriers, and more continuous. Acknowledging the diversity of bikeway users, it is important to ensure that facilities are designed with sufficient width and smooth transitions.

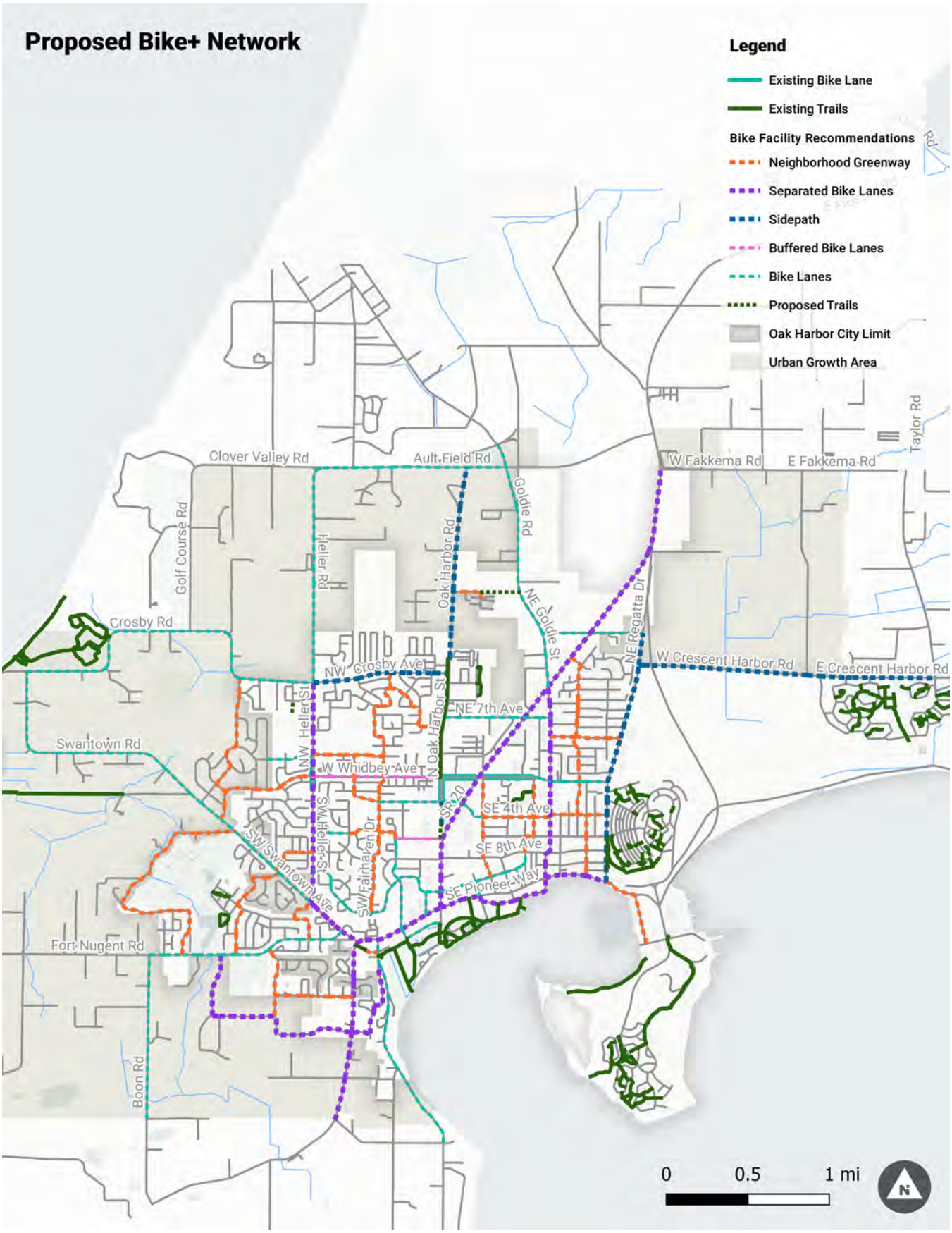
The goal of this network is to provide a safe and connected system of bikeways throughout the City. Bikeways include bike lanes, separated bike lanes, neighborhood greenways, and shared use paths. For additional examples and information about bikeways, see Appendix D.

The proposed facility types in the Bike+ Network are based on roadway characteristics, bicycle level of traffic stress, engineering judgement, and community feedback, particularly from the Interactive Web Map. For most streets, they rely on existing roadway width, enabling cost effective implementation using quick-build materials. However, some projects, such as the proposed side paths, would require a larger investment and possible right of way acquisition. Recommendations are based on preliminary analysis and are subject to change.

Figure 9: Neighborhood Greenway in Bellingham, WA

Bellingham
Railroad Trail
Roosevelt Park
Birchwood
Bellingham
Railroad Trail
Roosevelt Park
Birchwood
Bellingham
Railroad Trail
Roosevelt Park
Birchwood

Map 11: Proposed bike-plus network



CATALYST PROJECTS

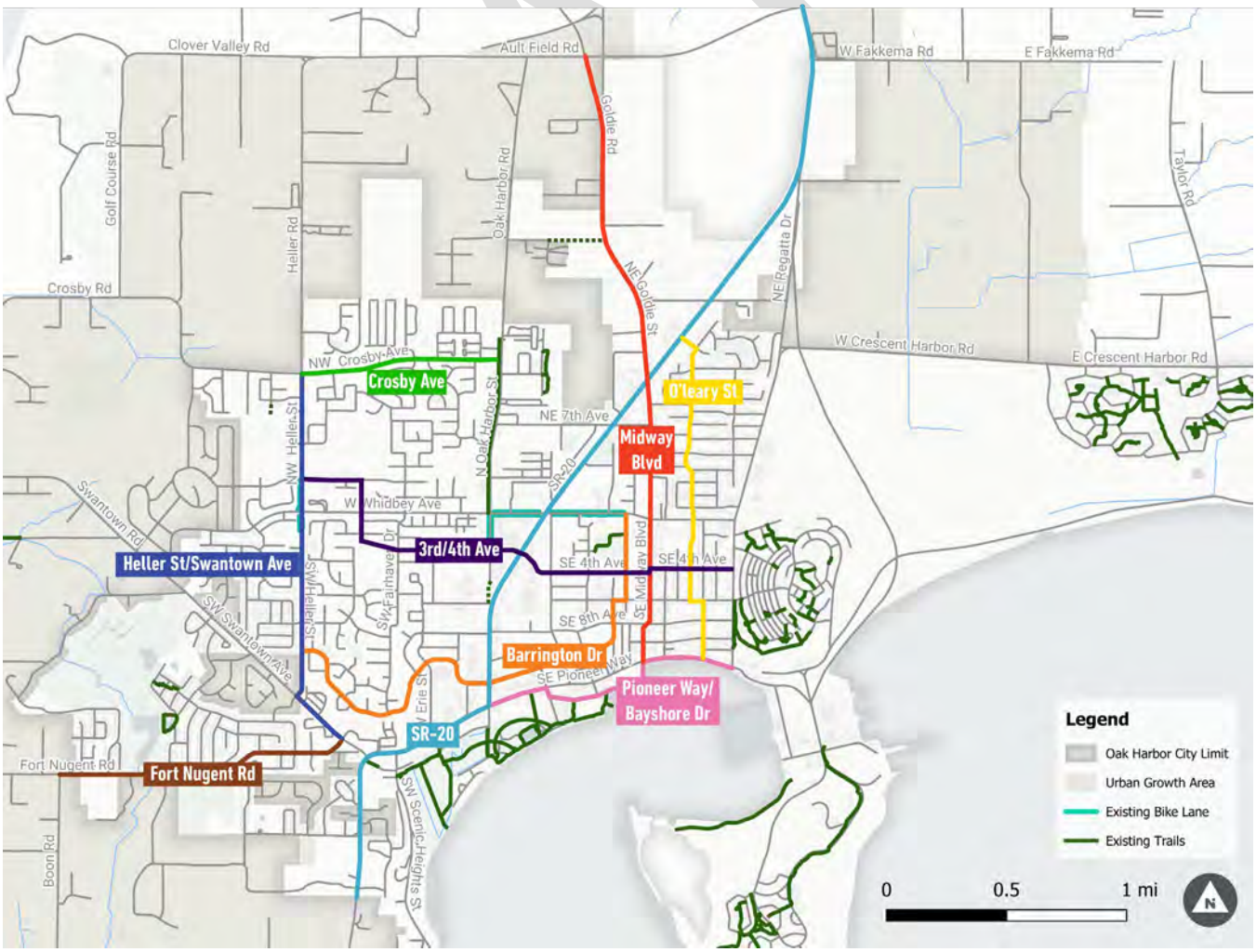
Using feedback from the interactive web map and focus groups, and comments received on the administrative draft, the project team identified nine potential Catalyst Projects in Oak Harbor (see map on p. 32), which were refined through discussions with City staff and the Steering Committee. These projects are high priorities for early action and funding opportunities because of their potential to significantly improve active transportation and multi-modal connectivity in Oak Harbor. The recommendations included were developed through preliminary discussions and analysis and are subject to change. Each of the Catalyst Projects would also require substantial community engagement and analysis to successfully design and implement:

1. **SR 20**, SW Eagle Vista Ave to W Ault Field Rd**:** Separated bike lanes, sidewalks, roundabouts, and median refuge islands
2. **Midway Blvd**, Pioneer Way to W Ault Field Rd: Road diet, separated bike lanes, new crossings
3. **Barrington Dr, Ireland St, & Jerome St**, Heller St to E Whidbey Ave: Neighborhood greenway, bike lanes, pedestrian walkways
4. **O'leary St and Pasek St**, Pioneer Way to SR 20: Neighborhood Greenway, walkways, crossing improvements, traffic calming
5. **Bayshore Dr and Pioneer Way**, SR 20 to Regatta Dr: Road diet on SE Pioneer Way, two-way separated bike lane along the waterfront, crossing improvements
6. **Heller St and Swanton Ave**, Oak Harbor St to Ft Nugent Ave: Separated bike lanes, road diet
7. **Crosby Ave**, Heller Rd to Oak Harbor Rd: Sidepath
8. **SW 3rd/SE 4th Aves, Jib St, & 2nd Ave**, Heller St to Regatta Dr: Neighborhood Greenway, bike lane
9. **Fort Nugent Rd**, Swantown Ave to Boon Rd: Bike lanes

DRAFT

Figure 12: Midway Blvd at SE 8th Ave (a crossing that presents safety issues for pedestrians)

Map 12: Proposed Catalyst Projects



1. State Route 20

SW 24th Ave to W Ault Field Rd

SR 20 bisects Oak Harbor and is characterized by high speeds and long distances between crossings (e.g., 2,400 ft between Whidbey Ave and NE 7th Ave). The City would like to see the highway designed to be pedestrian and bike friendly, reducing the level of traffic stress from LTS 4 to LTS 1 or LTS 2. The range of treatments to consider for achieving this include separated bike lanes, median refuge islands, and roundabouts, filling in sidewalk gaps, and adding 3-5 new pedestrian crossings. The design may consider mid-block crossings on long stretches where the distance between existing crossings is more than a ten-minute walk for pedestrians.

WSDOT has programmed $30 million for improvements to SR 20 within the City of Oak Harbor tentatively scheduled for year 2028. The adoption of this plan establishes the City's desires for changes that WSDOT should consider in their improvement project. Figures 13 and 14 provide a range of possible design concepts (4-lane and 3-lane respectively) to reduce speeds on SR 20 and achieve a lower level of traffic stress for bicyclists and pedestrians. Additional discussion and design concept approach is included in a letter and proposal from WSDOT in Appendix E (p. 85).

Figure 13: State Route 20 Proposed Cross Section with two travel lanes (Made with Streetmix)

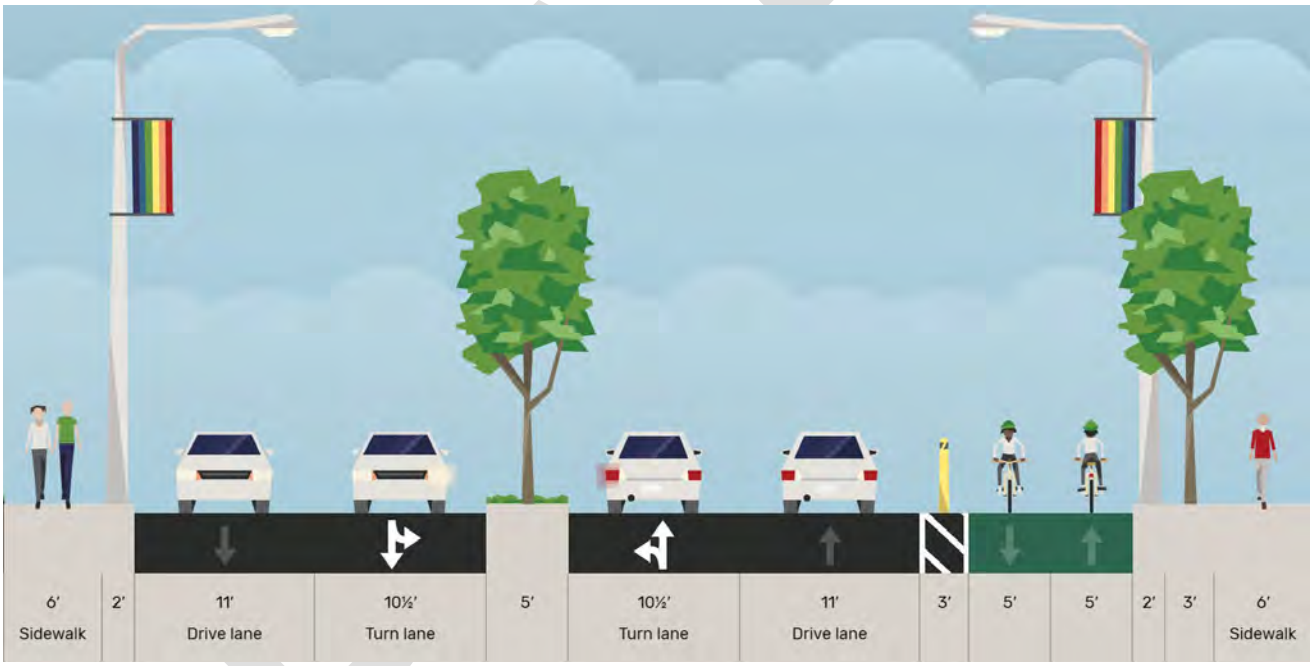
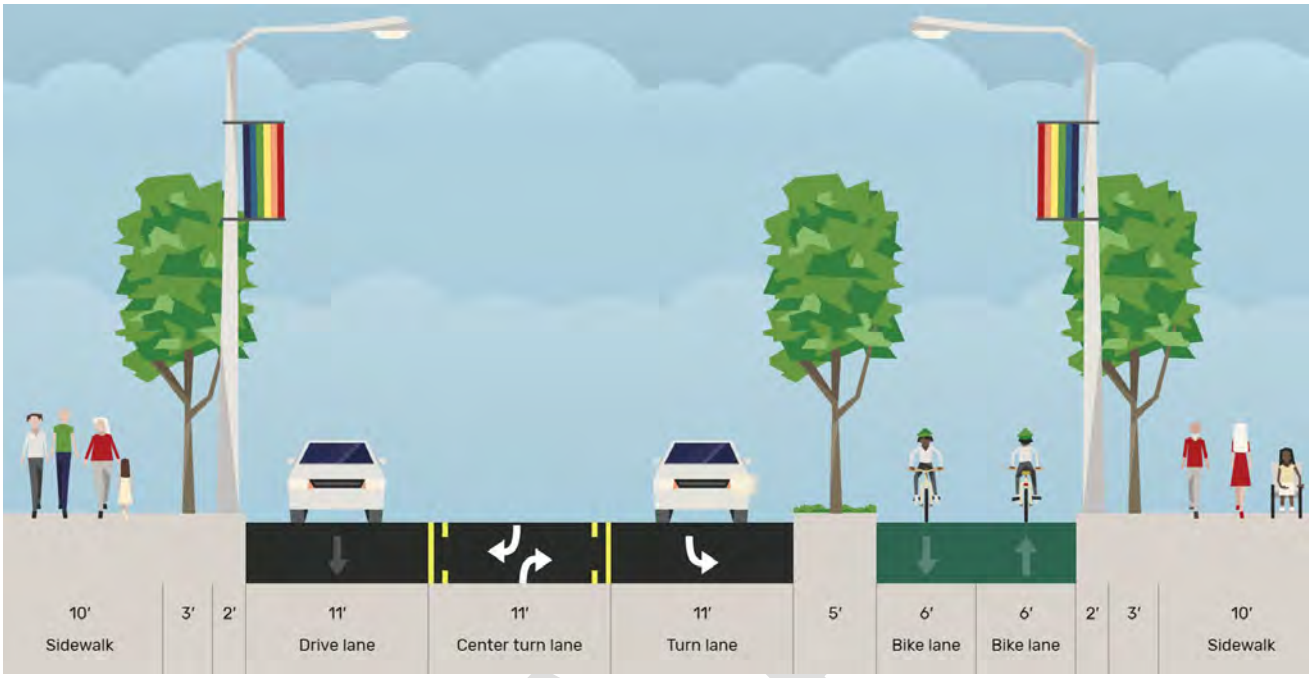


Figure 14: State Route 20 Proposed Cross Section with one travel lane, and center left-turn lane (Made with Streetmix)

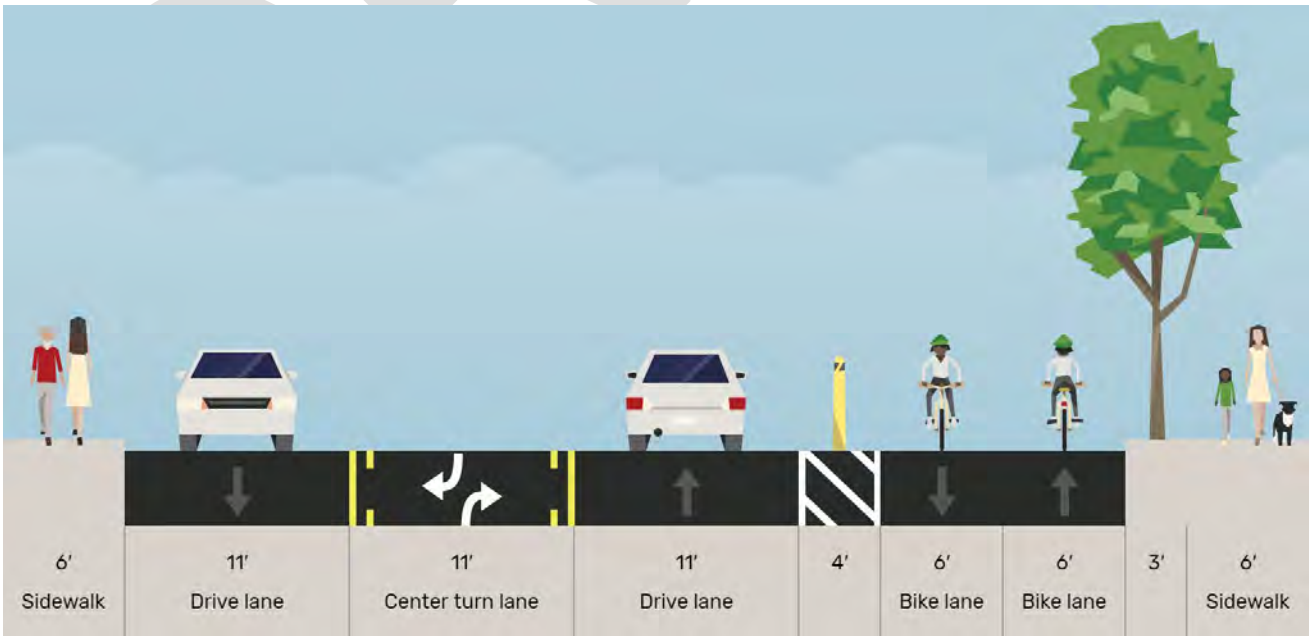


2. Midway Blvd

Pioneer Way to SR 20

Midway Blvd is a minor arterial street that lacks safe facilities for biking. It also has several stretches without adequate crossing opportunities. This Plan recommends a road diet, changing the cross section from four to three lanes and creating space for separated bike lanes and pedestrian refuge islands. New crossings with rapid flashing beacons are also recommended at SE 6th Ave and 7th Ave.

Figure 15: Midway Blvd Proposed Cross Section (Made with Streetmix)



3. Barrington Dr, Ireland St, and Jerome St

Heller St to Whidbey Ave

The sections of Barrington Dr approaching SR 20 on either side include overly wide lanes, which encourage speeding. This Plan proposes reallocating space to create bike lanes on both sides of SR 20, creating safe crossings at bus stops, and creating a neighborhood greenway along Ireland St and Jerome St that extends north to E Whidbey Ave. It could also include walkways to fill in sidewalk gaps.

Figure 16: Barrington Dr Proposed Cross Section (Made with Streetmix)

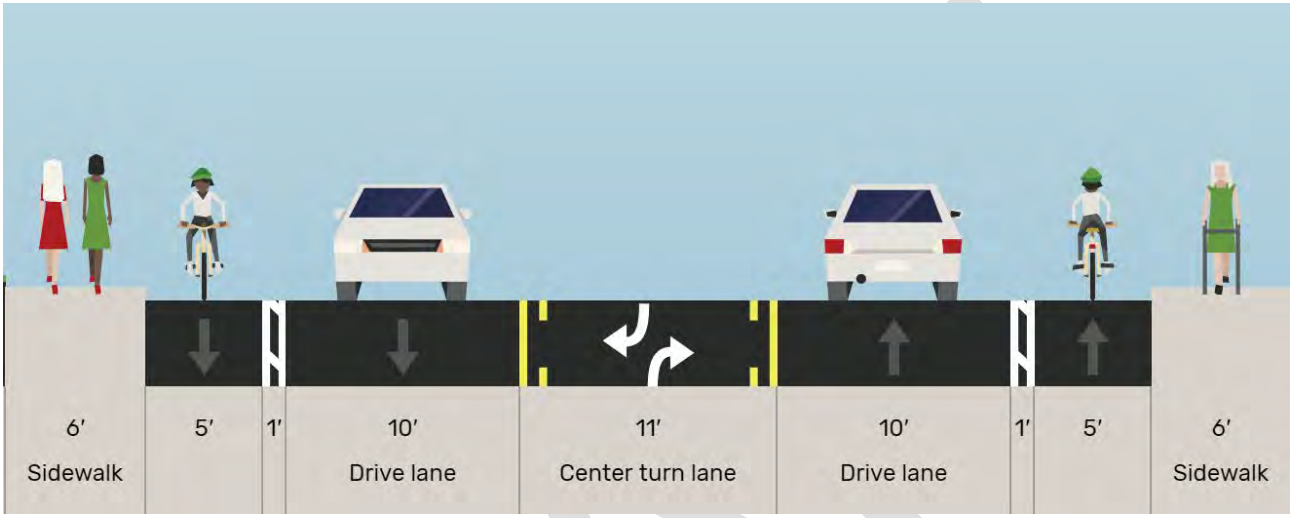
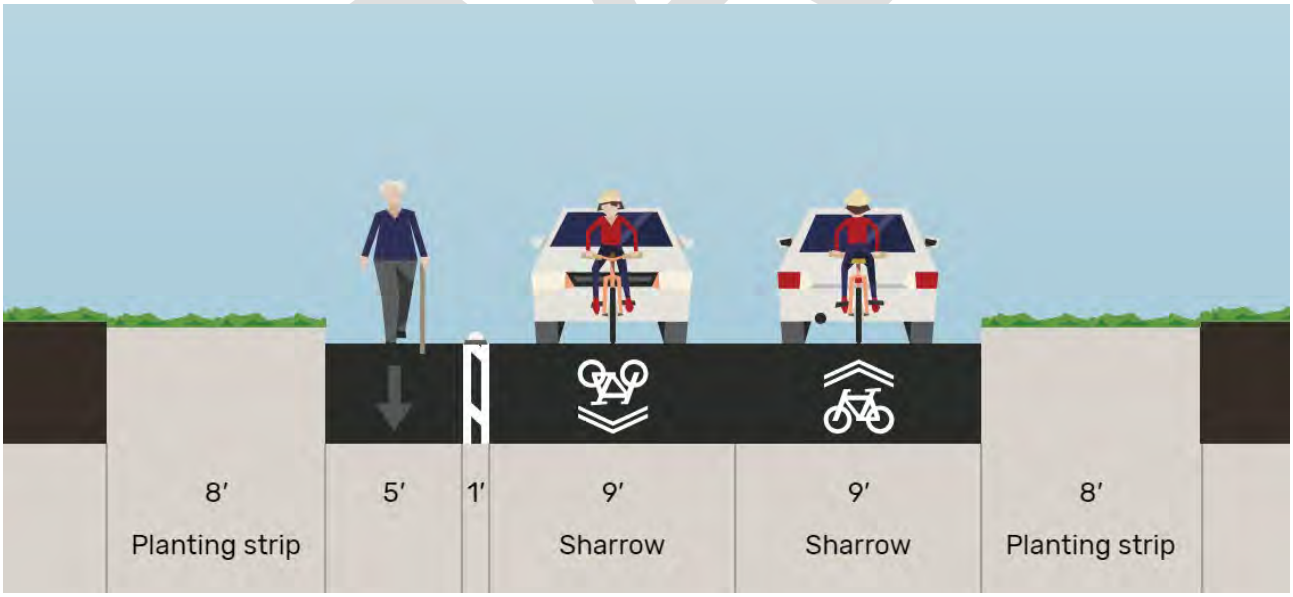


Figure 17: Ireland St and Jerome St Proposed Cross Section (Made with Streetmix)



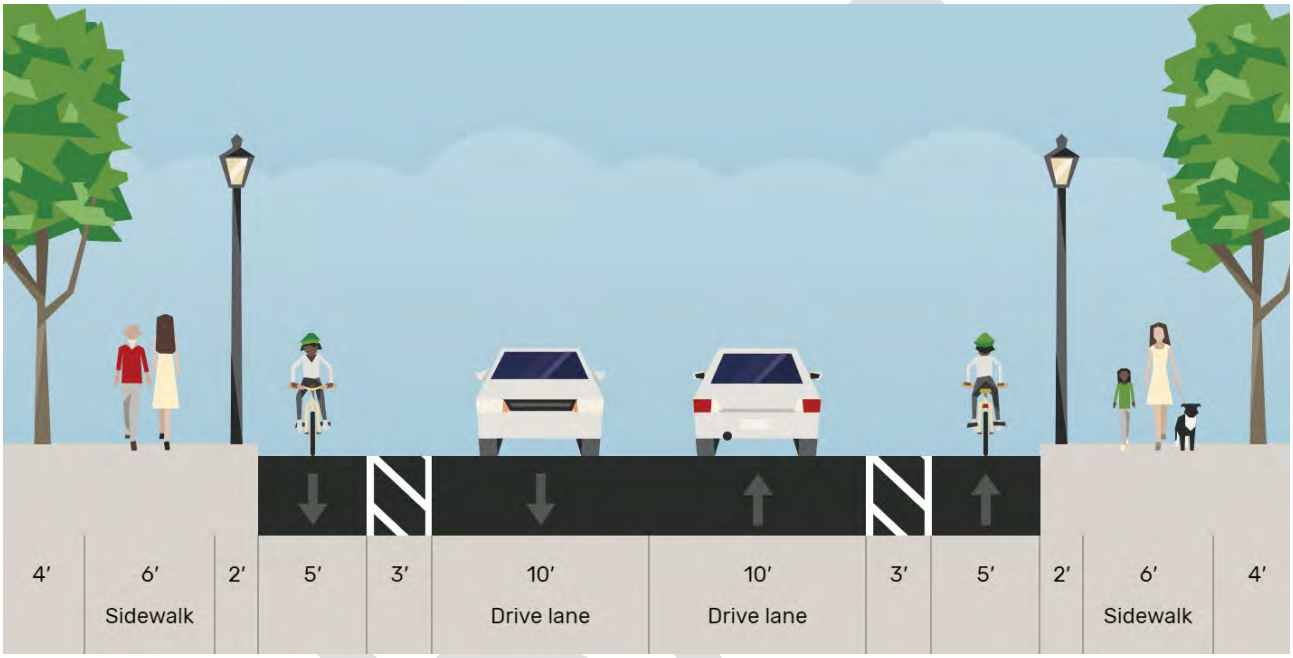
4. O'leary St and Pasek St

Pioneer Way to SR 20

This residential corridor is the proposed location for Oak Harbor's first Neighborhood Greenway. This proposal would use traffic calming, signage, and pavement markings to further reinforce this corridor as a low-volume, low-speed route for biking and walking. It would also include new crosswalks, painted curb extensions, and sidewalks or walkways to fill gaps in the existing network.

Pasek Street would look very much like the cross section of Ireland St and Jerome St presented in Figure 17 above

Figure 18: O'Leary St Proposed Cross Section (Made with Streetmix)



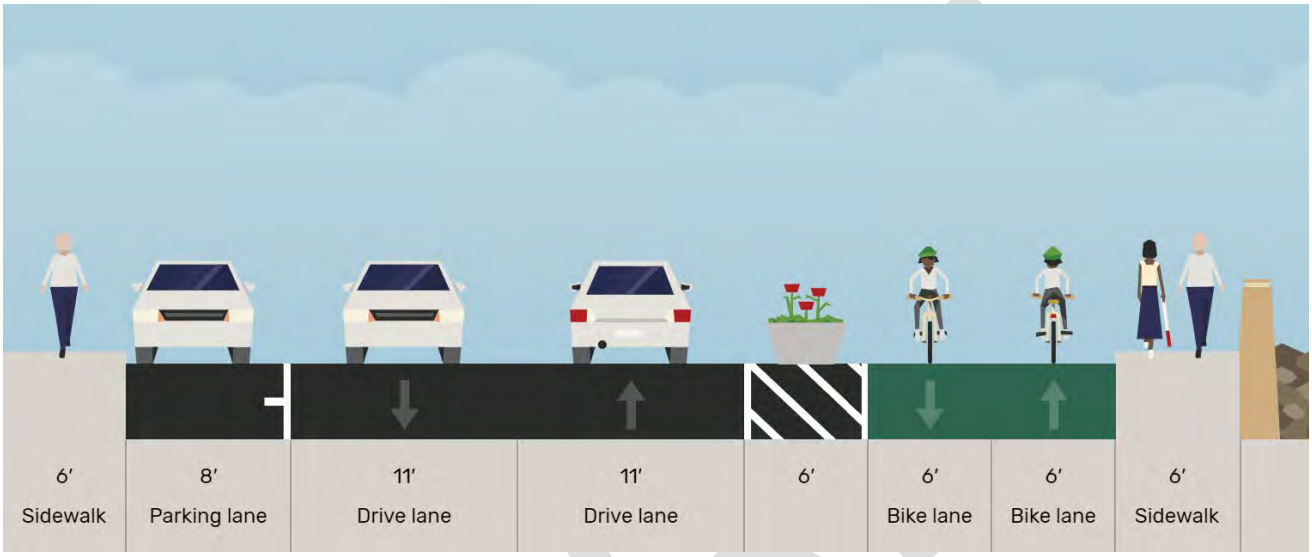
DRAFT

5. Bayshore Dr and Pioneer Way

SR 20 to Regatta Dr

This section of Pioneer Way and Bayshore Dr runs through the heart of the City, connecting shopping and Windjammer Park trails on the west to the Skagit Valley College, Navy base, library, and marina on the east. This Plan proposes a road diet with bike lanes from SR 20 to City Beach St and a two-way separated bike lane along the waterfront.

Figure 19: Bayshore Dr Proposed Cross Section (Made with Streetmix)



6. Heller St and Swantown Ave

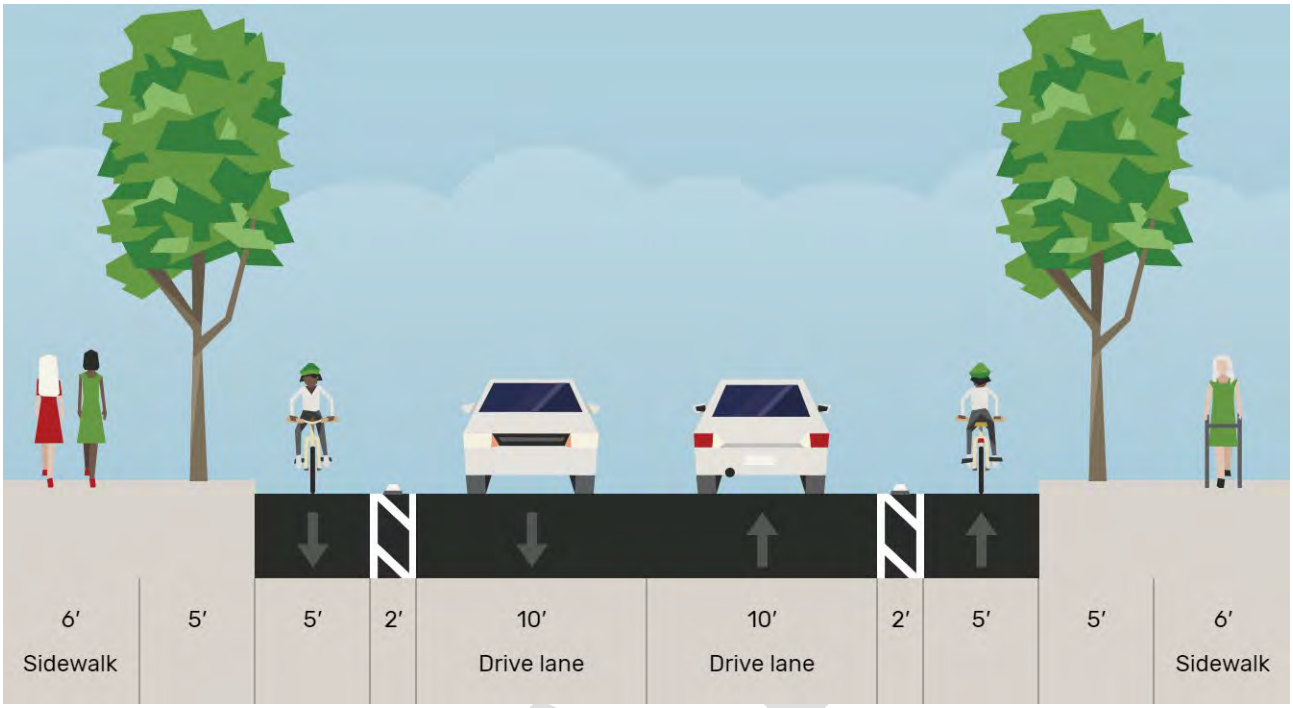
Crosby Ave to Fort Nugent Rd

Heller Ave provides a local north-south connection between Oak Harbor's western neighborhoods. This Plan proposes a Neighborhood Greenway that uses traffic calming and crossing improvements to further solidify the corridor as a low-stress connection for people biking and walking.

There are a few segments of Heller St that would require deviating from the proposed cross section due to steep slopes and constrained ROW. Conceptual designs of the potential treatments to Heller Street that may be necessary, near Crosby Ave and Swantown Ave, are provided in Appendix F (p. 95).

DRAFT

Figure 20: Heller St Proposed Cross Section (Made with Streetmix)

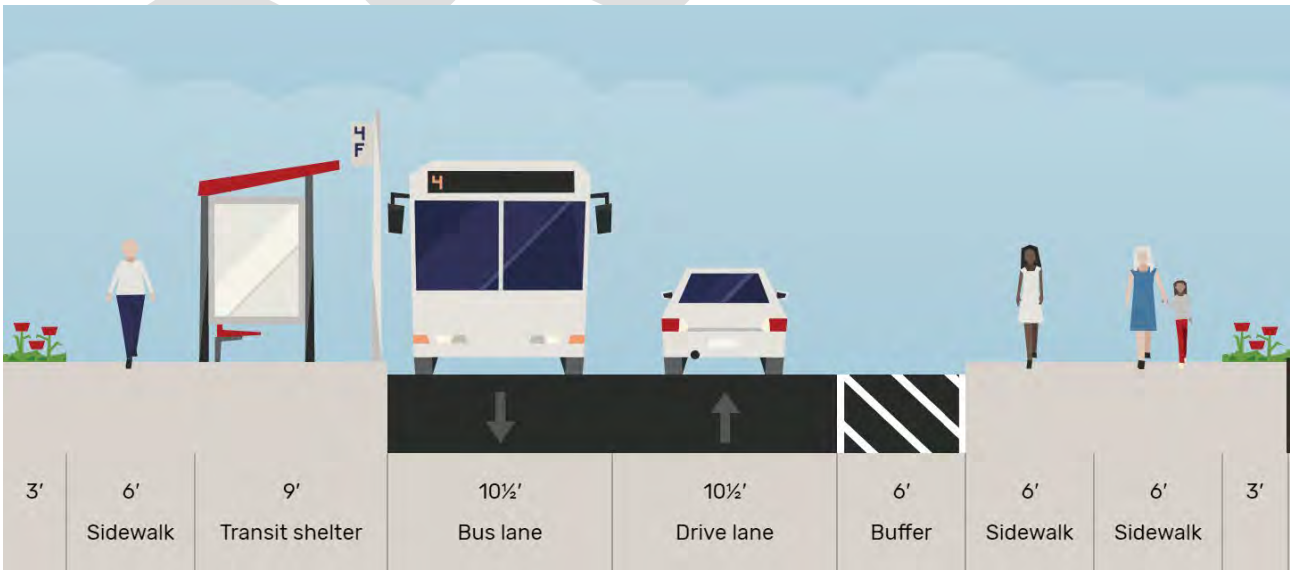


7. Crosby Ave

Heller Rd to Oak Harbor Rd

Crosby Ave is a key east-west corridor connecting northern neighborhoods to the neighborhood greenway on Heller Rd. Island Transit Route 10 provides transit service along this corridor. This Plan proposes a shared-use path on the south side for use by cyclists and pedestrians, along with crossing improvements, to make access to transit safer and more comfortable.

Figure 21: Crosby Ave Proposed Cross Section (Made with Streetmix)

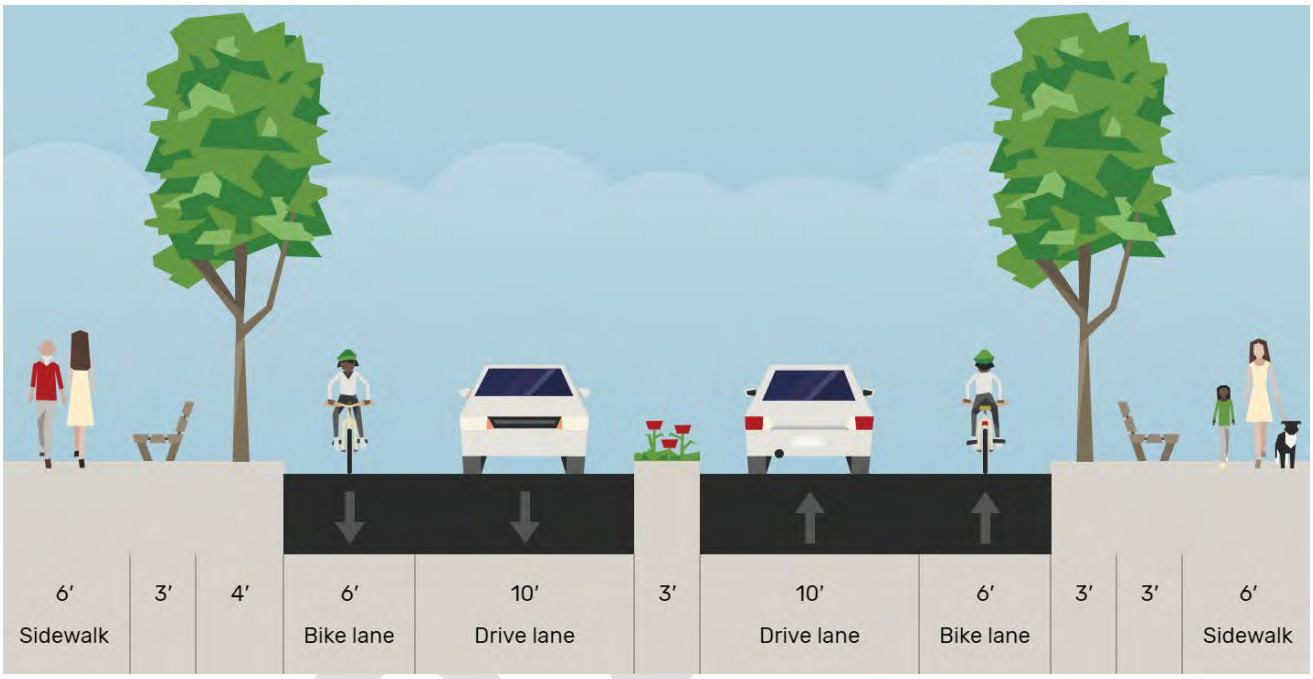


8. SW 3rd/SE 4th Aves, Jib St, and NW 2nd Ave

Heller Rd to Regatta Dr

The east-west corridor along 3rd and 4th Ave connects to many of the city's schools and neighborhoods. This Plan proposes a neighborhood greenway that would make this a more safe and comfortable connection with traffic calming, bike lanes, and crossing improvements.

Figure 22: SW 3rd Ave Proposed Cross Section (Made with Streetmix)



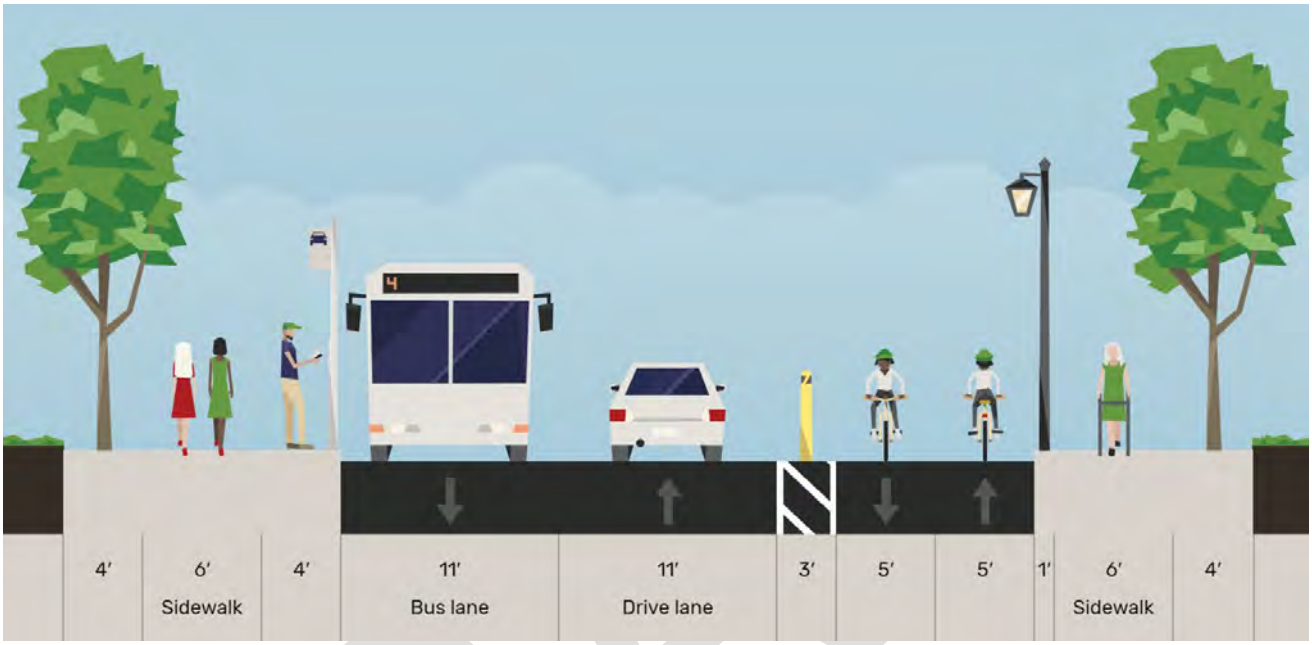
DRA

9. Fort Nugent Rd

Swantown Rd to Boon Rd

Fort Nugent Rd is a rural collector and minor arterial that provides access to western neighborhoods of Oak Harbor. Island Transit Route 6 runs along Fort Nugent Rd. This Plan proposes a two-way cycle-track on the south side to reduce the number of conflict points with turning vehicles.

Figure 23: Ft Nugent Rd Proposed Cross Section (Made with Streetmix)



DRAFT

5 POLICIES & PROGRAMS

POLICY RECOMMENDATIONS

These policies are proposed to increase walking, biking, and rolling citywide. They include updates to regulations and strategies to address bike parking, signal timing, street design standards, and other active transportation issues. Some policies are ready for immediate implementation while others require additional consideration.

Roundabouts and Bike Detection at Signals

Replace traffic signals with roundabouts where feasible to create safe accommodations for people walking and biking (e.g., bike ramps and splitter islands for two-phase crossings).

Establish standards for bike detection at signalized intersections (based on current state and federal guidance), exploring newer technologies such as video detection. Include pavement markings that indicate where bicyclists should position themselves for detection to activate signals.

Provide buttons that are accessible to bicyclists and individuals with disabilities (ADA) from the street at push-button actuated signals along Neighborhood Greenways.

Pedestrian Signal Timing

Reduce or rebalance signal cycle lengths for vehicles to incorporate a pedestrian walk phase into each cycle and minimize pedestrian delay. Prioritize locations with a high volume of pedestrians crossing and/or a history of pedestrian crashes involving turning vehicles.

Install Leading Pedestrian Intervals (LPIs)[3] to reduce conflicts between pedestrians and turning vehicles.

Bike Parking

Update local requirements for bike racks as part of multi-family and commercial projects based on the Association of Pedestrian and Biking Professionals' (APBP) Essentials of Bike Parking guidelines. Reference APBP as the standard for secure and adaptable bike parking in the *Bicycle Parking Code*. Include parking that works for cargo bikes and adaptive bikes.

Figure 24: Bike corral

Provide bicycle parking at key locations (e.g., dense commercial areas, transit hubs, and social service locations) in the public right of way. Use underutilized street parking to install bike corrals, when possible. Use existing sidewalk space (outside of the pedestrian clear

[3] A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection up to 10 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.

DRAFT

zone), when underutilized parking is not available. Include options for secure bike parking indoors, or within enclosures, for areas with multifamily housing or office complexes and employment centers.

Crosswalks at Bus Stops

Coordinate with Island Transit to relocate bus stops to locations with an existing crosswalk, where feasible. Evaluate the feasibility of installing new crosswalks and appropriate enhancements where bus stops need to be in locations without existing crosswalks. Aim to provide a safe crossing at every bus stop.

Zoning for Walkability

Consider reducing or eliminating commercial parking requirements. Consider updating zoning along certain sections of Swantown Ave, Heller St, NW Crosby Ave, SW Fort Nugent Ave, and/or W Whidbey Ave to allow for commercial and mixed-use development and improve walkability on the west side of Oak Harbor.

Subdivision and Street Requirements

Require pathways to increase connectivity for pedestrians and bicyclists at dead-ends or cul-de-sacs.

Update street requirements (Tables 11.17-2 and 21.50-1) to require:

- A minimum of 5 ft for all bike lanes (6 ft preferred)
- Buffered or separated bike lanes on all arterials and collector streets
- Sidewalks on all street types

Sidewalk and Curb Ramp Construction

Establish a policy around where to prioritize new, City-funded sidewalks and curb ramp upgrades to prioritize limited resources based on factors such as ADA accessibility, schools, and transit access. Policy may include consideration about where to prioritize sidewalks on one or both sides of the street.

Policy may also consider adding curb extensions as part of maintenance or sidewalk upgrades to lower the curb radius. A small curb radius helps cut down on crossing time for pedestrians and discourages motorists from rolling through stops.

Additional consideration may be given to eliminating rolled curbs, and replacing them with curb-and-gutter style curbs to be ADA compliant and to delineate driveways more clearly.

Alternative Walkways

Figure 25: Alternative walkway, Tukwila, WA

DRAFT

Create design standards for ADA-complaint alternative walkways for existing local streets where right-of-way and other constraints make conventional sidewalk construction cost prohibitive. They may include at-grade asphalt walkways or the delineation of pedestrian space within the existing roadway width using vertical elements like wheel stops and flexible posts. Include signage and design features to prevent drivers from parking on at-grade sidewalks.

Vehicle Speed Limits

Reduce speed limits in the *Speed Limit Ordinances* based on a Safe Systems approach, applying guidance from WSDOT's Injury Minimization and Speed Management Policy and NACTO's City Limits. Lower the default speed limit to 20 mph for local streets and 25 mph for major streets within the city, with the exception of certain sections of SR 20 where a slightly higher limit may be appropriate.

Figure 26: Mini-roundabout installed as a traffic calming measure, Kirkland, WA

Implement traffic calming measures (see Figure 25 as an example) to promote safe driving speeds on local streets where speeding is an issue.[4] Consider removing yellow center lines on streets intended only for local neighborhood circulation.

Municipal Codes

Revise Municipal Codes to:

- Allow safe and prudent use of sidewalks by bicyclists.
- Add floating parking lanes to the *Parking and Traffic Control* regulations.
- Increase widths for bike lanes and sidewalks in the *Street Design Standards*.
- Make separated bike lanes the standard treatment for arterials to provision for a maximum block length as part of the *Street Design Standards*.
- Consider establishing a minimum pedestrian and bicycle level of stress in the Transportation Concurrency.
- Limit or prohibit use of rolled curb in the *General Design Standards*.
- Adopt Complete Streets Ordinance

Bike Lane Sweeping

Prioritize street sweeping on roadways with bike lanes or shoulders used regularly by bicyclists. Consider purchasing downsized

[4] For more information, see FHWA Traffic Calming ePrimer and ITE traffic calming fact sheets.

DRAFT

street maintenance vehicles for trails and separated bike lanes.[5]

DRAFT

[5] See NACTO case studies on Downsized Street Maintenance Vehicles.

PROGRAM RECOMMENDATIONS

These programs are suggestions for the City and other partner organizations to increase awareness around walking, biking, and rolling in Oak Harbor. They are designed to engage with community members and make it easier for them to walk, bike, and roll in Oak Harbor.

Safe Routes to School

Support and expand existing programs to encourage walking and biking in Oak Harbor schools, such as *bike trains, walking school buses*, and special events/challenges.[6]

Bicycle Education

Incorporate bicycle education into the curriculum for all Oak Harbor students.

Provide bicycle education for adults through a partnership with the Whidbey Island Bicycle Club and/or the Oak Harbor Fire Department.

Youth Bike Club

Create a program in Oak Harbor schools around mountain biking and/or road riding, taking advantage of the nearby trails such as the Kettles and Moyers Loop.

Figure 27: Flyer for a Safe Route to School event in Sonoma County (Credit: Sonoma County Safe Routes to School)

[6] Refer to the National Center for Safe Routes to School, the WSDOT's Safe Routes to School Program, or the U.S. Department of Transportation's Safe Routes to School Program for further resources on programing and funding

Ciclovia / Open Space

Close particular streets to motor vehicles at certain times (e.g., summer weekends) to create opportunities for people to bike, walk, and roll free from motor vehicle traffic and encourage them to visit local businesses and destinations using active transportation. Potential locations include Bayshore Dr from City Beach St to Midway Blvd.

Figure 28: Open streets event, Los Angeles, CA

Bikes on Buses

Partner with Island Transit to provide an opportunity for people to practice putting their bike on a bus at a local festival or bike event.

Employer Incentives

Develop partnerships with employers to provide incentives that encourage employees to walk, bike, or roll to work. Consider grant-funded e-bike pools for use by employees as part of wellness programs, including at the City of Oak Harbor.[7]

Figure 29: Employer-sponsored active commute encouragement program, Alameda County, CA

[7] See Whatcom Smart Trips as an example of an incentive-based Transportation Demand Management program.

DRAFT

Community Bike Shop

Establish a community bike shop and/or bike co-operative that provides bike repair classes, open shop opportunities for people to repair their bikes, a build-a-bike program for youth, and/or free bike giveaways of donated bikes that have been repaired. Make use of bikes recovered from by Public Works Department. Potential partners include the Opportunity Council, the Whidbey Island Bicycle Club, or the Oak Harbor Public Schools.

Yard Signs/Education Campaigns

Conduct driver education and safe behavior campaigns that include use of social and traditional media channels and distribution of yard signs that encourage safe driving behavior and yielding to people walking and biking (see Figure 29).

Figure 30: Yard sign example (Credit: Seattle Department of Transportation)

DRAFT

6 IMPLEMENTATION STRATEGY

PROJECT PRIORITIZATION

The full completion of the Oak Harbor's active transportation network is a long-term goal. Based on the practical and fiscal limitations, not all projects can be implemented at once. A prioritized project list based on an objective and transparent set of criteria will help the City program its funding for pedestrian and bicycle projects. This ranking should not be viewed as a mandate to complete projects in a particular order, but rather a measure of which projects best meet the overall goals of the ATP. The order in which projects are built will depend on many factors, including budget/cost, local funds and state/federal grant funding availability, active development, community benefits, and other implementation opportunities.

Proposed active transportation projects were prioritized based on the following criteria:

Mobility: Proximity to schools, commercial areas, parks and regional public trails[8], and transit stops.[9] The mobility score also includes a bonus point for projects that benefit both the pedestrian and bicycle network (e.g., multi-use trail) as well as projects that improve multimodal connectivity from Oak Harbor to Naval Air Station Whidbey Island.

Equity and Health: People living in Washington state experience environmental risks and their related health effects in measurably different ways, depending on the neighborhood where they live. The equity Washington Environmental Health Disparities Map assesses multiple, combined environmental risks in Washington state, including socioeconomic characteristics of neighborhood and proximity to social services and affordable housing.

Safety: Posted speed, traffic volume, and number of lanes

The prioritization is based on a point system, wherein each criterion earns a project a certain number of points and the sum of those points determines where projects are ranked. The table below summarizes the project scoring system:

Table 1: Project prioritization scoring criteria

Factor	Criteria	Measure	Points
Mobility (8 points possible)	Proximity to schools	Project is within ½ mile of a K-12 public school	2
	Proximity to parks	Project is within ¼ mile of a public park or regional public trail access point	2
	Proximity to transit stops	Project area includes one or more Island Transit bus stop	2
	Multimodal benefit	Project benefits both pedestrian and bicycle network	1

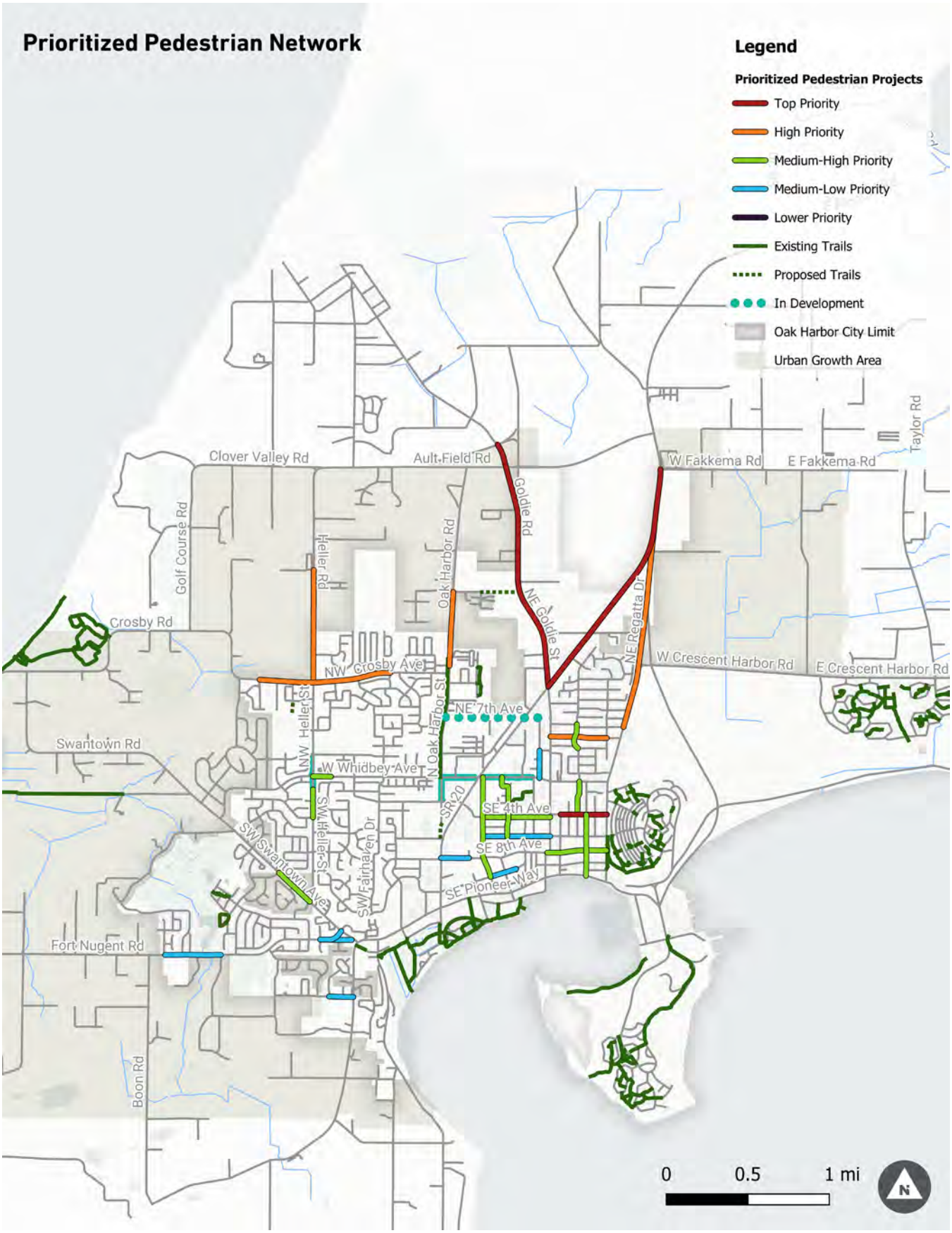
[8] For the purpose of this analysis, the combined parks and trails layer excludes private trails and non-park or private open space (e.g., golf courses).
[9] Scores for each mobility criteria are calculated based on the straight-line distance between the intersection or corridor project to each of the key facility types.

Factor	Criteria	Measure	Points
	Connectivity to NAS Whidbey	Project improves multimodal connectivity from Oak Harbor to Naval Air Station Whidbey Island	1
Equity and Health (4 points possible)	Socioeconomic factors	Washington Environmental Health Disparities Map, Socioeconomic factors[10,11] • 2 points for Socioeconomic Factors score of 9 • 1 point for Socioeconomic Factors score of 7-8 • 0 points for Socioeconomic Factors score of 5-6	2
	Proximity to equity priority locations	Project is within ½ mile of a social service provider or subsidized housing[12]	2
Safety (3 points possible)	Posted speed	Highest posted speed limit in project area[13]: • 2 points for ≥ 35 MPH • 1 point for 30 MPH • 0 points for ≤ 25 MPH	2
	Lane Count	Number of lanes[13]: • 1 point for 3-5 lanes • 0 points for 1-2 lanes	1

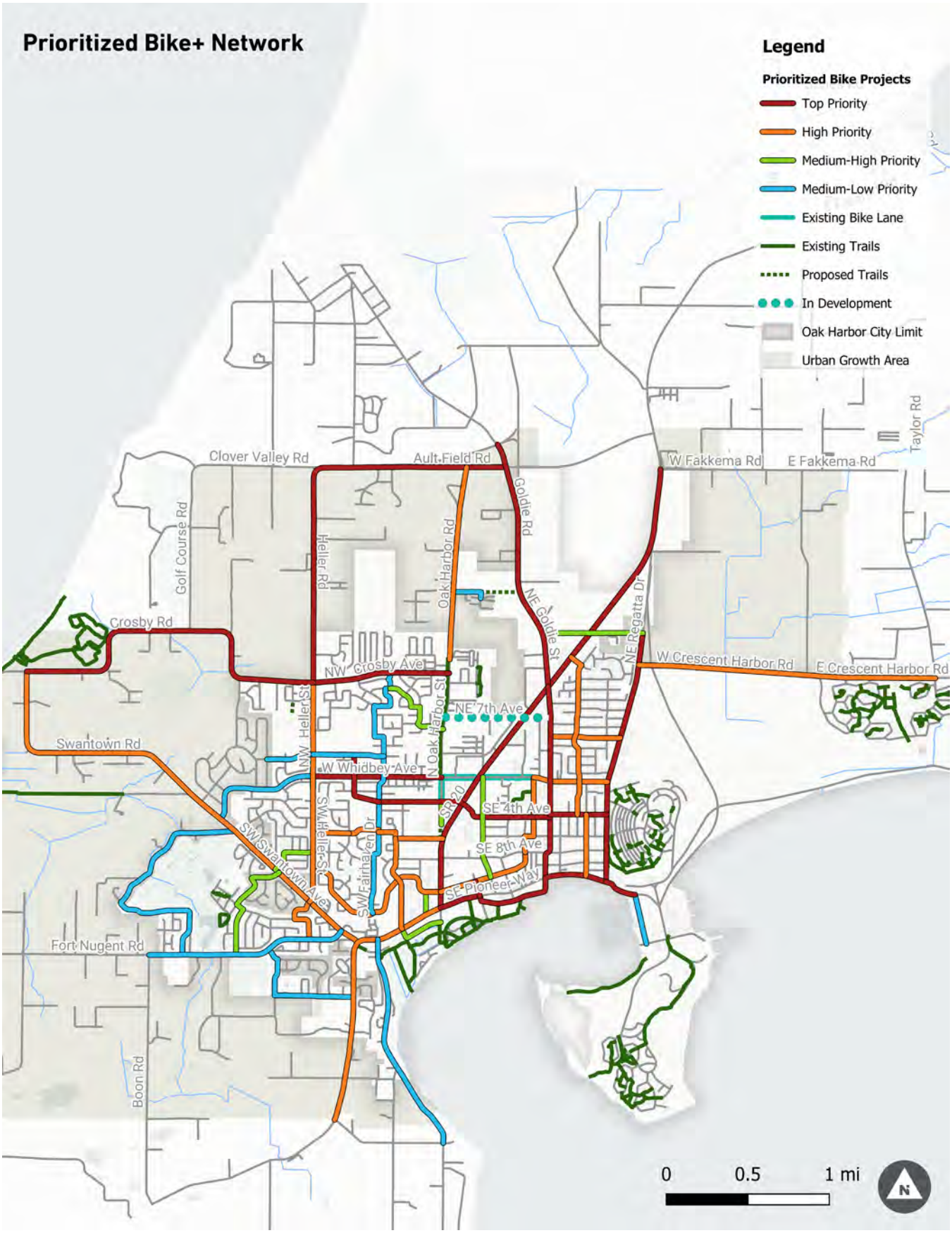
The maps on the following pages visualize the prioritization of Bike+ and Pedestrian projects. Complete prioritized project lists are in Appendix A.

[10] The WA Environmental Health Disparities Map is a statewide tool developed by the UW Department of Environmental & Occupational Health Sciences (DEOHS) in collaboration with partners across Washington, informed by input from affected communities through 11 statewide listening sessions. The socioeconomic factors include educational attainment, housing burden, linguistic isolation, poverty, race, transportation expense, and unemployment. See the full report for more information about the tool's development and methodology.
[11] Score is based on the maximum value that a project passes through, with the goal of favoring projects that connect areas with higher and lower scores.
[12] The locations of subsidized housing and social service providers in Oak Harbor were provided by the Opportunity Center and vetted by City staff.
[13] Score are based on the maximum value for the project extent.

Map 13: Prioritized pedestrian network



Map 14: Prioritized bike-plus network



HOW WILL PROJECTS GET BUILT?

Capital Improvement Plan (CIP)

The prioritization process yields top priority pedestrian and bike projects. These priority projects are prime candidates to include in the next Capital Improvement Program (CIP). Relevant CIP funding sources include the real estate excise tax (REET), the gas tax, impact fees, business license fees, etc.

Grant Programs

In addition to locally sourced funds, the City continually seeks additional funds through grants as well as the State legislative process. There are a wide variety of regional, state, and federal grants that these projects are eligible for. The prioritization process helps to communicate how well projects meet the City's goals and needs.

Other Implementation Strategies

Beyond the CIP, there are other strategies the City can use to implement smaller projects. These include:

- **Routine Resurfacing**. Some bike lanes and pedestrian walkways can be implemented through routine resurfacing. However, the additional striping required to install bike lanes, particularly those involving green conflict zone markings, may require the dedication of additional funding beyond what would normally be required.
- **Partner Agencies.** The City works closely with the Washington State Department of Transportation (WSDOT) and Island County on projects that connect the City to the rest of the county and the state. In particular, WSDOT's upcoming work on SR 20 presents an opportunity to incorporate walking and bicycling facilities. The Navy could be another important partner agency, particularly for projects that improve access to NAS Whidbey or run alongside the base.
- **Private Development.** As Oak Harbor continues to expand, the City can use the permitting process to require developers to install sidewalks and bike facilities. The network laid out in this Plan also ensures that the City can preserve and/or acquire the right of way needed to complete its long-term vision for a complete, connected, and comfortable network.
- **Transportation Benefit District (TBD).** Another potential funding tool are TBDs, which create independent taxing districts to raise revenue for specific transportation projects within that district.

DRAFT

PERFORMANCE MEASURES

Performance measures are key for assessing whether the plan is meeting its goals over time. They allow for changes to be made to ensure that the plan meets its goals. The performance measures are based on the four goals of the plan: mobility, health, safety, and equity. They rely on data that the City of Oak Harbor can realistically collect and track over time.

Table 2: Oak Harbor ATP performance measures

Goal	Performance Measure	Baseline Measurement	Performance Targets
Mobility	Centerline miles of Bike+ Network with bike facilities	4% in 2023	20% by 2030 50% by 2040
	Percent of highways, arterial, and collector centerline miles within city limits with sidewalks[14]	In 2023: - 63% of highways have sidewalk on at least one side - 59% of highways have sidewalk on both sides - 16% of minor arterials have sidewalk on at least one side - 0% of minor arterials have sidewalk on both sides - 49% of collectors have sidewalk on at least one side - 14% collectors have sidewalk on both sides	100% with sidewalks on at least one side by 2040
Health	Percent of parks and schools served directly by a bicycle facility[15]	25% of parks in 2023 63% of schools in 2023	50% of parks and 100% of schools by 2040
Safety	Number of severe injury and fatality crashes involving bicyclists or pedestrians in Oak Harbor	4 crashes from 2018-2022	0 crashes for 2040-2044
Equity	Percent of social service providers and subsidized housing locations served directly by a bicycle facility	12% in 2023	50% by 2040

[14] Crescent Harbor Rd, the City's only Major Arterial, was excluded from this analysis
[15] Defined as being within 100 ft of a bicycle facility (e.g., a bike lane, trail, or neighborhood greenway)

DRAFT

APPENDIX A: FULL PRIORITIZED PROJECT LIST

PEDESTRIAN PROJECTS

Project ID	Streets	From	To	Length (mi)	Total Score	Mobility Score	Equity Score	Safety Score
11	Goldie St, Goldie Rd	SR 20	Charles Porter Ave	1.54	12	8	2	2
17	4th Ave	Maylor St	Regatta Dr	0.28	12	8	3	1
19	SR 20	Midway Blvd	Fakkema Rd	1.54	12	8	2	2
6	Heller Rd	Crosby Ave	Kims Way	0.69	11	7	2	2
7	Crosby Ave	Crosby Ave	Elwha St	0.81	11	7	2	2
8	Oak Harbor St	Oak Harbor Rd	Gun Club Rd	0.45	11	5	4	2
9	7th Ave	Oak Harbor St	SR 20	0.48	11	7	4	0
20	Regatta Dr	6th Ave	SR 20	1.21	10	6	2	2
22	5th Ave	Midway Blvd	Ronhaar St	0.35	10	7	3	0
1	Swantown Ave	Liberty Ln	Heller St	0.26	9	5	2	2
4	Heller St	Putnam Dr	N end of Heller St	0.17	9	5	2	2
12	Glencoe St	6th Ave	Whidbey Ave	0.39	9	6	2	1
13	4th Ave	Ely St	Midway Blvd	0.41	9	7	2	0
16	Oleary St	4th Ave	Whidbey Ave	0.20	9	5	3	1
18	Pasek St	Pioneer Way	4th Ave	0.37	9	5	3	1
21	Oleary St	4th Ave	6th Ave	0.16	9	5	3	1
24	8th Ave	Midway Blvd	Regatta Dr	0.36	9	5	3	1
5	Whidbey Ave	Heller St	Lanyard Loop	0.11	8	5	2	1
23	Ely St	Barrington Dr	Whidbey Ave	0.62	8	5	2	1
2.1 2.2	Fort Nugent Ave Glenmont Ct	Ida Pl Fort Nugent Ave	Swantown Ave E end of Glenmont Ct	0.15 0.13	7	5	0	2
14	Kettle St	Whidbey Ave	3rd Ave	0.17	7	4	2	1
15	Barrington Dr	Ely St	Hathaway St	0.16	7	5	2	0
25	6th Ave	Ely St	Midway Blvd	0.41	7	5	2	0
10	8th Ave	SR 20	Castle Park Ct	0.17	6	2	3	1
3	24th Ave	Vista Park Dr	SR 20	0.15	5	5	0	0
26	Fort Nugent Rd	W end of Fort Nugent Rd	Bonaparte Ln	0.34	5	3	0	2

BICYCLE PROJECTS

Street	From	To	Length (mi)	Facility Type	Total Score	Mobility Score	Equity Score	Safety Score
Crosby Rd, Crosby Ave Crosby Ave	West Beach Rd Heller Rd	Heller Rd Oak Harbor St	2.18 0.84	Bike Lanes Sidepath	14	8	4	2
SR 20	Pioneer Way	Fakkema Rd	3.10	Separated Bike Lanes	14	8	4	2
Heller Rd, Ault Field Rd	Crosby Ave	Goldie Rd	2.47	Bike Lanes	12	8	2	2
Whidbey Ave	Heller St	Oak Harbor St	0.79	Buffered Bike Lanes	12	7	4	1
3rd Ave, Jib St	Fairhaven Dr	2nd Ave	0.40	Neighborhood Greenway	12	8	3	1
3rd Ave, Jib St	Fairhaven Dr	2nd Ave	0.68	Bike Lanes				
4th Ave	Ely St	Midway Blvd	0.41	Neighborhood Greenway				
4th Ave	Midway Blvd	Regatta Dr	0.35	Neighborhood Greenway				
City Beach St	Pioneer Way	Barrington Dr	0.09	Bike Lanes	12	7	3	2
Pioneer Way, City Beach St, Bayshore Dr	SR 20	Regatta Dr	1.15	Separated Bike Lanes				
Pioneer Way	Regatta Dr	Catalina Dr, Maui Ave	0.20	Neighborhood Greenway				
Midway Blvd	Pioneer Way	SR 20	1.18	Separated Bike Lanes	12	6	4	2
Goldie St, Goldie Rd	SR 20	Charles Porter Ave	1.54	Bike Lanes	12	8	2	2
Regatta Dr	Pioneer Way	16th Ave	1.55	Sidepath	12	8	3	1
Heller St	Swantown Ave	Crosby Ave	1.34	Separated Bike Lanes	11	7	2	2
Nienhuis St, Fireside Ln	Fort Nugent Ave	Heller St	0.37	Neighborhood Greenway				
SR 20	Miller Rd	Pioneer Way	1.66	Separated Bike Lanes	11	6	3	2

DRAFT

Street	From	To	Length (mi)	Facility Type	Total Score	Mobility Score	Equity Score	Safety Score
Barrington Dr	Heller St	SR 20	1.13	Bike Lanes	11	6	4	1
Barrington Dr, Ireland St	SR 20	8th Ave	0.61	Bike Lanes	11	7	3	1
Ireland St, 6th Ave, Jerome St	8th Ave	Whidbey Ave	0.51	Neighborhood Greenway				
7th Ave	Oak Harbor St	Midway Blvd	0.64	Bike Lanes	11	7	4	0
Oak Harbor St, Oak Harbor Rd	End of existing path	Ault Field Rd	1.18	Sidepath	11	5	4	2
Whidbey Ave	Jerome St	Regatta Dr	0.46	Bike Lanes	11	7	3	1
Swantown Rd, Swantown Ave	West Beach Rd	Heller St	2.55	Bike Lanes	10	5	2	3
Swantown Ave	Heller St	SR 20	0.39	Separated Bike Lanes				
6th Ave	Heller St	Judson Dr	0.22	Bike Lanes	10	6	4	0
6th Ave	Judson Dr	Fairhaven Dr	0.19	Neighborhood Greenway				
6th Ave, Erie St	Fairhaven Dr	Erie St	0.14	Neighborhood Greenway				
6th Ave	Erie St	SR 20	0.29	Buffered Bike Lanes				
Erie St	SR 20	6th Ave	0.58	Bike Lanes	10	6	3	1
Oleary St, Narrows Ave	4th Ave	SR 20	1.01	Neighborhood Greenway	10	5	4	1
Pasek St	Pioneer Way	4th Ave	0.37	Neighborhood Greenway				
Crescent Harbor Rd	Regatta Dr	Taylor Rd	1.82	Sidepath	10	7	1	2
5th Ave	Midway Blvd	Regatta Dr	0.43	Neighborhood Greenway	10	7	3	0
Union St, 16th Ave, Victory St, Heritage Way, Liberty Ln	Fort Nugent Rd	Swantown Ave	0.72	Neighborhood Greenway	9	6	2	1
Quinault St, 8th Ave	Swantown Ave	Heller St	0.30	Neighborhood Greenway				
Dory Dr, 8th Ave, Cathlamet Dr, Columbia Dr	Elwha St	Oak Harbor St	0.52	Neighborhood Greenway	8	4	3	1

Street	From	To	Length (mi)	Facility Type	Total Score	Mobility Score	Equity Score	Safety Score
Oak Harbor St	S end of Oak Harbor St	3rd Ave	0.14	Sidepath	8	4	3	1
Ely St	Barrington Dr	Whidbey Ave	0.62	Neighborhood Greenway	8	5	2	1
16th Ave	Goldie St	Regatta Dr	0.62	Bike Lanes	8	4	2	2
Bayshore Dr	SR 20,Erie St	Beeksma Dr	0.30	Bike Lanes	8	4	3	1
Barlow St	SR 20	Barrington Dr	0.14	Bike Lanes	8	4	3	1
Loerland Ln, Loerland Dr	Swantown Rd	Heller St	0.74	Neighborhood Greenway	7	4	2	1
Fairhaven Dr, Hiyu Dr, Frigate St, Dory Dr, Elwha St	Barrington Dr	Crosby Ave	1.70	Neighborhood Greenway	7	4	2	1
Fort Nugent Rd, Fort Nugent Ave	Boon Rd	Swantown Ave	1.23	Bike Lanes	7	5	0	2
2nd Ave	Olympic Dr	Heller St	0.29	Bike Lanes	7	4	2	1
2nd Ave	Heller St	Fairhaven Dr	0.43	Neighborhood Greenway				
Ridgeway Dr, Rosario Pl, 24th Ave	Fort Nugent Ave	SR 20	0.79	Neighborhood Greenway	6	5	0	1
Fairway Point Dr, Fairway Ln	Fort Nugent Rd	Swantown Rd	1.65	Neighborhood Greenway	5	2	2	1
Scenic Heights Rd, Scenic Heights St	Miller Rd	SR 20	1.37	Bike Lanes	5	2	1	2
Gun Club Rd	Gun Club Rd	Oak Harbor Rd	0.21	Neighborhood Greenway	5	2	2	1
Catalina Dr	Tulagi Ave	Pioneer Way	0.31	Neighborhood Greenway	5	3	1	1
19th Ct	W end of 19th Ct	Scenic Heights St	0.08	Neighborhood Greenway	3	2	0	1
Boon Rd	Misty Ln	Fort Nugent Rd	1.00	Bike Lanes	2	0	0	2

APPENDIX B:
ENGAGEMENT SUMMARY REPORT

PUBLIC ENGAGEMENT SUMMARY REPORT

The Oak Harbor Active Transportation Plan (ATP) was informed by an extensive public engagement process. The project team conducted three focus groups, facilitated three steering committee meetings, solicited comments via an online survey and interactive web map, tabled at the Holland Happening festival, invited the public to comment on the draft ATP, and hosted a virtual Open House. This memo summarizes each of the engagement opportunities and highlights some of the main takeaways.

Overall takeaways

The overarching sentiment heard from the public was that community members want:

1. Dedicated space for walking and biking
2. Separation from motor vehicles

With few exceptions, most of the comments received were about how people do not feel safe walking or biking in Oak Harbor. People voiced a desire for dedicated spaces like sidewalks, bike lanes, and shared-use paths to make walking and biking more attractive. The vast majority of people who participated in engagement for this plan want a connected network of dedicated facilities that is separated from cars in order to walk and bike more.

Focus Groups

Toole Design facilitated three focus group discussions to engage with targeted groups that represent the diversity of Oak Harbor community. Focus groups centered on the needs, experiences, and preferences of community members regarding active transportation in Oak Harbor. Focus groups included people from Big Brothers Big Sisters, Opportunity Council, and Whidbey Island Bicycle Club. Each focus group discussion was approximately one hour long. They took place on Friday, April 28th, 2023.

The goal of doing focus groups was to provide insight into how people travel in Oak Harbor. This engagement method allowed the project team to capture complex issues and nuances which cannot be gathered from surveys or public meetings. Below are the main take aways from each focus group discussion.

Group 1: Big Brothers Big Sisters of Island County

Big Brothers Big Sisters provides mentorship and programing to youth in Oak Harbor. The organization was invited to participate to provide background on how young people are moving through the community. Key takeaways from the conversation include:

- Having separated bike lanes would be beneficial; if there were dedicated paths for bikes and pedestrians to avoid big roads, then people would use them.
- There aren't a lot of destinations for youth to bike/walk to. So even if there were bike/pedestrian paths, there aren't many places for kids to go beyond the shopping area adjacent to downtown.
- Cars generally drive safely and outside of a few busy intersections, it's generally safe to walk around.

DRAFT

Group 2: Opportunity Council

The Opportunity Council provides direct services around food, shelter, childcare, healthcare, rental assistance, and workforce training. They were able to speak on how people travel to access the services they provide. Key takeaways from the conversation include:

- Roughly half of clients at the Opportunity Council access their services by walking, biking, or taking public transportation.
- The sidewalk network is inconsistent in Oak Harbor. More pedestrian paths and curb cuts are needed, especially for mobility device users.
- More safe crossings are needed to encourage people to walk more, especially at Island Transit stops.
- Oak Harbor needs more bike racks to encourage biking as a viable means for getting around town. As it is, there is hardly any bike racks, which is a deterrent for most people from biking as there is no way to keep their bike safe from theft.
- Clients can't rely on public transit at times due to weather conditions, route cancellations, and lack of 24hr service – which is important to entry-level workers who frequently are assigned shifts after operating hours.
- Dedicated bike lanes, not shared-use paths, are preferred.
- There aren't many teen-friendly activities, and lack of free transit in the evening hours limits the teens more.
- Adding bike lanes for youth to get around might encourage parents to support biking more.

Group 3: Whidbey Island Bicycle Club

Whidbey Island Bicycle Club was formed to promote and educate about cycling on the island. It is a network of cycling enthusiasts who support more road and trail riding, commuting, and leisure riding. They had an in-depth perspective about cycling in Oak Harbor and how it could be improved. The project team met with several members of the Whidbey Island Bicycle Club. Since this group had more participants, the project team facilitated a group activity. Attendees were asked to rank the following thirteen values: Efficiency; Travel Speed; Equity; Mobility; Accessibility; Sustainability; Climate Action; Economic Development; Safety; Convenience; Stewardship; Livability; Public Health. Key takeaways from the conversation include:

- Safety, Convenience, Mobility, Economic Development were the top values chosen by participants. Participants had varying ideas of what these values mean in terms of transportation.
- Children's traffic safety is a serious concern. Participants feel Oak Harbor should be safer for kids to walk or bike unsupervised.
- More people would walk and bike if there were facilities and street design where they felt safe doing so.
- SR 20 poses a significant barrier to cross for people who are walking and biking and impedes east-west connectivity.

Holland Happening

Over the weekend of April 29-30, 2023, the project team tabled at the Holland Happening festival in downtown Oak Harbor. Through this engagement, the team interacted with community members and

DRAFT

discussed the Active Transportation Plan. There were two easels with infographics that laid out the plan, which served as conversation starters. In total, the team spoke with 348 people.

Survey and Web Map

The project team created a user-friendly survey to gain insights around barriers to walking, attitudes and preferences, as well as an interactive web map where the public provided location-specific information about challenges and opportunities for active transportation in Oak Harbor. The web map and survey were used to inform existing conditions analysis, evaluate alternatives, and refine recommendations. It was distributed widely via email by the City and other local organizations. The survey and web map were both open to the public from April 3rd to June 3rd, 2023.

Survey

Within the engagement period, 163 people submitted a completed survey. The bullets below summarize the main take-aways:

- If Oak Harbor had a more connected and comfortable network of sidewalks street crossings and bike lanes, a higher proportion of respondent said they would walk, bike, or roll more *for recreation/exercise* than for *transportation*.
- More than 70% of respondents said that more walk- or bike-friendly development would support walking and biking in Oak Harbor.
- Over half of survey respondents said that they would choose to ride a bike more in Oak Harbor if there were a connected network of bike lanes that were protected from motor vehicles.
- Separation from cars was the main factor that allowed respondents to feel comfortable when biking on Oak Harbor streets. Nearly 70% of respondents said they would only feel comfortable riding on separated bike lane.
- More than half the respondents also said that bike lanes separated from cars would improve their experience or lead them to bike more in Oak Harbor.
- Dedicated space for pedestrians would make streets feel more comfortable walking on. More than 70% of responses were in favor of a shared-use path, a sidewalk, or an asphalt walkway.
- More sidewalks and safer crossings were the two biggest factors that would improve the walking experience for survey respondents, or lead them to walk more.

DRAFT

Survey Responses Breakdown

The graphs below show the breakdown for each survey question.

Figure 31: In an average week, which of the following forms of transportation do you use to travel in Oak Harbor?

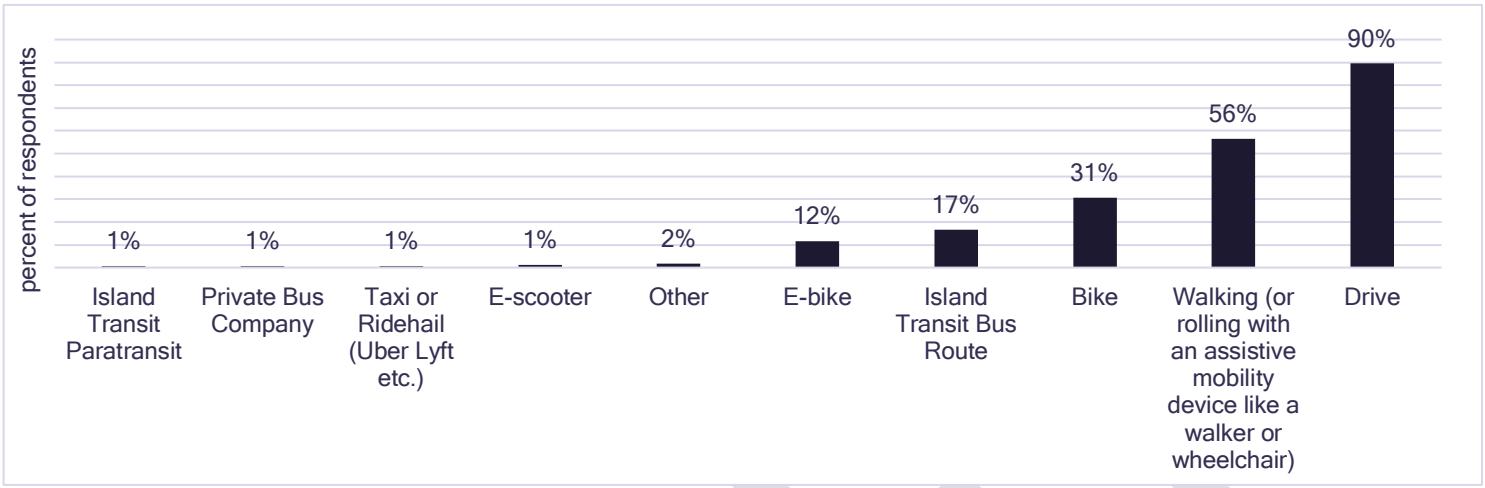


Figure 32: What programs or initiatives would best support walking and biking in Oak Harbor?

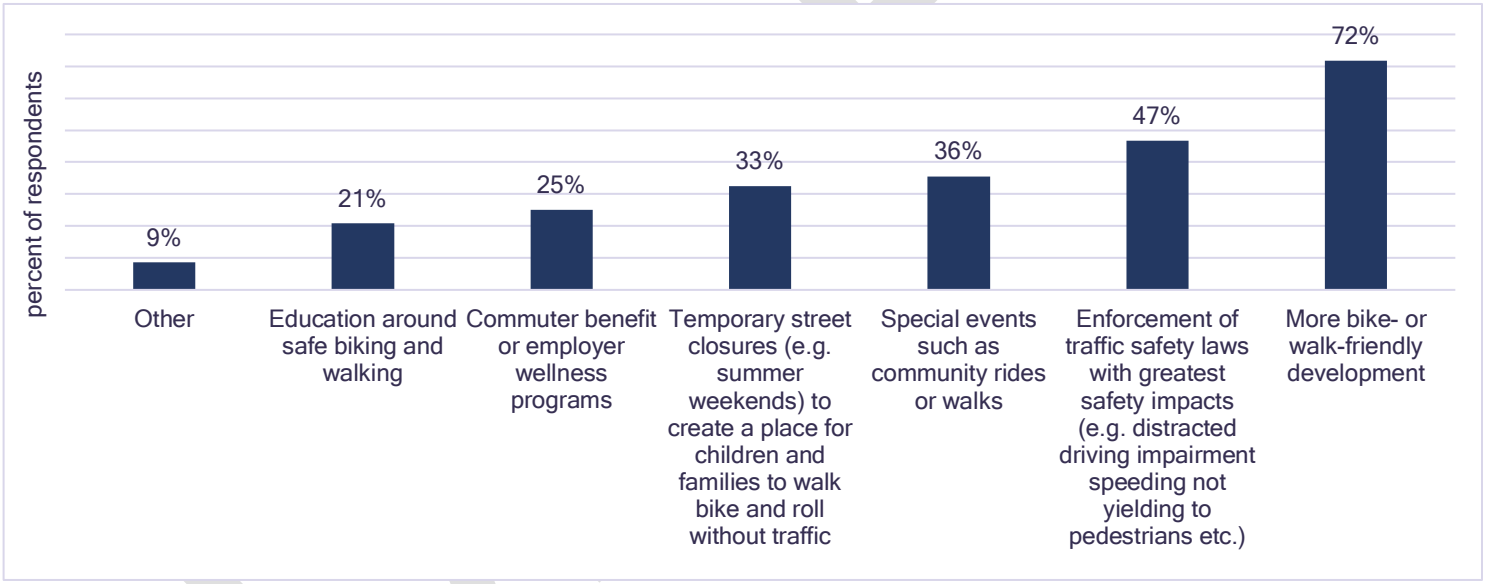


Figure 33: How would you change the way you get around if Oak Harbor had a more connected and comfortable network of sidewalks street crossings and bike lanes?

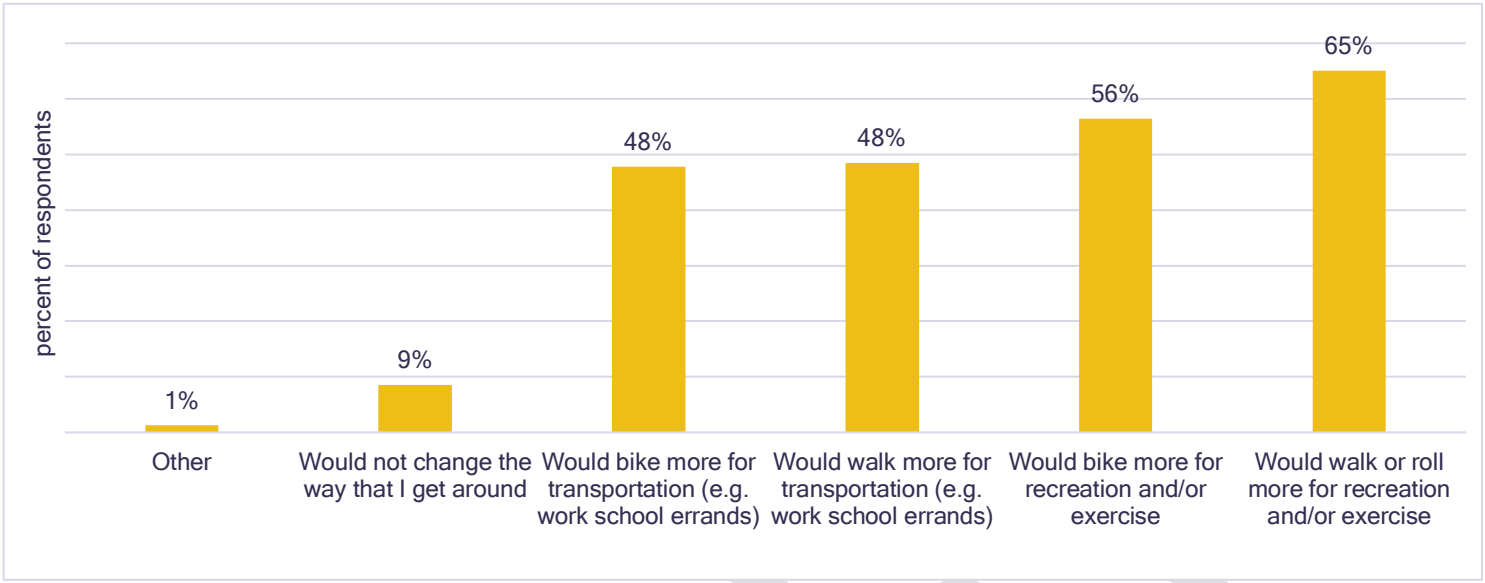


Figure 34: Which of the following would improve your experience and/or lead you to choose to ride a bike more in Oak Harbor?

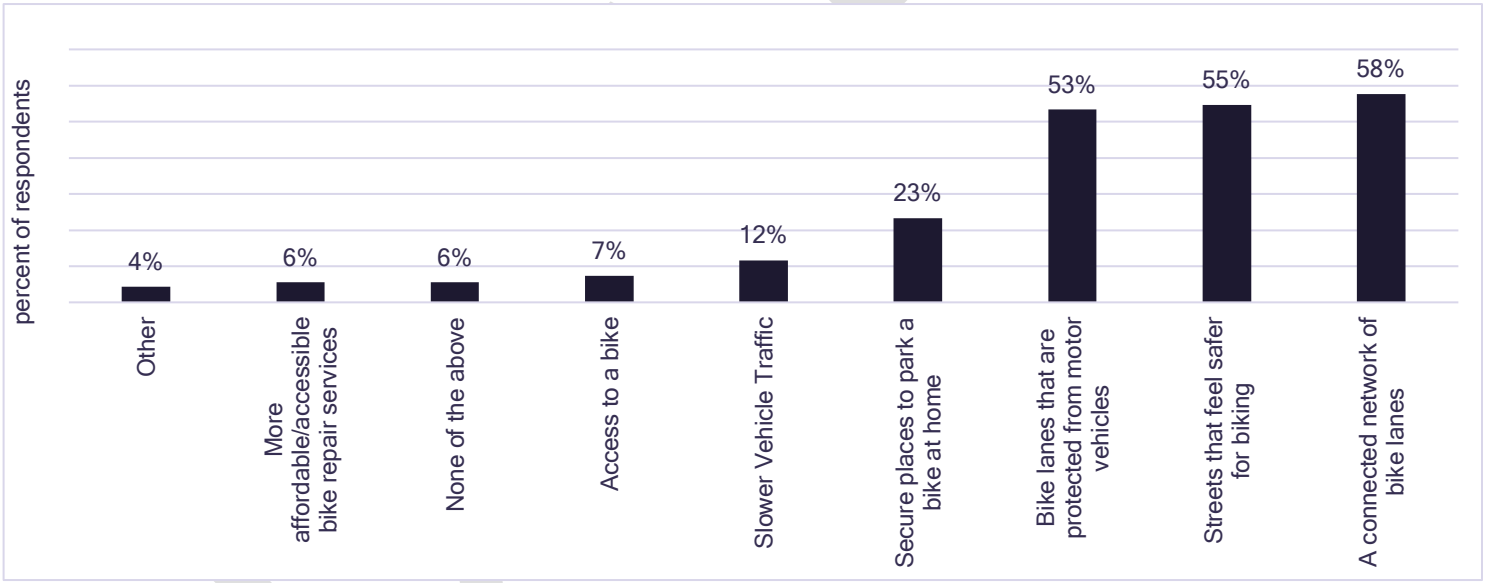


Figure 35: Which of the following streets would you feel comfortable biking on?[16]

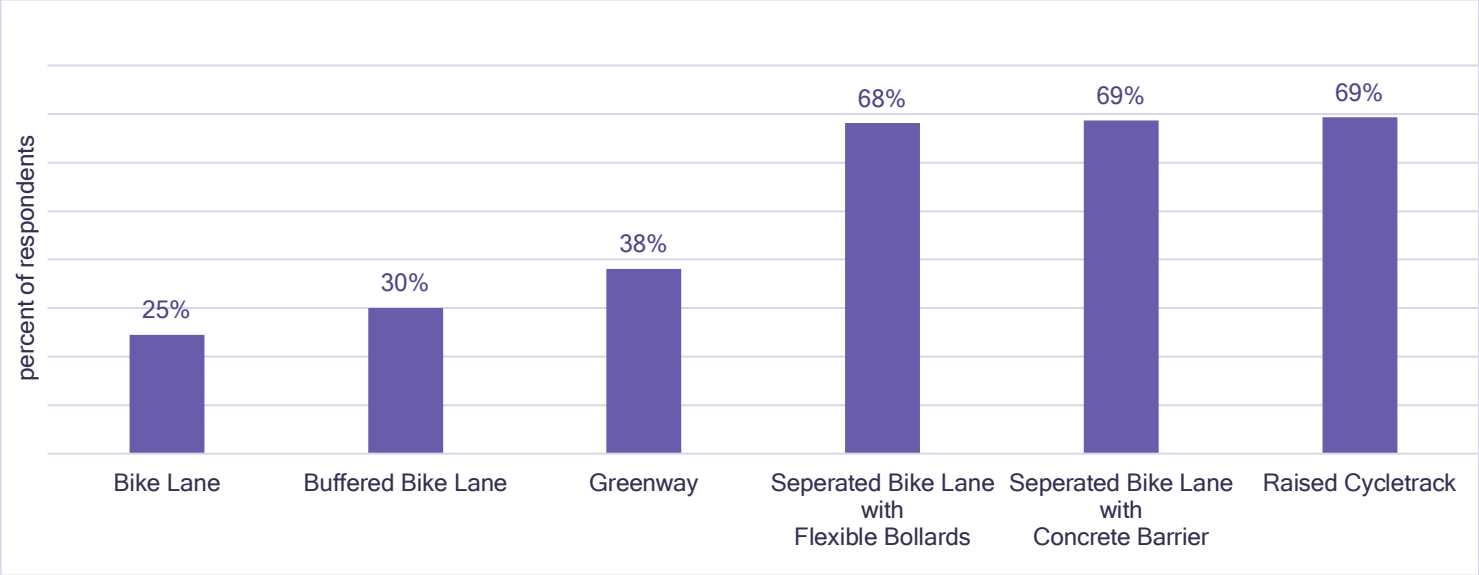
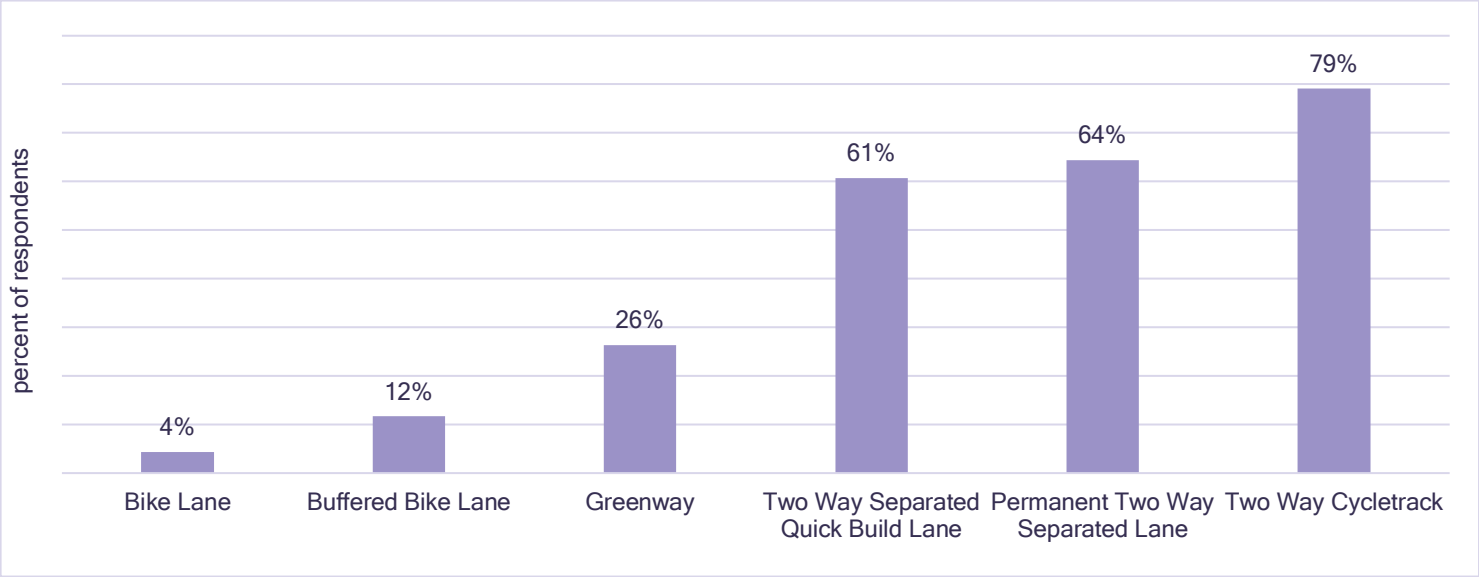


Figure 36: Which of the following streets would you feel comfortable biking on with children?[16]



[16] Results are based on a visual preference survey, in which participants were shown examples of different bicycle and pedestrian facilities and asked which ones they would feel safe biking or walking on.

Figure 37: Which of the following would improve your experience and/or lead you to choose to walk more in Oak Harbor?

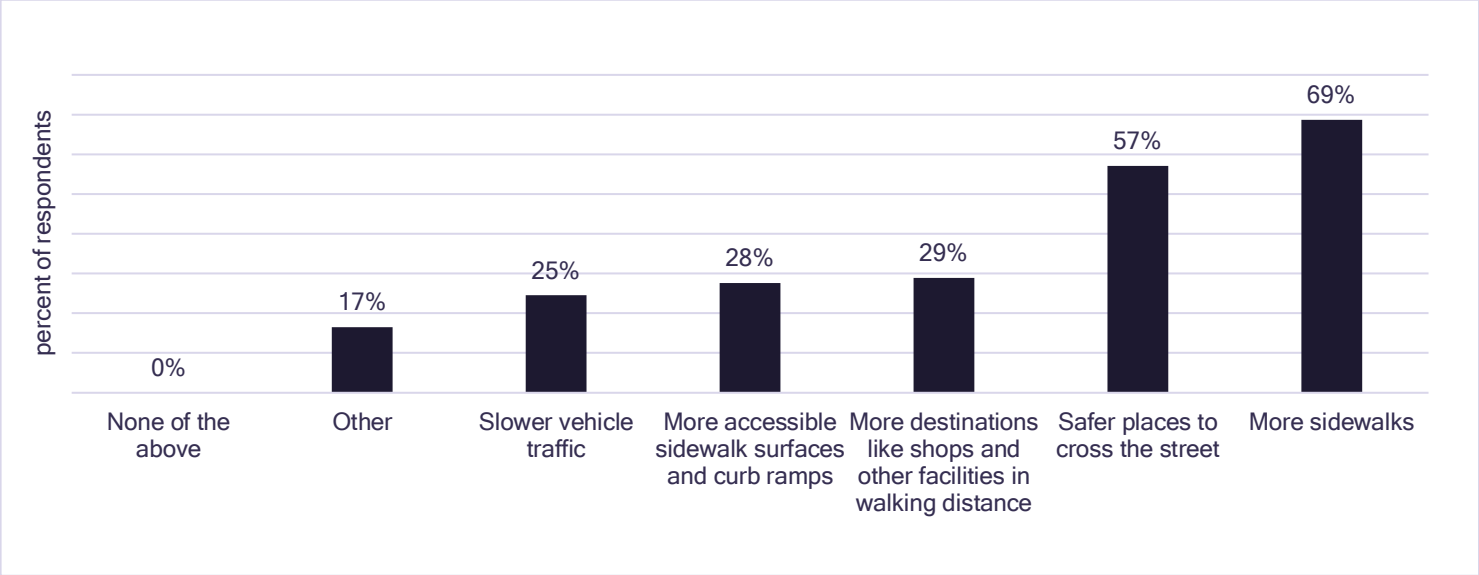
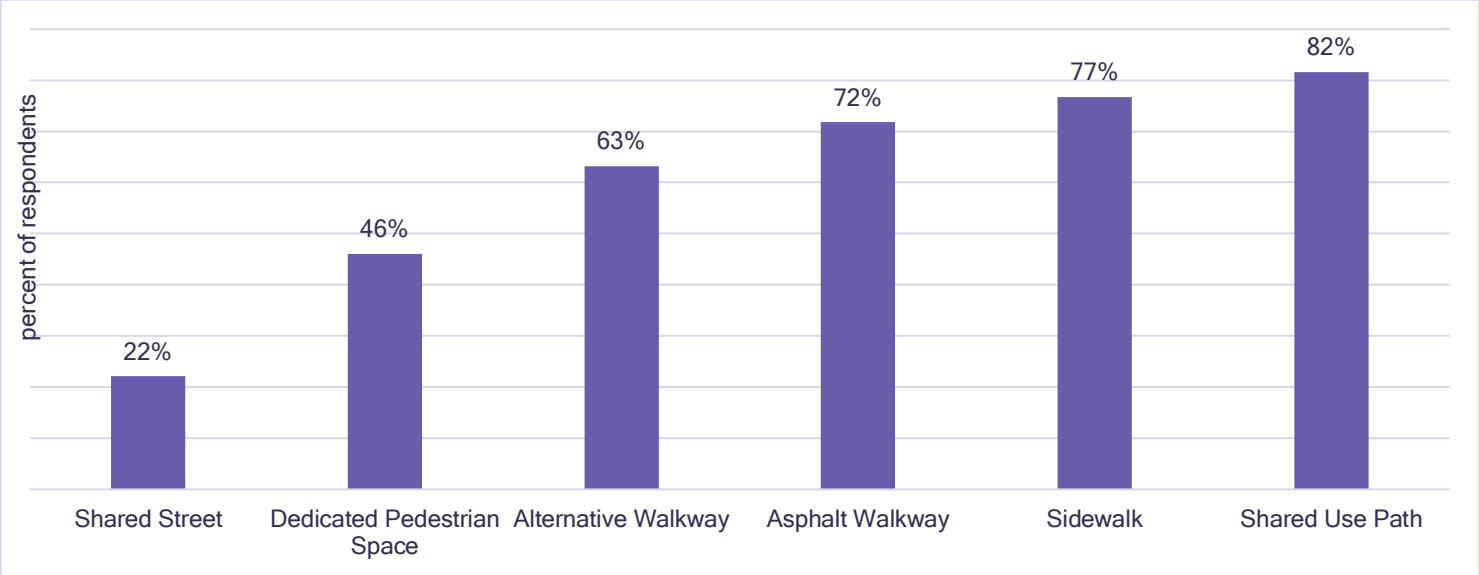


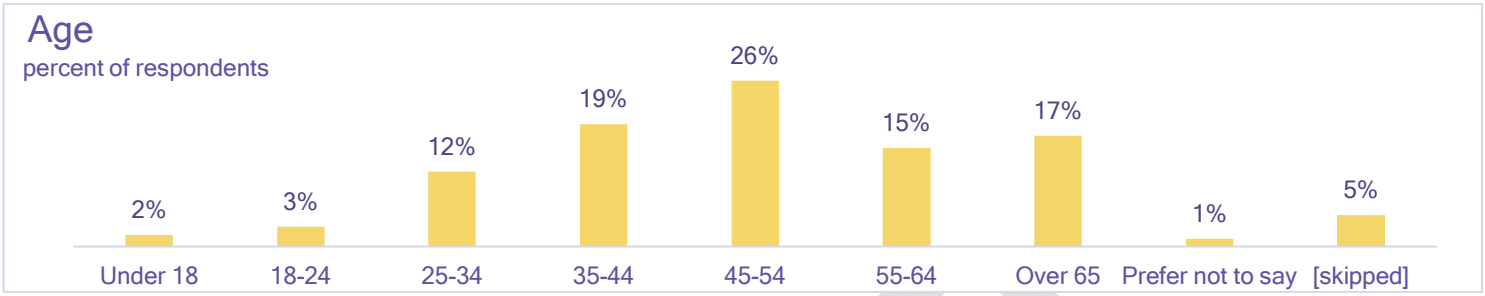
Figure 38: Which of the following streets would you feel comfortable walking on?[16]

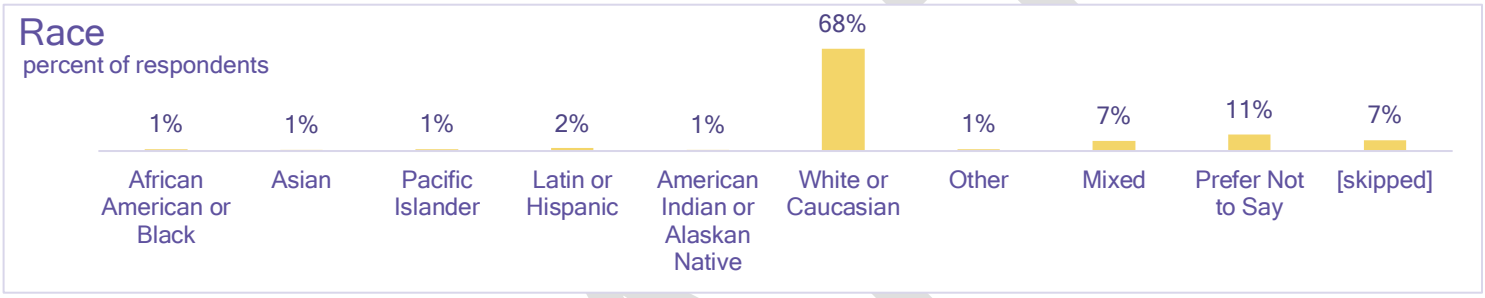


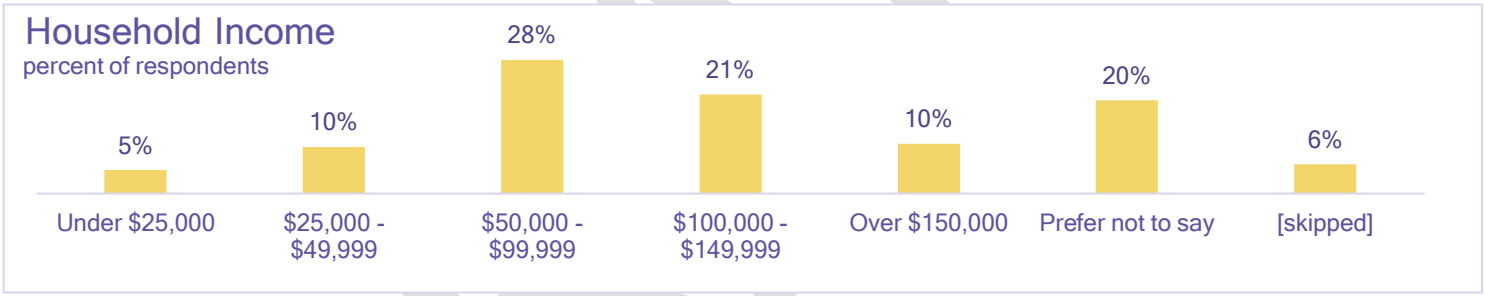
Survey Respondent Demographics

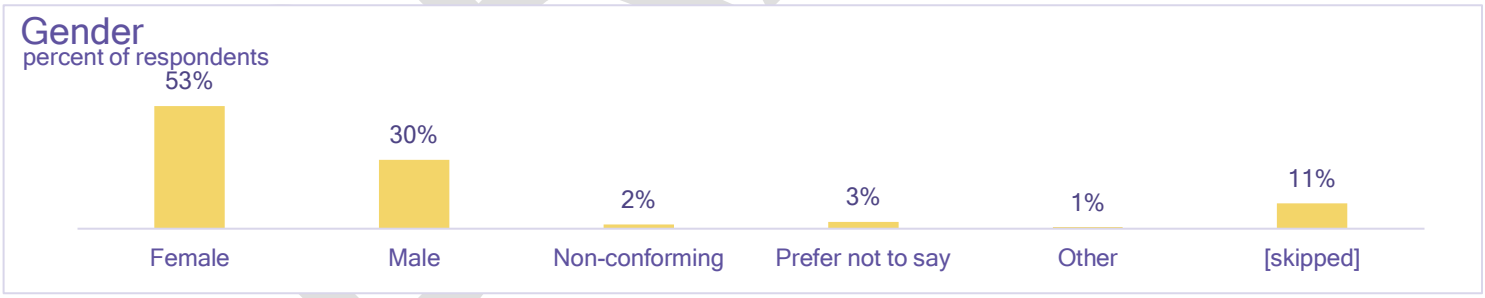
Figure 38 shows the demographic breakdown for survey respondents. The charts show the distribution of age, income, gender, disability, and race for the 163 people who submitted a survey.

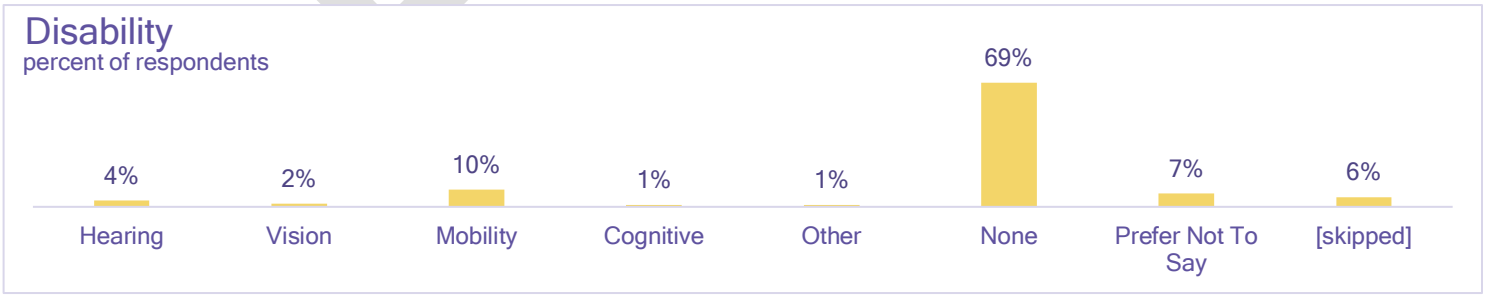
Figure 39: Demographic profile of survey respondents









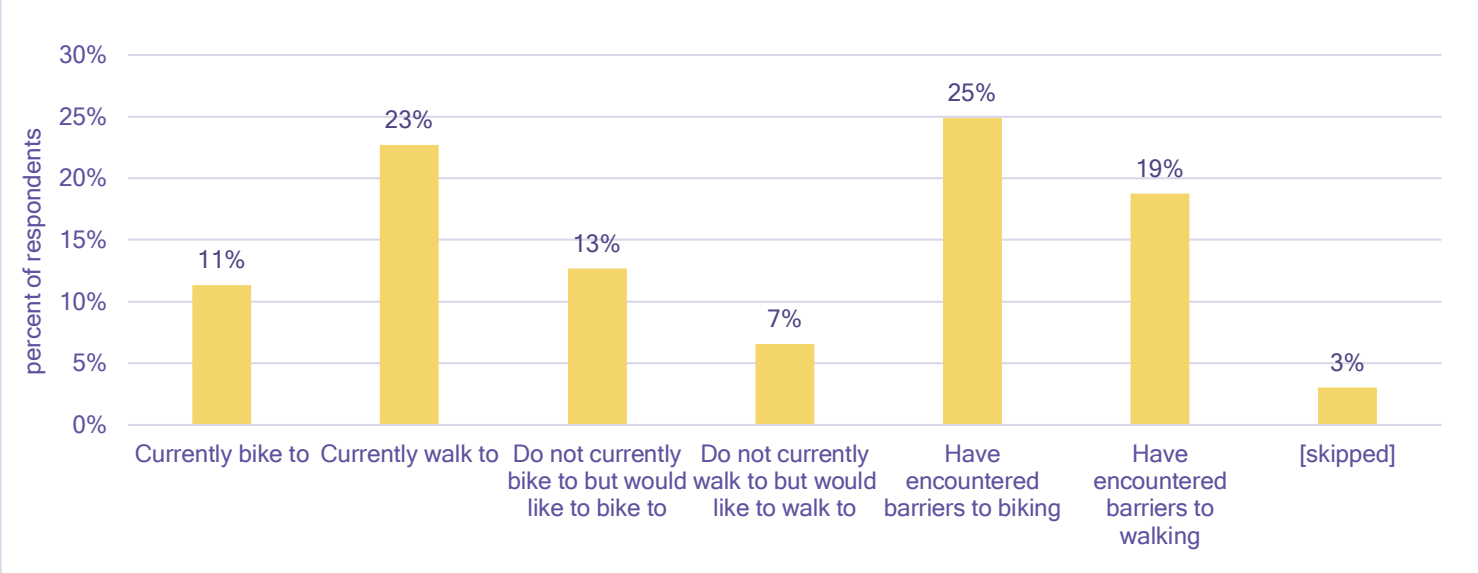


Web Map

In conjunction with the survey, the interactive webmap allowed community members to point directly to specific locations where they would like to see improvements. Using a drop-pin feature, users could pan across a map of Oak Harbor, drop a pin at a particular street or intersection, and leave a comment about their experience walking or biking around that location. During the online engagement period, 229 pins were dropped on the map. Many individuals left more than one pin.

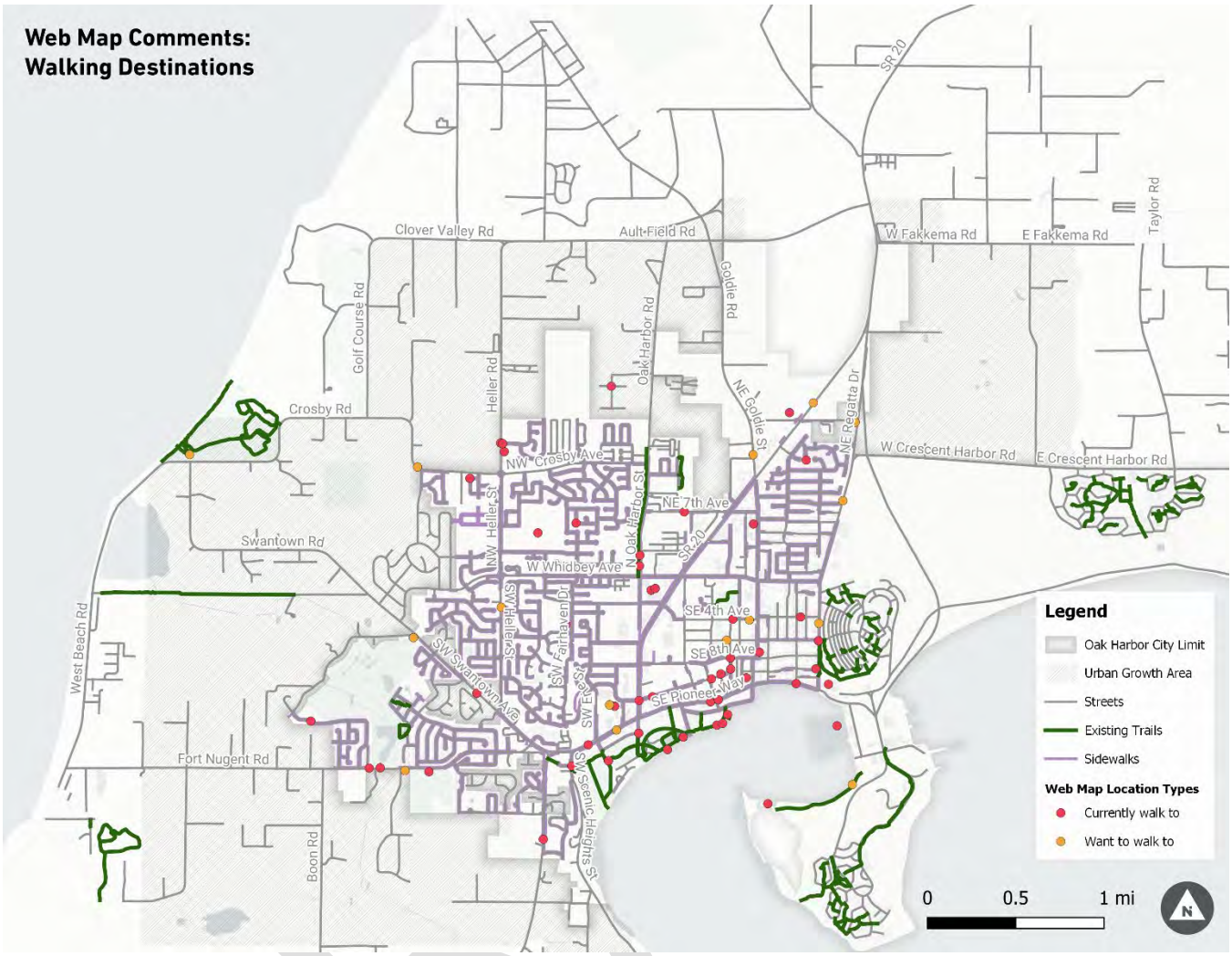
To engage with the map, users were prompted to drop a pin at places they currently walk or bike; places where they do not currently do so but would like to; and locations that are barriers to walking or biking. Figure 10 shows a breakdown of such location types where comments were left. The maps in Figures 11 to 13 show the specific locations of where comments were left.

Figure 40: Summary of Location Types



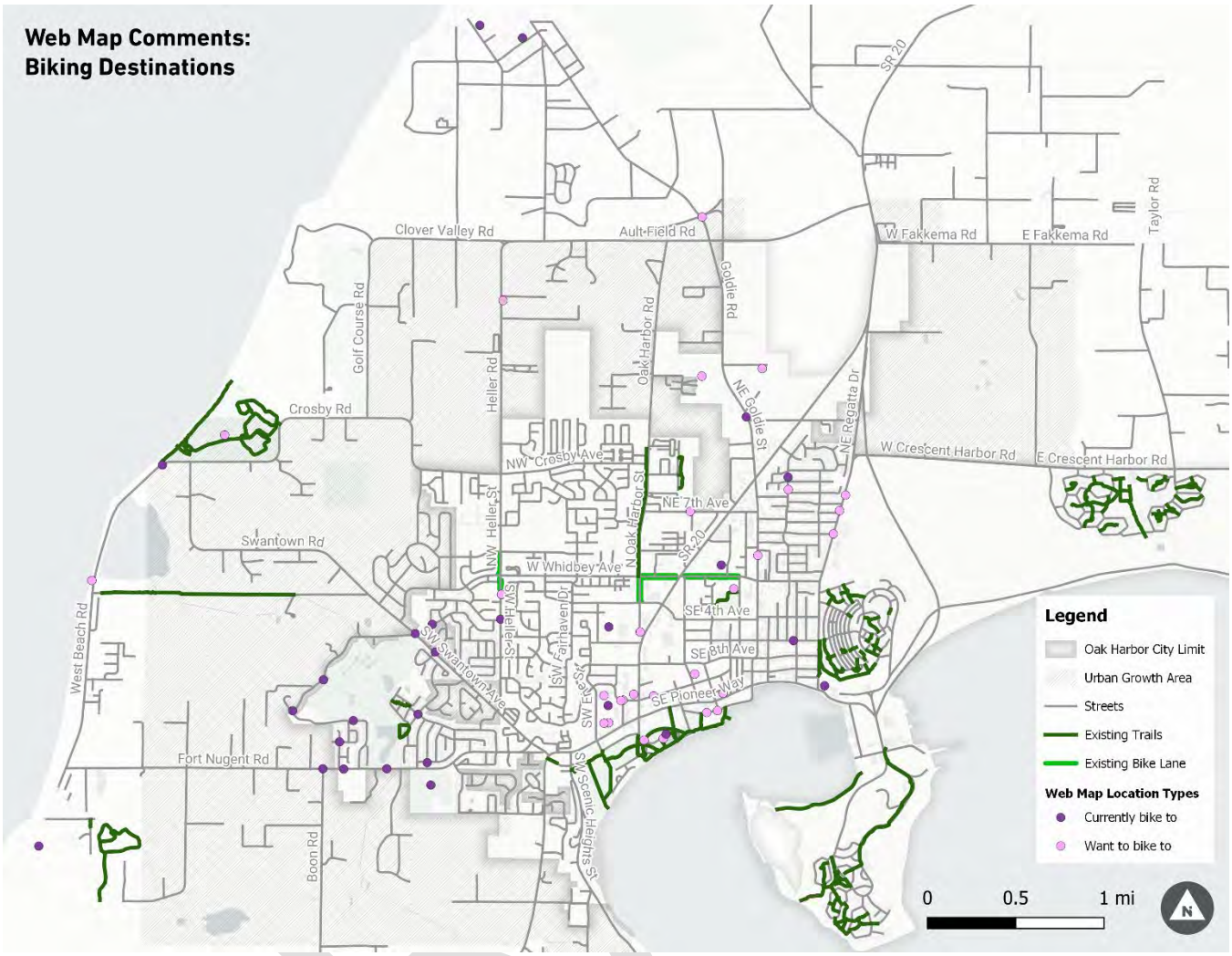
DRAFT

Map 15: Locations of comments related to walking



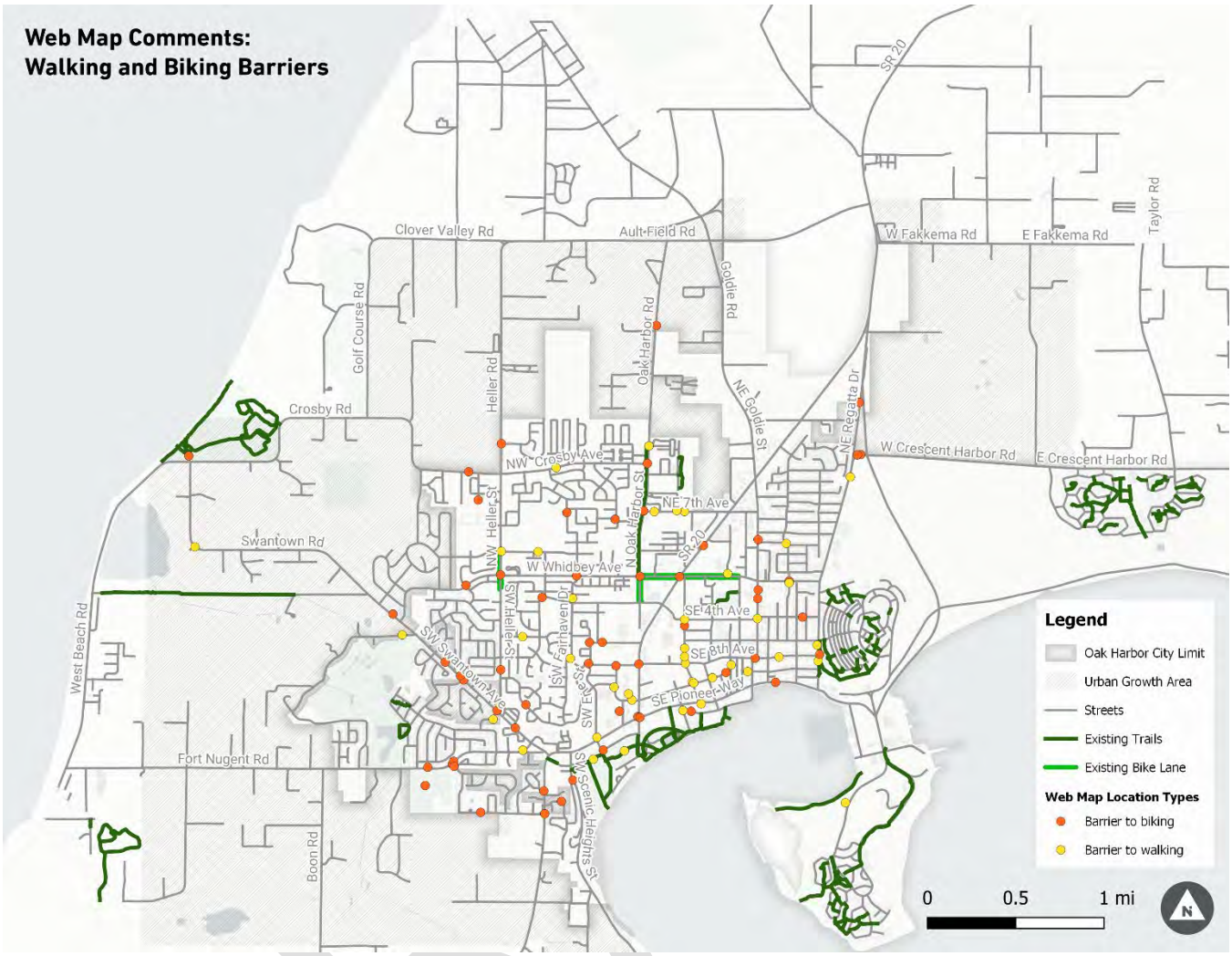
DRAFT

Map 16: Locations of comments related to biking



DRAFT

Map 17: Location of barriers to walking and biking



DRAFT

APPENDIX C:
PEDESTRIAN AND BICYCLE NETWORK ANALYSIS TECHNICAL APPROACH

PEDESTRIAN AND BICYCLE NETWORK ANALYSIS TECHNICAL APPROACH

Connectivity is a key measure to support route directness for walking and riding a bicycle, whether it's for commuting, everyday needs, recreation, or multimodal transportation connections. As low-stress connectivity improves, travel distances decrease and route directness increases, which creates more route options and shorter trips (i.e., greater convenience), thereby increasing the likelihood that people will walk or ride a bicycle. The following technical memo details the two analyses performed to evaluate Oak Harbor's existing bicycle and pedestrian conditions and level of connectivity:

- Pedestrian Crossing Stress Analysis
- Sidewalk Gap Analysis
- Bicycle Level of Traffic Stress Analysis

Pedestrian Crossing Stress Analysis

One of the primary factors influencing the safety and comfort of people walking is the level of stress they experience when crossing paths with motor vehicle traffic. This occurs at intersections and driveways. Toole Design uses the existing pedestrian network to measure pedestrian network connectivity throughout the City of Oak Harbor by conducting a pedestrian Level of Traffic Stress analysis (PLTS).

Approach

Analyzing pedestrian safety and comfort systematically is an emerging field without widely adopted standardized approaches. It is also challenged by a typical lack of good data related to the pedestrian environment (such as pedestrian counts, sidewalk width and setbacks from the roadway, sidewalk pavement condition and ADA compliance, driveway locations and traffic volumes, etc.). However, data on motor vehicle traffic volumes and speeds are more readily and consistently available, and the number of travel lanes can be assumed to an adequate degree based on readily available functional classification data.

As such, Toole Design uses an expanded version of the Pedestrian Crossing Level of Traffic Stress (PxLTS) method developed by the Oregon DOT—one of the few methods available that utilizes publically available input data. We expanded the method to account for wider and higher-traffic streets, the presence of additional safety countermeasures, and to account for the nuance of safety and comfort at signalized intersections. We have applied this methodology across North America, including Austin, TX; Council Bluffs, IA; Clovis, NM; Huntington Beach, CA; and Fort Collins, CO. It is a useful analysis for high-level pedestrian network evaluation.

In the process of this work, some data gaps will be manually closed using aerial imagery or by assumptions (see Analysis Assumptions, below, for more information). The analysis considers conditions for each input to estimate the level of stress a pedestrian may experience while crossing the street at every crosswalk (marked and unmarked) throughout Oak Harbor. The analysis uses the following inputs:

- Traffic volume
- Number of vehicle lanes, as a proxy for crossing distance
- Functional classification
- Posted speed Limit

DRAFT

- Traffic control device
    - Traffic signal information provided by Oak Harbor
    - All-way stops manually collected
    - Partial-stop signs (i.e., 2-way stops) were assumed at unsignalized locations based on functional classification for intersecting streets
- Mid-block crossing locations (manually collected)
- Pedestrian Crossing Island (manually screened network for presence)

Prior to conducting the analysis, Toole Design provided an opportunity for the City of Oak Harbor to review this data. Scoring criteria are shown in Table 4 through Table 8 and are used to score each crossing, based on the street type of the street being crossed:

Table 3: Criteria for Local / Collector Unsignalized Crossings

	Total Lanes Crossed			
Posted Speed (MPH)	**1 Lane***	**2 Lanes**	**3 lanes**	**4+ lanes**
≤ 25 mph	PLTS 1	PLTS 1	PLTS 1	PLTS 3
30	PLTS 1	PLTS 2	PLTS 2/1**	PLTS 3
35	PLTS 2	PLTS 2	PLTS 3/2**	PLTS 3
≥ 40	PLTS 3	PLTS 3	PLTS 3	PLTS 4

Notes: PLTS = Pedestrian Level of Traffic Stress
* For example, a one-lane, one-way street
** if pedestrian crossing island is present, the lower PLTS score is assigned

Reproduced and modified from ODOT Analysis Procedures Manual, Exhibit 14-20.
Speeds along local roads without speed data are assumed 25 mph.

Table 4: Criteria for Arterial Unsignalized Crossings (with No Median Refuge)

	Total Lanes Crossed					
	2 Lanes			3+ Lanes		
Observed 85th Percentile Speed (MPH)	**< 5,000 vpd**	**5,000 – 9,000 vpd**	**>9,000 vpd**	**< 8,000 vpd**	**8,000 – 12,000 vpd**	**> 12,000 vpd**
≤ 25 mph	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 3	PLTS 4
30	PLTS 2	PLTS 3	PLTS 3	PLTS 3	PLTS 3	PLTS 4
35	PLTS 3	PLTS 3	PLTS 4	PLTS 3	PLTS 4	PLTS 4
≥ 40	PLTS 3	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4

VPD = Vehicle per day

DRAFT

Table 5: Criteria for Arterial Unsignalized Crossings (with Median Refuge)

	Maximum Through/Turn Lanes Crossed per Direction							
	1 Lane	2 Lanes			3 + Lanes			4+ Lanes
Observed 85th Percentile Speed (MPH)	Any	< 5,000 vpd	5,000 – 9,000 vpd	>9,000 vpd	< 8,000 vpd	8,000 – 12,000 vpd	> 12,000 vpd	Any
≤ 25 mph	PLTS 1	PLTS 1	PLTS 2	PLTS 2	PLTS 1	PLTS 2	PLTS 3	PLTS 4
30	PLTS 2	PLTS 2	PLTS 2	PLTS 2	PLTS 2	PLTS 2	PLTS 3	PLTS 4
35	PLTS 2	PLTS 2	PLTS 2	PLTS 3	PLTS 3	PLTS 3	PLTS 4	PLTS 4
≥ 40	PLTS 3	PLTS 3	PLTS 3	PLTS 4	PLTS 4	PLTS 4	PLTS 4	PLTS 4

Table 6: Criteria for Crossings with All-way Stops, and RRFBs

	Total Lanes Crossed					
	2 Lanes			3 + Lanes		
Observed 85th Percentile Speed (MPH)	< 5,000 vpd	5,000 – 9,000 vpd	>9,000 vpd	< 8,000 vpd	8,000 – 12,000 vpd	> 12,000 vpd
≤ 25 mph	PLTS 1	PLTS 1	PLTS 2	PLTS 2	PLTS 2	PLTS 3
30	PLTS 1	PLTS 2	PLTS 2	PLTS 2	PLTS 2	PLTS 3
35	PLTS 2	PLTS 2	PLTS 3	PLTS 2	PLTS 3	PLTS 3
≥ 40	PLTS 2	PLTS 3		PLTS 3	PLTS 3	PLTS 3

Notes: Signalized crossings with a score greater than or equal to 2 are awarded a 1-point bonus (reducing/improving the score by 1)

Table 7: Criteria for Signalized Crossings

Total Lanes Crossed	
≤ 5	PLTS 2
≥ 6	PLTS 3

Analysis Assumptions

Due to gaps in the available datasets some assumptions will be made. Assumptions used in this analysis are outlined in The table below lays out assumptions for both the Pedestrian Crossing Stress Analysis and Bicycle Level of Stress Analysis.

Table 12.

Data Development

Intersections

An intersection dataset will be developed by creating a point where three or more street centerline segments intersect. Mid-block crosswalks[17] will be manually identified and added to this intersection dataset. The number of legs (approaching streets) at the intersection point will be calculated by summing the number of street centerlines at the intersection. Intersection points with fewer than 3 legs will be

[17] Mid-block crossings are designated crosswalks not located at an intersection, but rather between intersections. Mid-block crosswalks typically have some of the following design elements: crosswalk markings, median crossing islands, signage, curb extensions, or flashing beacons.

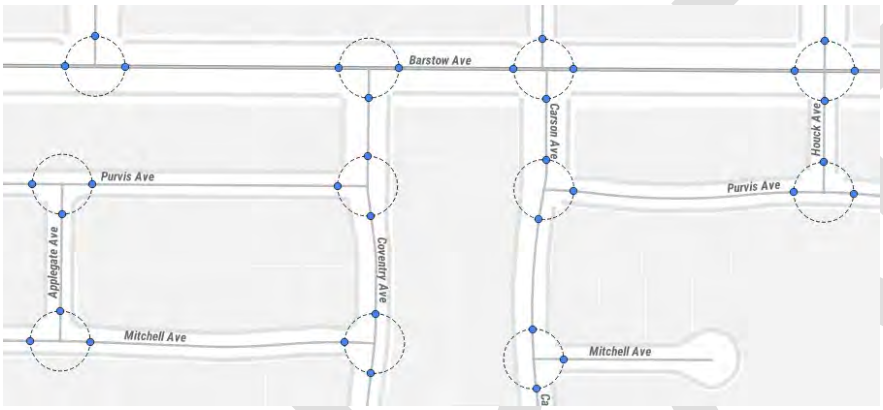
DRAFT

removed from the intersection dataset with the exception of mid-block crosswalk locations. Only collector and arterials roadways, as well a handful of local streets with higher traffic volumes (list provided by the City), will be included in this analysis, as those roadway types generally have the roadway and operational characteristics that contribute to high-stress whereas local/residential roadways generally have slower moving traffic, lower traffic volumes, and shorter crossing distances resulting in a low-stress crossing assignment.

Crosswalks

To create the crosswalks (both marked and unmarked) dataset, a point will be placed along the street centerlines 50 feet from the intersection datapoint. The buffer around each intersection will be adjusted for cartographic and data precision needs. Using an intersection geoprocessing method, a crosswalk data point will be created at every instance where the boundary of a buffer intersects a street centerline (see example image below). Mid-block crossing locations will be added to create a complete crosswalk dataset. This method allows for intersection, street centerlines, and crosswalk attributes to be joined efficiently between the three datasets using a common unique identification number (ID).

Figure 41: Example image of a generated dataset of crossings



Scoring Crosswalk gaps

Using the crosswalks developed in the above steps, each location will be fed through the scoring schema outlined in Table 4 through Table 8 for crosswalks **only at intersections and mid-block crossings along collector and arterial roadways[18].** This includes the crosswalk locations on collector/arterial legs and also crosswalks on the residential/local legs. The output of this analysis assigns every crosswalk a PLTS score throughout the city for both marked and unmarked crosswalks.

There is only one true **pedestrian crossing island** in Oak Harbor, located on Ft Nugent Ave near SW Union St. Other locations include "pork chop" islands located between the right turn lane and through lanes. Examples of the "pork chop" islands include those located at the intersections of Midway Blvd/SE

[18] The analysis will also include a handful of local streets with higher traffic volumes (list provided by the City). Other crosswalks at residential/local intersections were excluded from this analysis as the vast majority of those crosswalks generally score as PLTS 1. Data availability and completeness related to observed vehicle speeds and traffic volumes can provide a nuanced look at PLTS at residential crosswalks if that data is available. If available, the data can be used to determine if there are specific residential/local crosswalks that have higher vehicle volumes or observed vehicle speeds that would result in an PLTS 3-4.

8th Ave, SR 20/Midway Blvd, SR 20/7th Ave, SR 20/Whidbey Ave, and SR 20/SE Pioneer Way. For the PLTS, we will treat each leg of the intersection as a crossing, with these "pork chop" islands typically involving an uncontrolled crossing of the right turn slip lane.

Sidewalk Gap Analysis

Methodology

In addition to the Pedestrian Crossing Stress Analysis, we will use the City's sidewalk data to identify street segments (blocks) that have complete sidewalks on zero, one, or both sides. We will then conduct a qualitative analysis to identify key gaps that would unlock additional connectivity in the pedestrian network. For example, a one block segment that would connect a neighborhood to a nearby school or a high-speed arterial with no sidewalks connecting to bus stops. These gap segments can then be prioritized using a set of factors such as safety (i.e., crash history), equity (i.e., census tract level socioeconomic characteristics), and connectivity (i.e., proximity to schools, parks, and/or transit stops).

Figure 42: Example of Oak Harbor sidewalk GIS data

The sidewalk analysis will use GIS analysis to associate sidewalk polyline data with street centerline segments. Due to the nature of the data (see **Error! Reference source not found.** above), some manual corrections may be required, particularly around cul-de-sacs. The exact prioritization methodology will be outlined in a subsequent Network Prioritization Memo.

Limitations

As with any analysis, the quality of the results is only as good as the quality of the inputted data. This analysis relies on the quality of the City's sidewalk dataset to determine which street segments have sidewalks on one or both sides.

Bicycle Level of Traffic Stress Analysis

Approach

LTS analysis identifies the stress of street networks for people bicycling based on the built environment, traffic speed, and traffic volume characteristics. The methodology used by the planning team is adapted from criteria published by the Mineta Transportation Institute (MTI).[19] The LTS analysis scores streets on a scale from 1 to 4, with LTS 1 and 2 indicating low-stress and LTS 3 and 4 indicating high-stress.

The stress that individuals feel when bicycling is inherently subjective. Some people are more comfortable riding with more and/or faster-moving motor vehicle traffic and with less separation. However, as shown in Figure 43, people generally identify with four main groups based on differing levels of bicycling comfort:

- Not Interested or Able
- Interested but Concerned
- Somewhat Confident
- Highly Confident

Figure 43: Types of Bicyclists and Traffic Stress Tolerance

Comfort Typology of Bicyclists

Design User Profile	Not Interested or Able	Interested but Concerned	Somewhat Confident	Highly Confident
Percent of General Public	31-37%	51-56%	5-9%	4-7%

While a small portion of Oak Harbor's population may be comfortable bicycling in heavy and fast-moving traffic, members of the *Interested but Concerned* group make up the vast majority of those who can or want to bicycle. This group requires separated facilities, low traffic speeds and volumes, or a combination of both in order to consider bicycling. Therefore, measuring the LTS of the existing transportation network can help determine the quality of the bike network from the perspective of most residents.

Methodology

The analysis will yield LTS scores for Oak Harbor's entire street network and off street path system. The LTS analysis determines comfort level based on facility type. Class III Bike Routes, which do not consist of dedicated bicycle infrastructure, were not considered in the LTS analysis because the presence of signs does not influence traffic stress. While Class III Bike Routes help direct bicyclists to key destinations and

[19] Furth (2017). Level of Traffic Stress. Available at: www.northeastern.edu/peter.furth/criteria-for-level-of-traffic-stress

raise awareness of their presence on the road to drivers, these routes are scored using the "mixed traffic" criteria as there is no physical separation between moving traffic and bicyclists. Class I Paths and Class IV Protected Bike Lanes are included and considered "low-stress". For streets, the following inputs determine LTS outputs:

- Bicycle facility presence and type
- Speed limit
- Number of travel lanes per direction
- Average daily traffic (ADT) volume
- Presence and width of on-street parking lanes
- Presence of a centerline

Generally, streets with speeds above 25 miles per hour and with traffic volumes above 1,500 to 3,000 vehicles per day are considered "high-stress" if they do not have some form of a dedicated bikeway (e.g., Class II Bike Lanes or Class IV Protected Bike Lanes). Furthermore, on streets with two or more lanes per direction (or on streets with only one lane per direction when speeds exceed 30 miles per hour), streets are usually only considered "low-stress" if they have Class IV Protected Bike Lanes (currently many of them are Class II Bike Lanes). See Table 9 through

Table 11 for details on how the LTS methodology is applied. Assumptions used in this analysis are outlined in The table below lays out assumptions for both the Pedestrian Crossing Stress Analysis and Bicycle Level of Stress Analysis.

Table 12.

Table 8: Mixed traffic criteria

Number of lanes	ADT	Posted Speed Limit ≤ 20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50+mph
Unlaned 2-way street (no centerline)	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1501-3000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4
	3000+	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
1 thru lane per direction (1-way, 1-lane street or 2-way street with centerline)	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1501+	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4
2 thru lanes per direction	0-8000	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	8001+	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
3+ thru lanes per direction	any ADT	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4

Table 9: Bike lanes and shoulders not adjacent to a parking lane

Number of lanes	Bike lane width from curb (include marked buffers)	Posted Speed Limit ≤ 25 mph	30 mph	35 mph	40 mph	45 mph	50+ mph
1 thru lane per direction, or unlaned (no centerline)	6+ ft	LTS 1	LTS 1	LTS 2	LTS 3	LTS 3	LTS 3
	4 or 5 ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4

DRAFT

Number of lanes	Bike lane width from curb (include marked buffers)	Posted Speed Limit					
		≤ 25 mph	30 mph	35 mph	40 mph	45 mph	50+ mph
2 thru lanes per direction	6+ ft	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	4 or 5 ft	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
3+ lanes per direction	any width	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4

Table 10: Bike lanes alongside a parking lane

Number of Lanes	Bike lane reach = Bike lane width + Parking lane width from curb	Posted Speed Limit		
		≤ 25 mph	30 mph	35 mph
1 lane per direction	15+ ft	LTS 1	LTS 2	LTS 3
	12-14 ft	LTS 2	LTS 2	LTS 3
2 lanes per direction (2-way) 2-3 lanes per direction (1-way)	15+ ft	LTS 2 LTS 2	LTS 3 LTS 3	LTS 3 LTS 3
other multilane		LTS 3	LTS 3	LTS 3

Analysis Assumptions

The table below lays out assumptions for both the Pedestrian Crossing Stress Analysis and Bicycle Level of Stress Analysis.

Table 11: Analysis Assumptions

Traffic Volumes	For local roads with missing Annual Average Daily Traffic (AADT), assumed volume is 500. Non-Local roads with missing AADT received the average AADT from segments with the same street name and/or same functional classification ordered by proximity where volume data is available.
Vehicle Speeds	Assuming a lack of widely available and reliable observed speed data, we will use posted speeds to estimate vehicle speeds. For local roads with no posted speed, we will assume vehicle speeds of 30mph.
Controlled Crossing or Crossing with RRFB or PHB	Legs that are controlled by a traffic signal, Rectangular Rapid Flashing Beacon (RRFB), or stop sign are considered a "controlled crossing" for the purpose of this analysis.[20] Crossings at partial-stop (i.e., 2-way, 1-way) controlled intersections are only considered controlled on the non-main crossing (i.e., crossing along the lowest functional classification). Mid-block crossings with RRFB are considered controlled crossings.
Number of lanes	The number of lanes for each street was provided by the City and is assumed to be correct and up-to-date. All streets in the City of Oak Harbor are 2-lane except for:

[20] RRFBs are not technically controlled crossings as they are warnings, not regulatory.

DRAFT

APPENDIX D:
DEFINITION OF FACILITY TYPES

Description of facility types recommended in this Plan

Bike Lane		▪ An on-street bicycle facility designated by striping, signage, and pavement markings ▪ Separated from travel lane by solid white line
Separated Bike Lane		▪ A bike lane separated from motor vehicle traffic by vertical elements such as flex posts or raised medians ▪ Provides vertical and horizontal separation between bicycle riders and passing traffic
Buffered Bike Lane		▪ A bike lane with only horizontal separation between bicyclists and motorists ▪ The separation from traffic is created with a buffer using only pavement markings
Neighborhood Greenway		▪ A street with low motorized traffic volumes and speeds, designated to give bicyclists travel priority ▪ Used on low-traffic side or residential streets, usually with traffic calming to reduce speeds
Shared-Use Path		▪ Also referred to as a “trail” or “paved trail” ▪ Intended for shared use by a variety of groups including pedestrians, bicyclists, and joggers ▪ Can have a separate footpath in areas of high bicycle traffic
Sidepath		▪ A shared-use path that is alongside a street ▪ Wider than a sidewalk and intended for shared use by pedestrians, cyclists, and others

DRAFT

APPENDIX E:
WSDOT INPUT AND PROPOSAL FOR STATE ROUTE 20

Washington State Department of Transportation

Northwest Region/Mount Baker Area
Skagit, Island, San Juan, &
Whatcom Counties
1019 Andis Road
Burlington, WA 98233
360-757-5999
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 2, 2024

Cac Kamak, Principal Planner
City of Oak Harbor, Development Services
RE: Oak Harbor Active Transportation Plan (November draft)
865 SE Barrington Drive
Oak Harbor, WA 98277

Dear Mr. Kamak:

The Oak Harbor Active Transportation Plan (ATP) clearly demonstrates the City's priorities of safety and access for all users of the transportation network who live, work, shop, and travel in Oak Harbor. WSDOT recognizes the significance of SR 20 through the city, as both a travel corridor and a barrier. We appreciate collaborating with you during this plan development to discuss and refine concepts and details about how SR 20 fits into the overall vision of the transportation network in Oak Harbor.

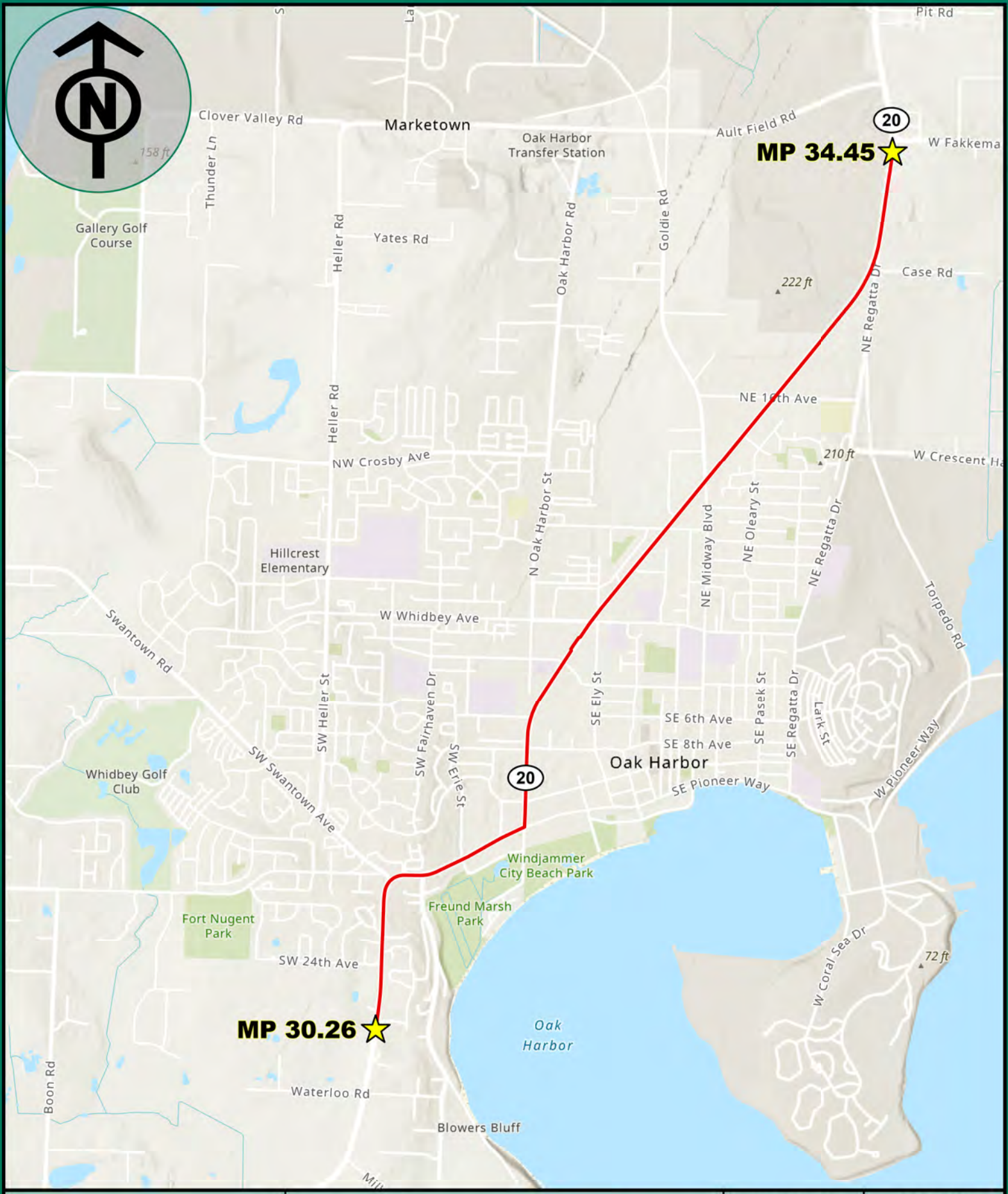
In the conversations between our agencies, we have acknowledged that there is not a "one-size-fits-all" answer for the entire length of the facility, meaning that the City's needs can be best met contextually as projects get designed. For example, we recommend that the written details found in Catalyst Project 1 see minor revisions to form a planning level concept for the corridor. The focus would remain on reducing Level of Traffic Stress with details to be determined later. Specific design options and images (13 and 14) could be included in an Appendix so they are not lost. In this way, the City will have these possibilities and other options without being hemmed into a certain solution.

We also recognize that items or ideas in the ATP can be refined and clarified in the upcoming periodic update to the City's Comprehensive Plan Transportation Element. Continued collaboration between WSDOT and the City will ensure that the Transportation Element and the ATP complement and support the City's vision, whilst meeting WSDOT Complete Streets Principles, so that future WSDOT projects can deliver the City's expectations for the corridor.

Thank you.

Sincerely,

Justin Resnick, Planning and Engineering Services Manager
Washington State Department of Transportation
Northwest Region, Mt. Baker Area



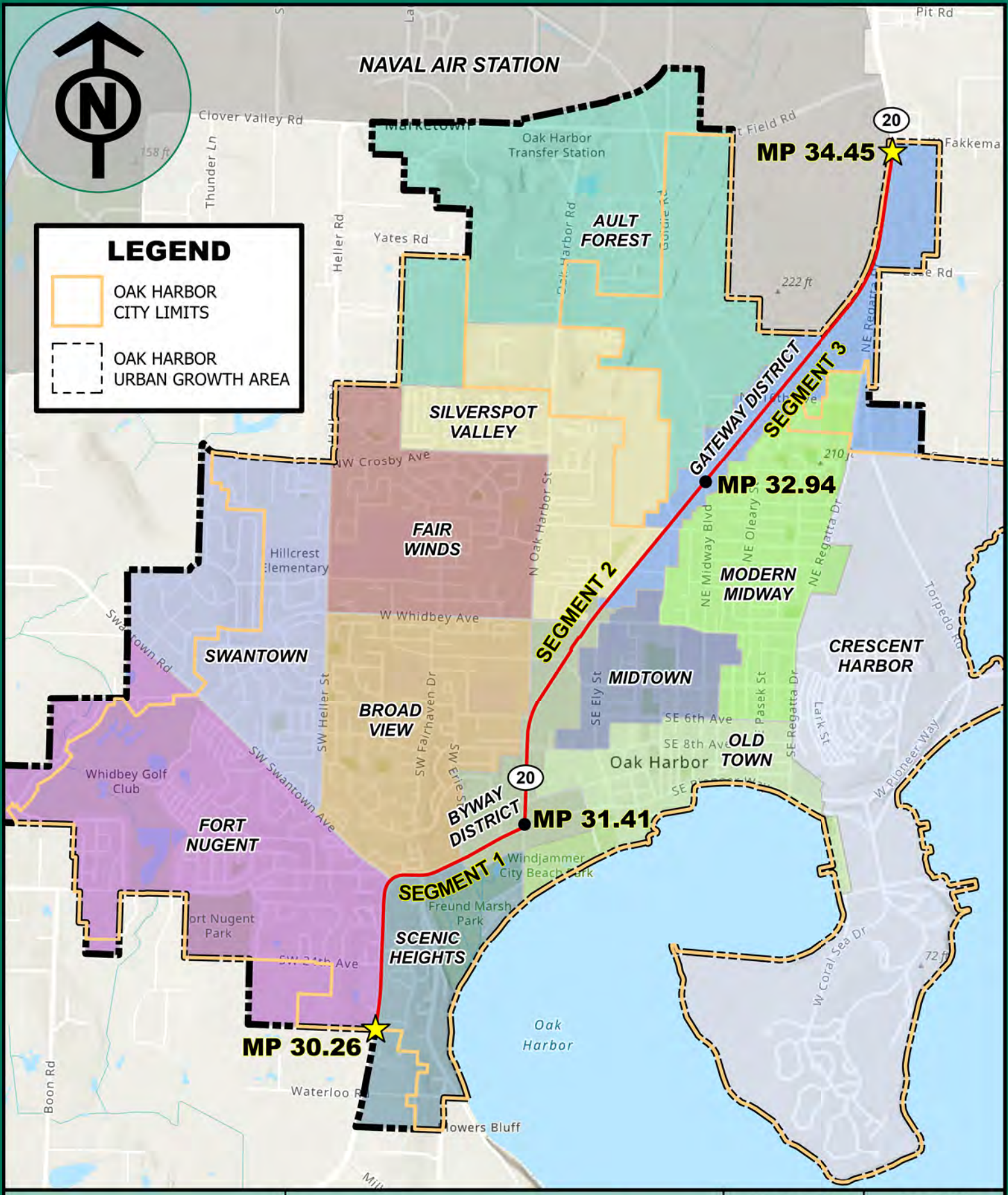
SR 20 – MP 30.26-34.45

WSDOT

0 ¼ ½ ¾ 1
SCALE IN MILES

MAPPED: RS | 08-31-2023

Esri, NASA, NGA, USGS, FEMA, Island County, WA State Parks GIS, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada



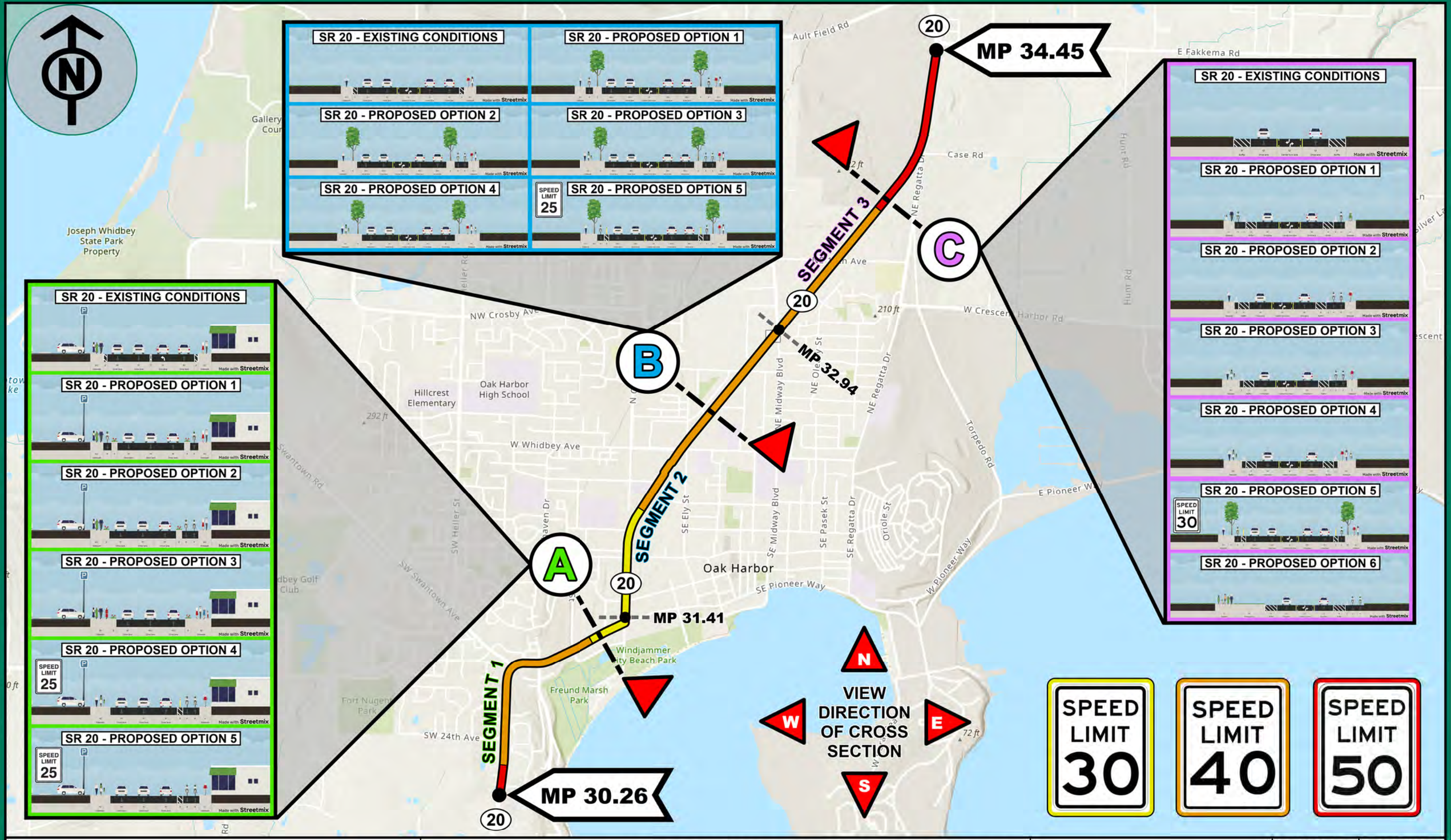
SR 20 – MP 30.26-34.45

WSDOT

0 ¼ ½ ¾ 1
SCALE IN MILES

MAPPED: RS | 08-31-2023

Esri, NASA, NGA, USGS, FEMA, Island County, WA State Parks GIS, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada



SR 20 ACTIVE TRANSPORTATION ANALYSIS
MP 30.26 – 34.45

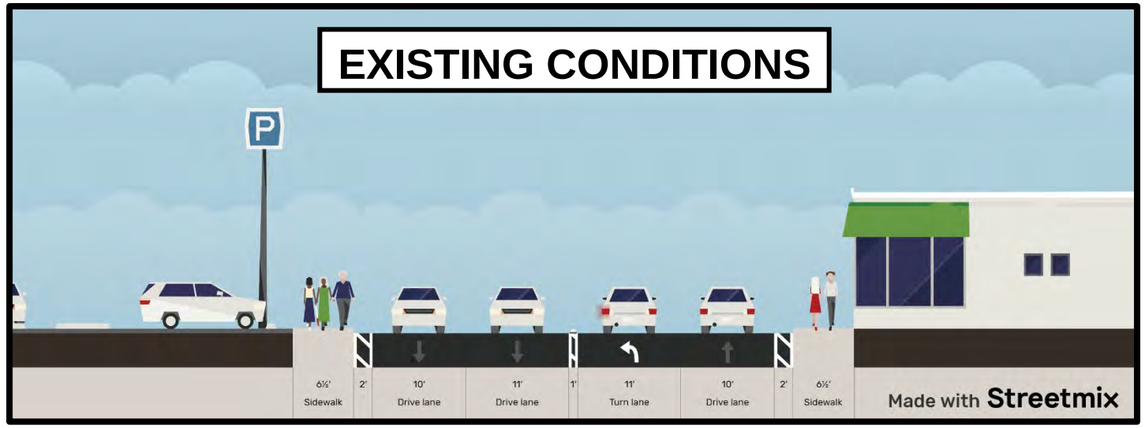
Washington State Department of Transportation

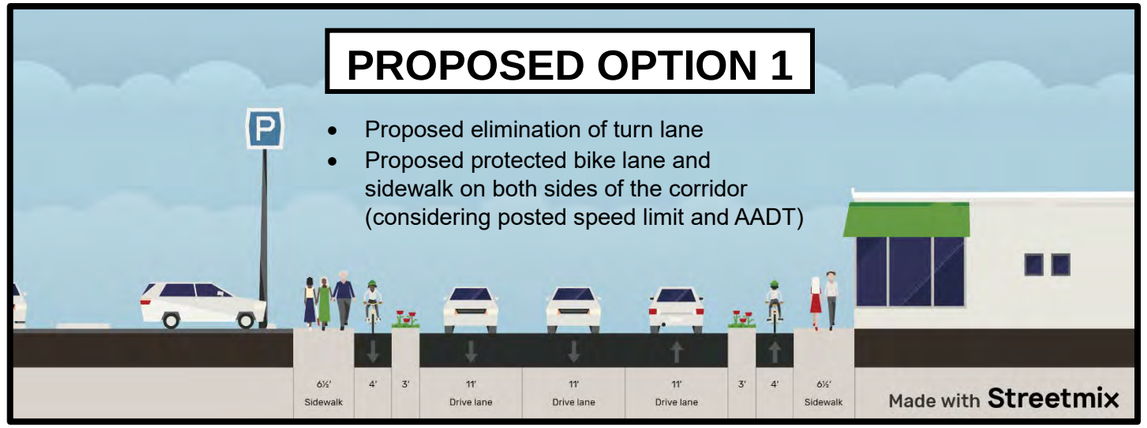
0 ¼ ½ ¾ 1
SCALE IN MILES

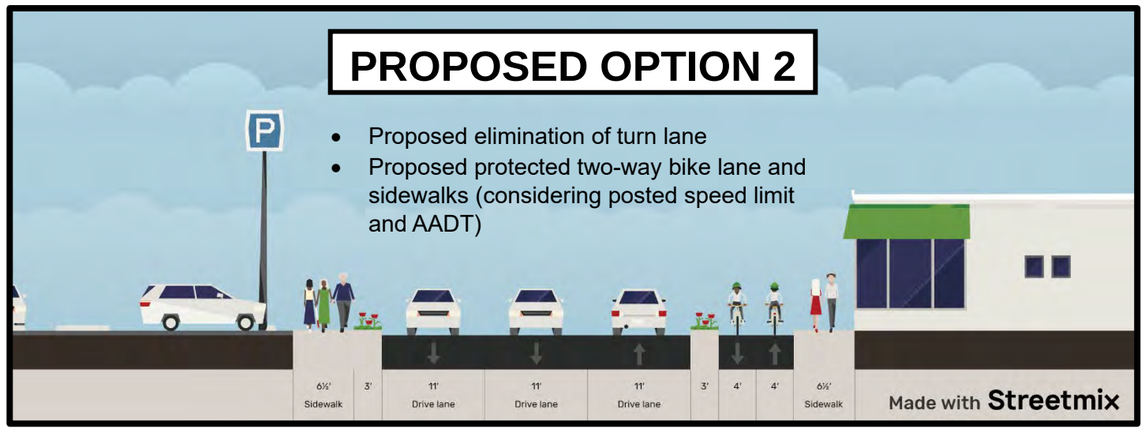
MAPPED: RS	08-31-2023

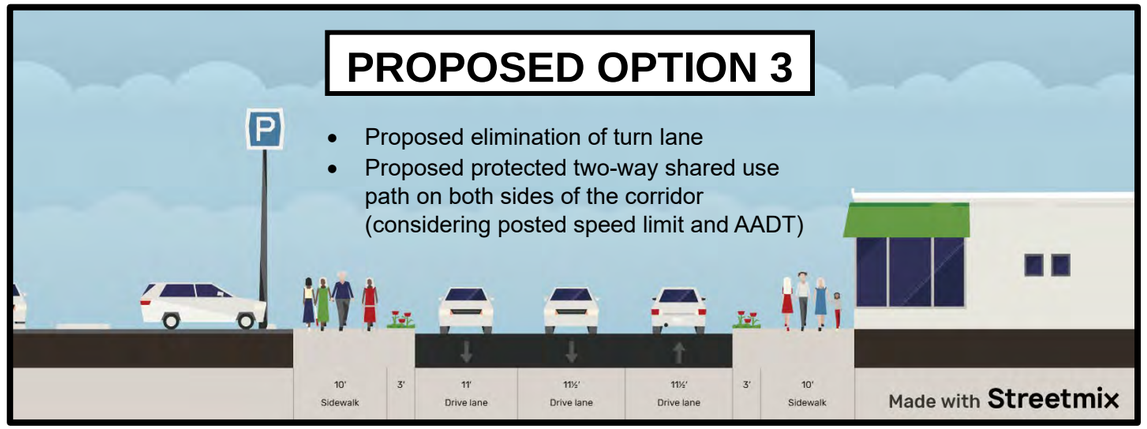
County of Skagit, Island County, WA State Parks GIS, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada, Esri, MAPC, NPA, USGS, FEMA

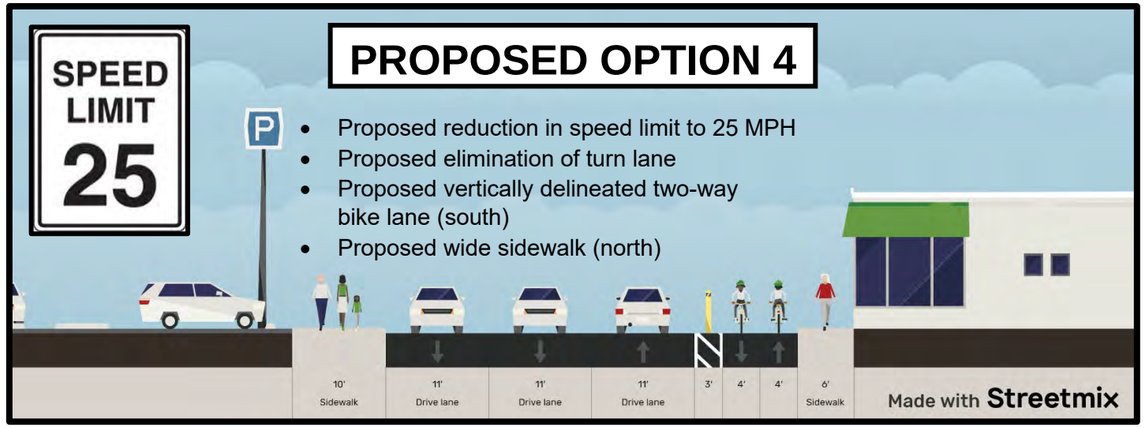
SR 20 - SEGMENT 1 - CROSS SECTION 'A'

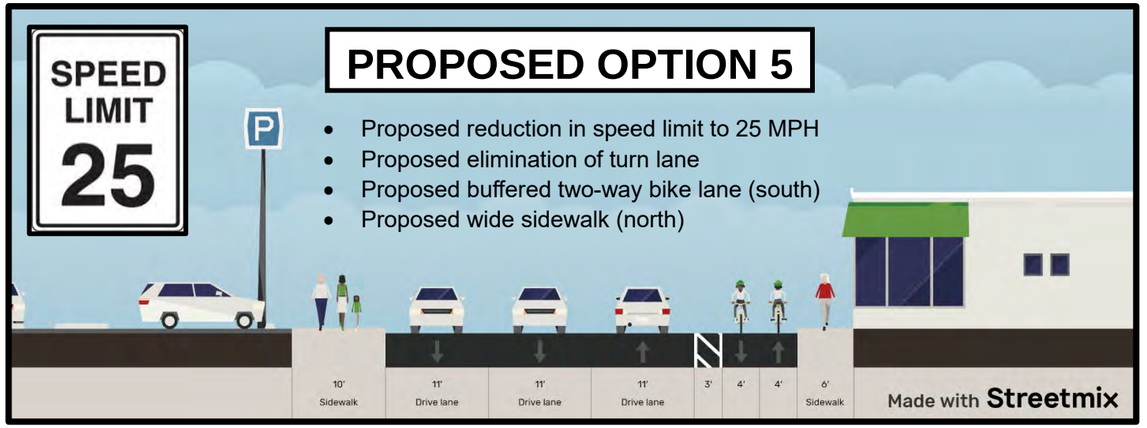




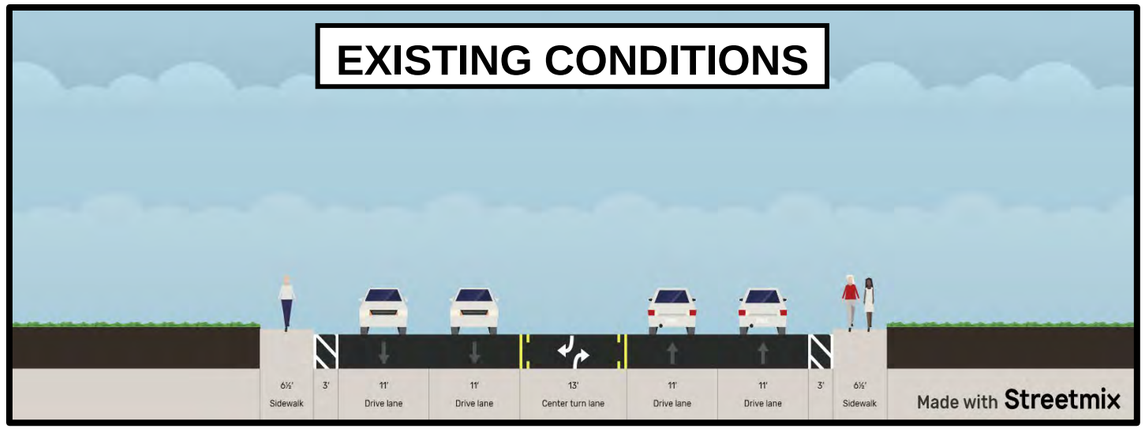


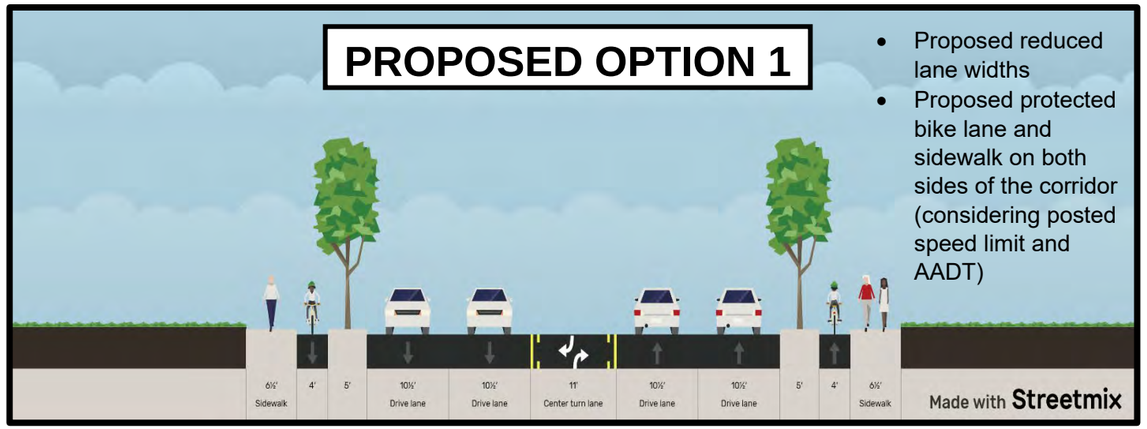


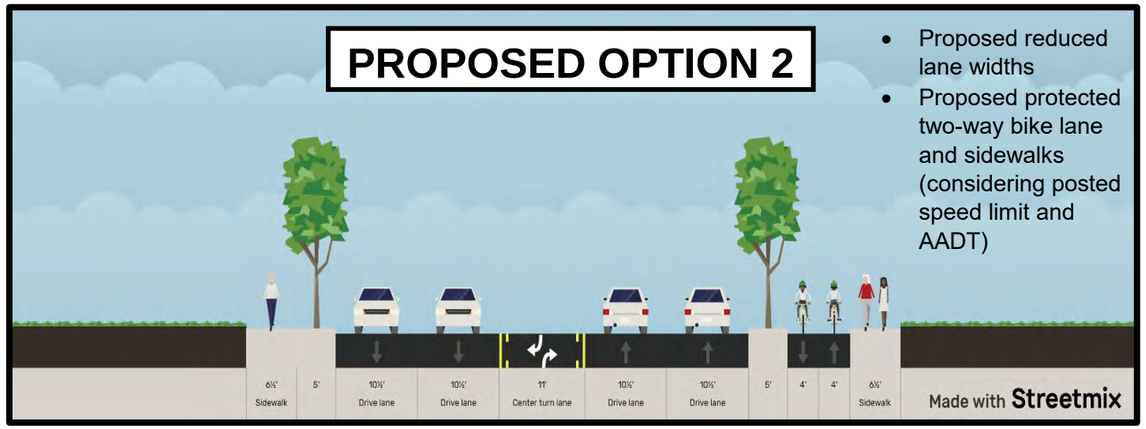


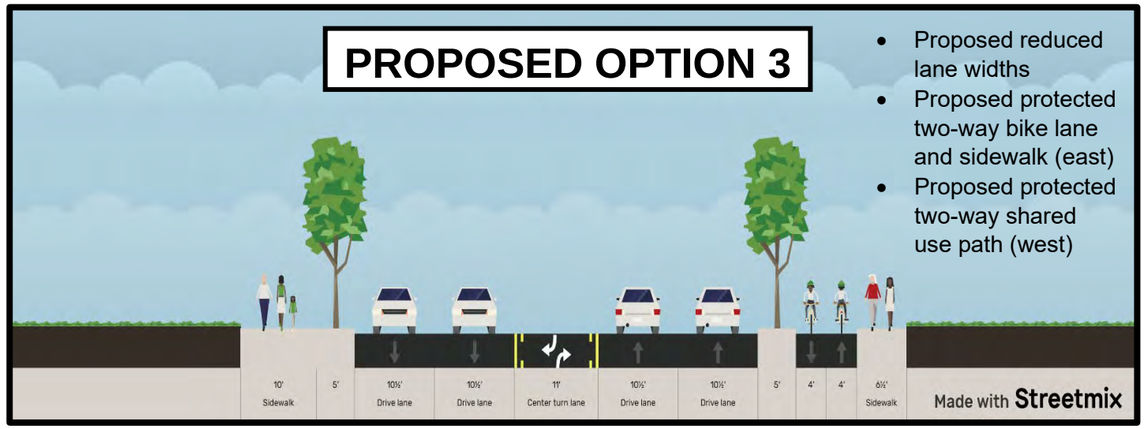


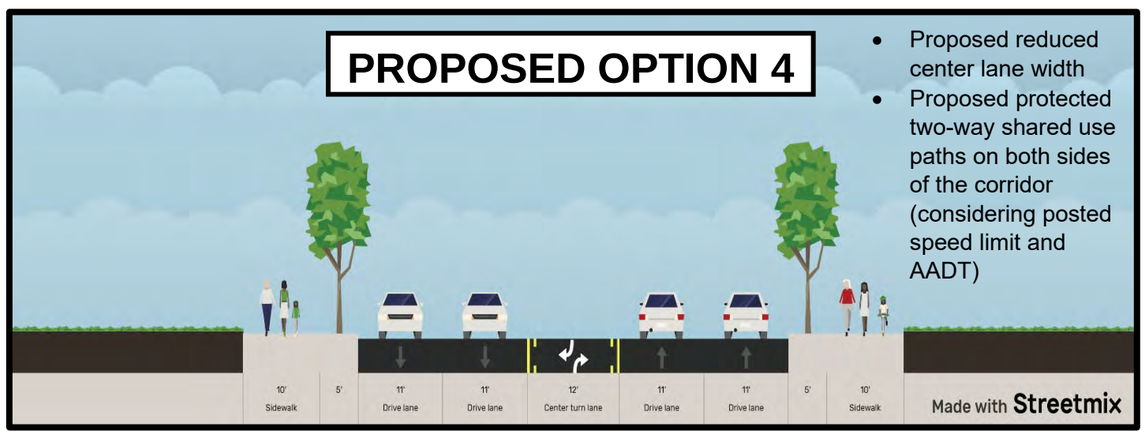
SR 20 - SEGMENT 2 - CROSS SECTION ‘B’

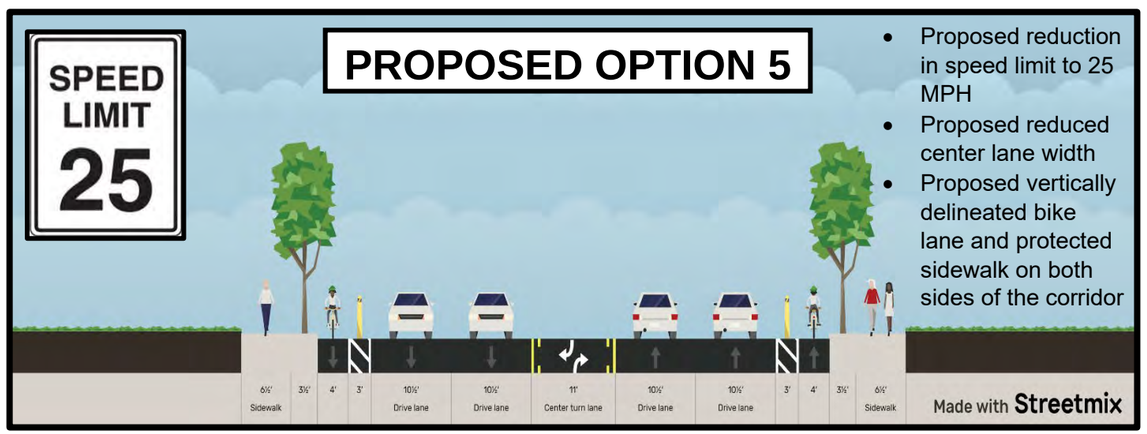




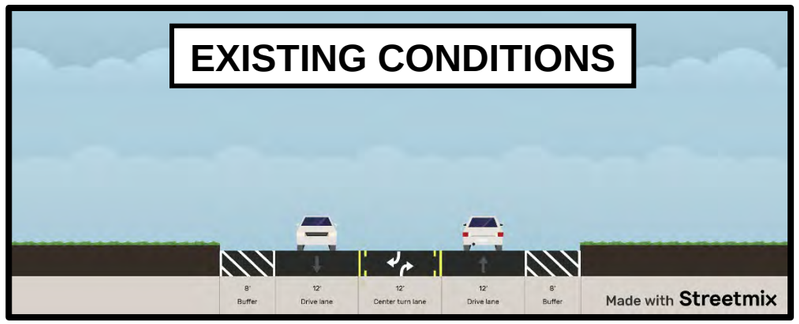


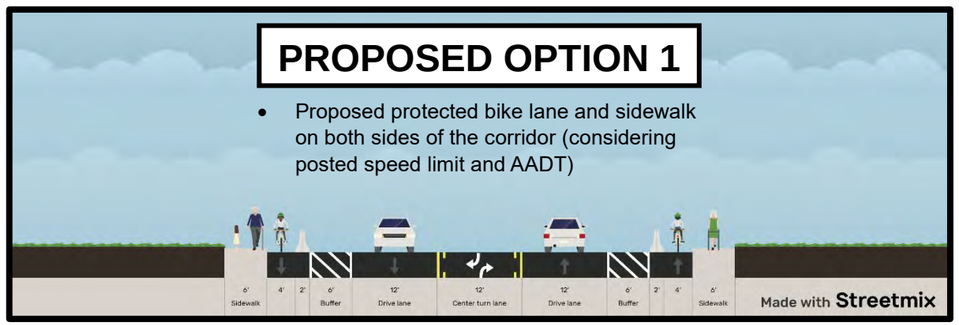


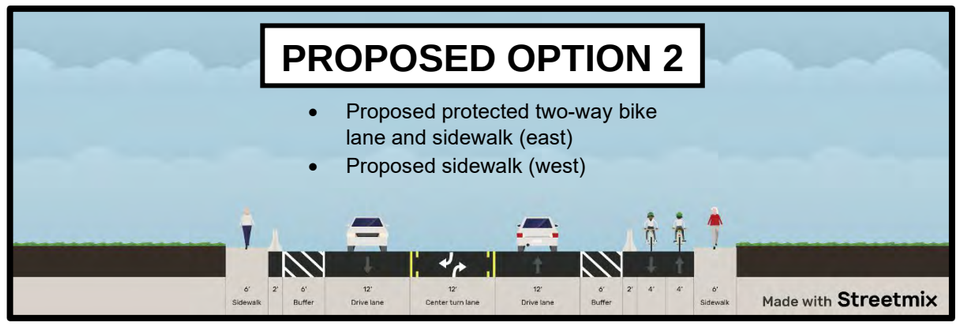


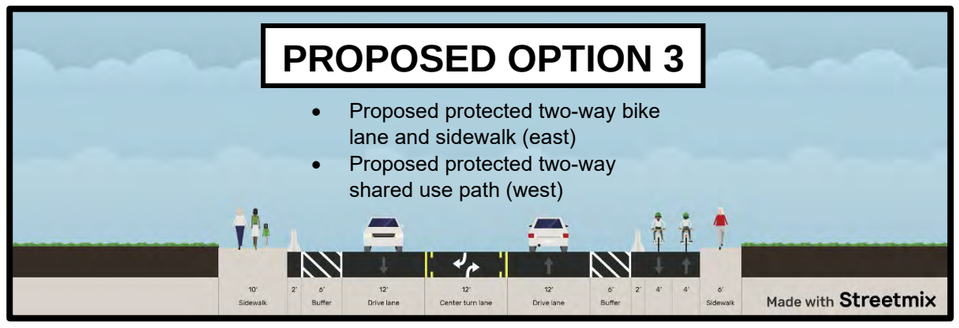


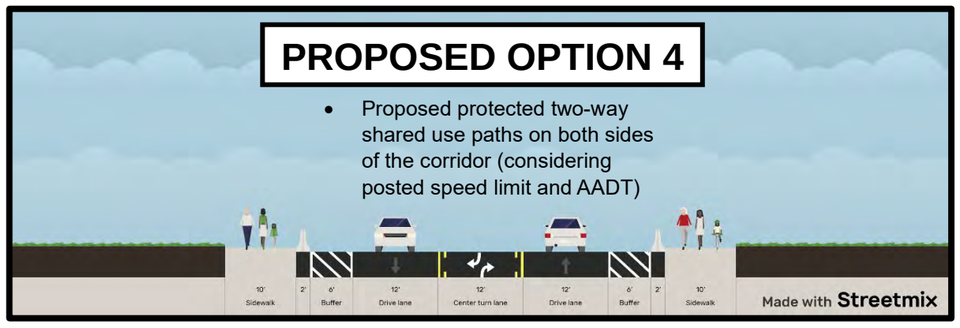
SR 20 - SEGMENT 3 - CROSS SECTION ‘C’

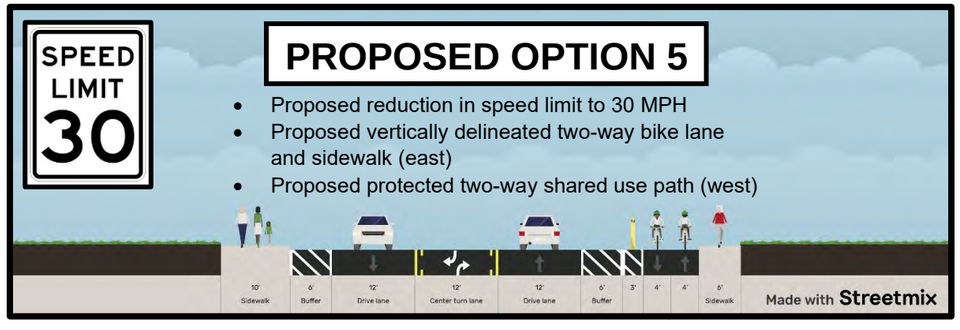


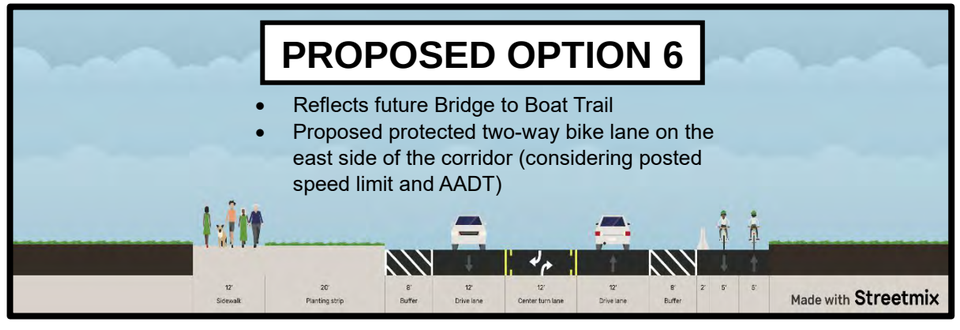












SR 20 – MP 30.26-34.45 CROSSINGS

WSDOT

SCALE IN MILES: 0 ¼ ½ ¾ 1

MAPPED: RS | 08-31-2023

County of Skagit, Island County, WA State Parks GIS, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada, Esri, NASA, NGA, USGS, FEMA

Washington State Department of Transportation

Northwest Region/Mount Baker Area
Skagit, Island, San Juan, &
Whatcom Counties
1019 Andis Road
Burlington, WA 98233
360-757-5999
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 27, 2024

Cac Kamak, Principal Planner
City of Oak Harbor, Development Services
RE: Oak Harbor Active Transportation Plan (March draft)
865 SE Barrington Drive
Oak Harbor, WA 98277

Dear Mr. Kamak:

We appreciated attending the Oak Harbor Planning Commission last night to make comments on the City's Active Transportation Plan (ATP) and to see your presentation about the plan. The ATP demonstrates the City's priorities of safety and goals to ensure access for all users of the transportation network who live, work, shop, and travel in Oak Harbor.

We are pleased that the plan includes many conceptual ideas about improvements to State Route 20 that could make for a more comfortable active transportation experience for its users. These will be good conversation starters for when projects get programmed, and design begins. Acknowledging that there is not a "one-size-fits-all" answer for the entire length of the facility, we can look to these concepts for ideas about how the City's needs can be best met.

The Planning Commission brought up the importance of safe crossings and we completely agree. Just as sections of the SR 20 corridor have different contexts, so too do the various crossings that will be needed to enhance and support safety for all users. During design, our coordination together will be crucial to elicit public engagement to hear about the needs of all users and to ensure equity and accessibility.

We thank you again for this collaboration together and look forward to continued conversations about SR 20 as a part of Oak Harbor's transportation network.

Thank you.

Sincerely,

Justin Resnick, Planning and Engineering Services Manager
Washington State Department of Transportation,
Northwest Region, Mt. Baker Area

Cc: David Kuhl, Director, Planning & Development, City of Oak Harbor
Steven Schuller, Director, Public Works, City of Oak Harbor
Alex Warner, City Engineer, Engineering Division, City of Oak Harbor
Lexine Long, Senior Planner, Washington State Department of Commerce

APPENDIX F:
CONCEPTUAL DESIGNS & COST ESTIMATES

CONCEPTUAL DESIGNS & COST ESTIMATES

Selected Corridors

The following catalyst corridors were selected for conceptual design, with the intention to create a structuring network of continuous and comfortable bike routes to travel across town.

- Pioneer Way / Bayshore Dr
- Pasek St / O'Leary St
- 3rd / 4th Ave
- Crosby Ave
- Heller St / Swantown Ave
- Midway Blvd / Goldie St

Types of Improvements

The following types of improvements are included in the pedestrian and bicycle facilities that are recommended for catalyst corridors.

- Concrete sidewalk + curb/gutter (one side, includes curb ramps, stormwater)
- At-grade asphalt walkway (5' wide)
- Dedicated pedestrian space (separated by wheel stops and flex posts)
- Bike lane (paint only)
- Buffered bike lane (paint only)
- Quick build separated bike lane (paint + post)
- At-grade asphalt side path (10' wide)
- Raised median refuge island (concrete)
- Neighborhood greenway (wayfinding, markings, and some traffic calming/diverters)
- Rectangular Rapid-Flashing Beacon (RRFB) (at existing crossing)
- Crosswalk (with signage)
- Floating bus stop
- Raised crossing
- Roadway widening
- Roundabout
- Mini roundabout
- Protected intersection

Table 12 below provides planning level, order-of-magnitude cost estimates for the proposed facility types. They are based on recent project bid tabs from Oak Harbor, as well as comparable jurisdictions when local bids were not available for certain items.

These estimates include a 30% contingency, and do not include any potential costs for right of way acquisition, stormwater impacts, or coordination with utilities. They will also need to be adjusted for inflation based on the construction year.

DRAFT

Table 12: Planning-Level Cost Estimates of Conceptual Designs of Selected Catalyst Corridors

Improvement/Facility Type	Unit Cost	Units	Pioneer Way / Bayshore Dr	Pasek St / O'Leary St	3rd / 4th Ave	Crosby Ave	Heller St / Swantown Ave	Midway Blvd / Goldie St
			length: 1.3 miles	*length: 1.6 miles*	*length: 1.9 miles*	*length: 0.8 miles*	*length: 1.6 miles*	*length: 2.6 miles*
Concrete Sidewalk + curb/gutter (one side, includes curb ramps, stormwater)	$3,458,000	Mile	0.10			0.40		
At-Grade Asphalt Walkway (5' wide)	$993,000	Mile					0.50	
Dedicated Ped Space (wheel stops and flex posts)	$453,000	Mile		0.70	0.80			1.10
Bike Lane (paint only)	$156,000	Mile			0.40		0.60	
Buffered Bike Lane (paint only)	$171,000	Mile		0.40	0.70			
Quick-Build Separated Bike Lane (paint + post)	$299,000	Mile	1.30				1.00	1.50
At-Grade Asphalt Side Path (10' wide)	$1,614,000	Mile				0.80		
Raised Median Refuge Island (concrete)	$24,000	Each			1.00			5.00
Neighborhood Greenway (wayfinding, markings, and some traffic calming/diverters)	$749,000	Mile		1.20	0.80			
RRFB (at existing crossing)	$89,000	Each				2.00	6.00	
Crosswalk (with signage)	$15,000	Each	5.00			10.00	16.00	5.00
Floating Bus Stop	$60,000	Each	2.00					2.00
Raised Crossing	$100,000	Each	1.00					
Roadway Widening	$993,000	Mile			0.10		0.20	
Roundabout	$1,000,000	Each					1.00	1.00
Mini Roundabout	$200,000	Each					1.00	
Protected Intersection	$200,000	Each					2.00	
Total Estimated Cost of Improvements in Corridor			**$1,029,500**	**$1,284,300**	**$1,267,000**	**$3,002,400**	**$3,470,700**	**$2,261,800**

Disclaimer: *Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Existing conditions have not been field-verified. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.*

MATCHLINE - SEE BELOW RIGHT

MATCHLINE - SEE ABOVE LEFT

N

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 1200' 2400' 3600'

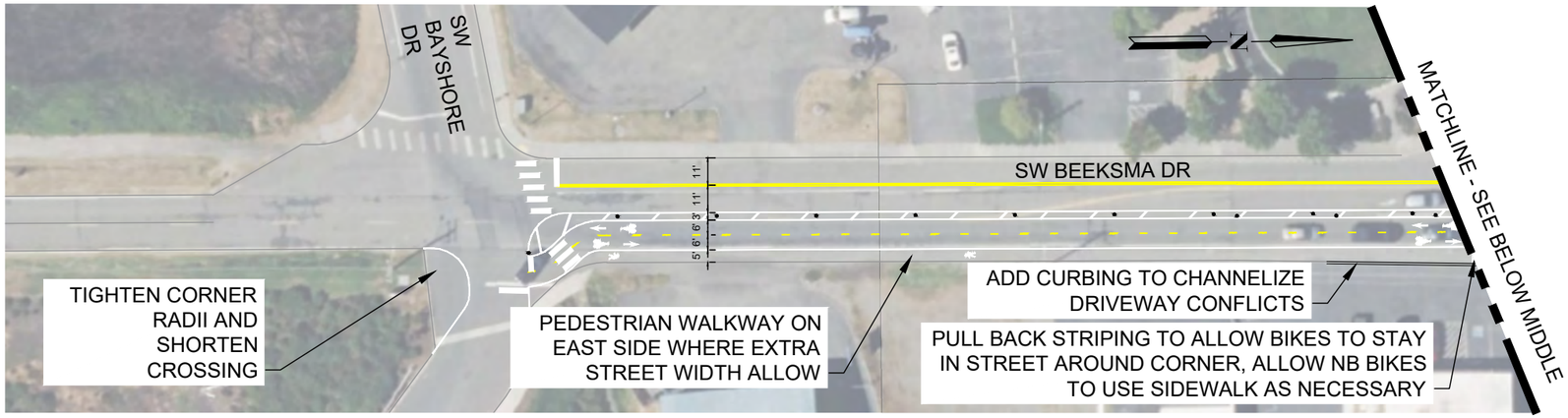
SCALE IN FEET

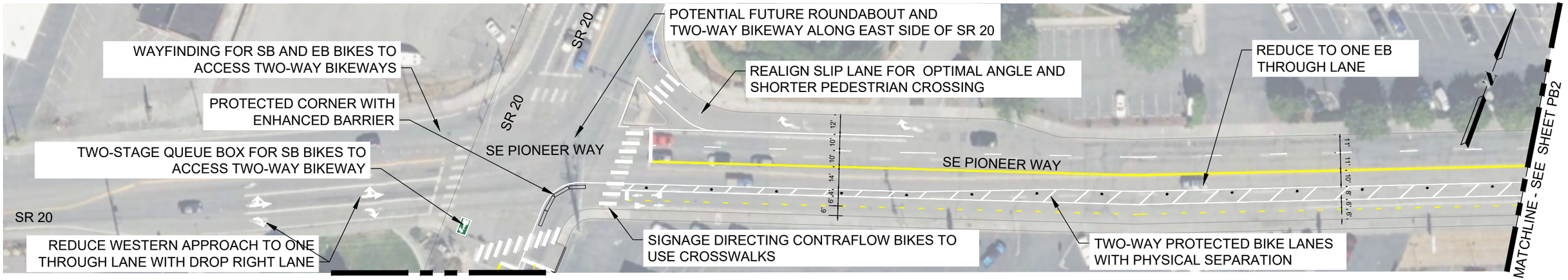
OAK HARBOR ACTIVE TRANSPORTATION PLAN

3.4.2024
KEYPLAN
1 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

H:\700000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:36:22 PM





THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

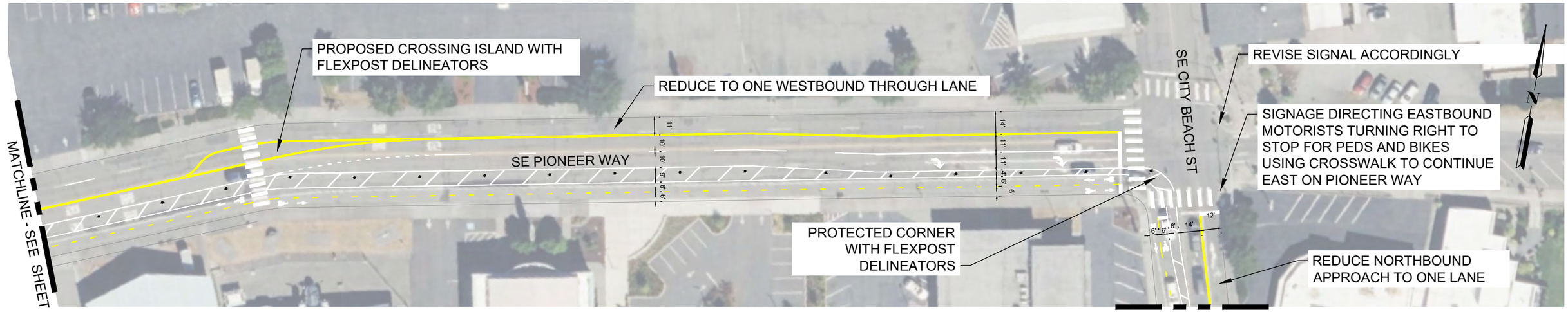
SCALE IN FEET

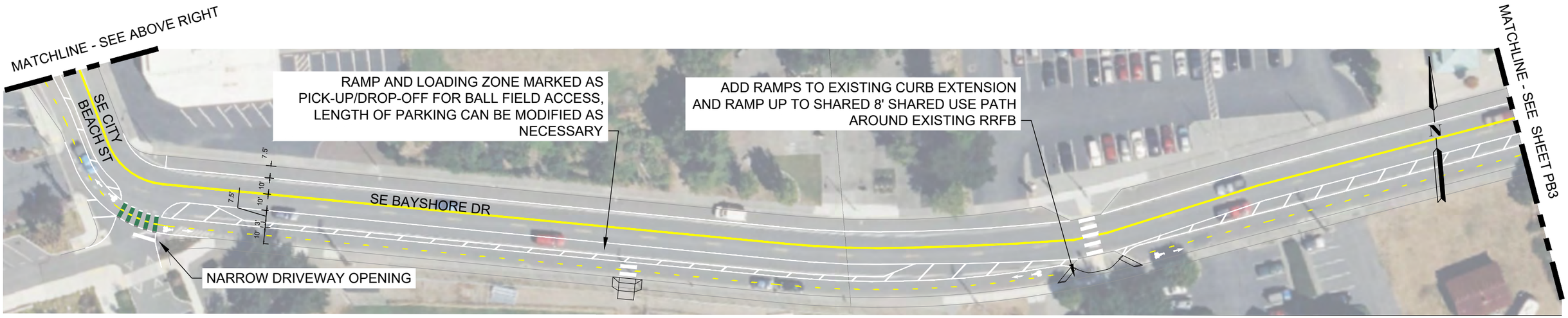
OAK HARBOR ACTIVE TRANSPORTATION PLAN

PIONEER - BAYSHORE
3.4.2024
PB1
2 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:36:29 PM





H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANSI\00SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:36:34 PM

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

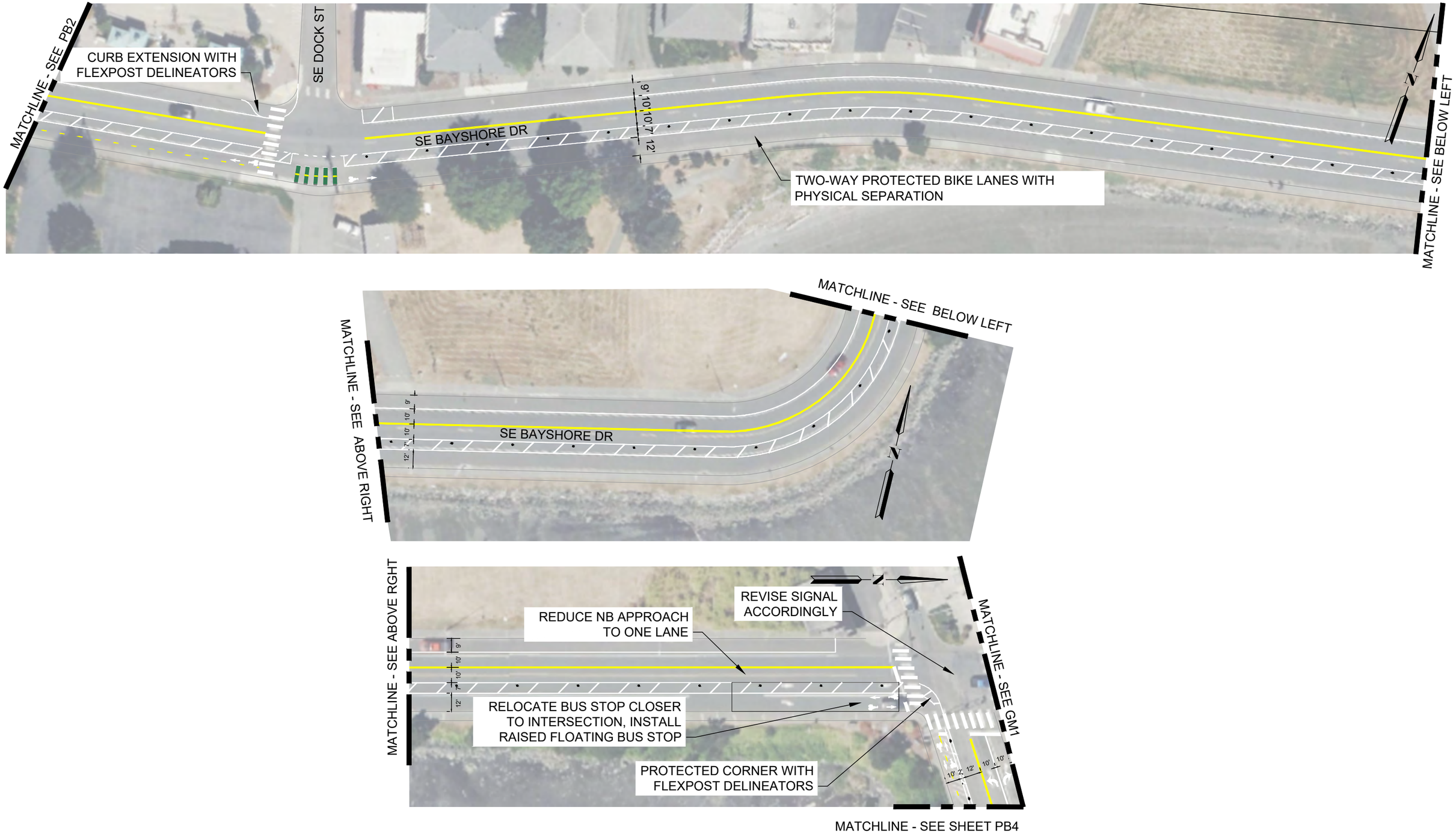
0 60' 120' 180'

SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN

PIONEER - BAYSHORE
3.4.2024
PB2
3 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION



MATCHLINE - SEE SHEET PB4

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

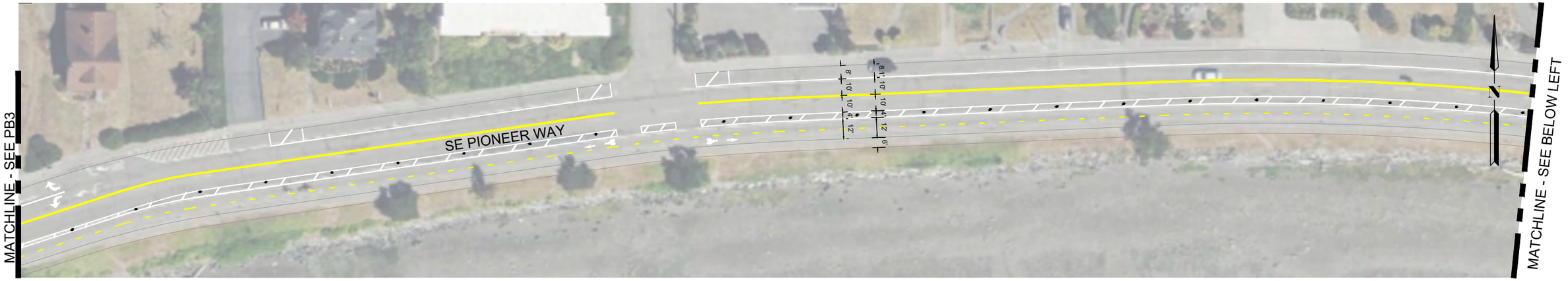
SCALE IN FEET

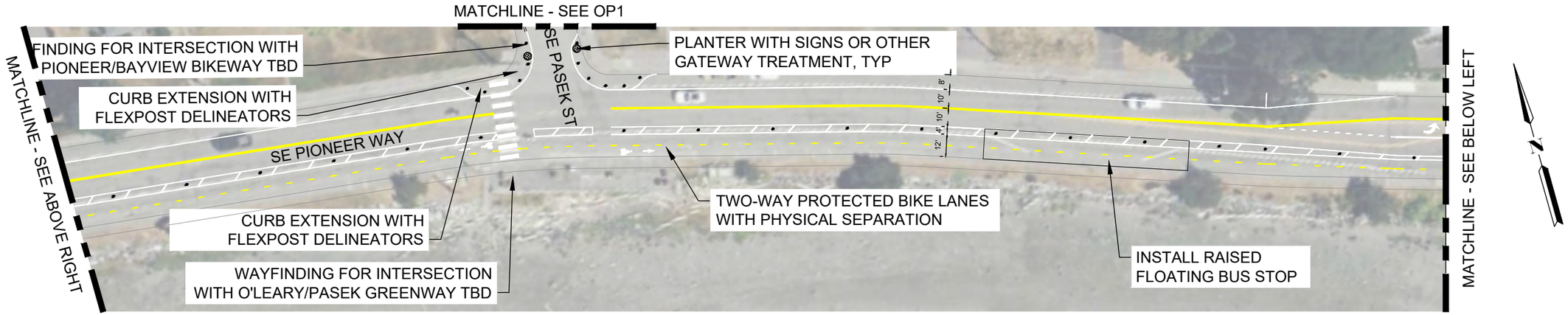
OAK HARBOR ACTIVE TRANSPORTATION PLAN

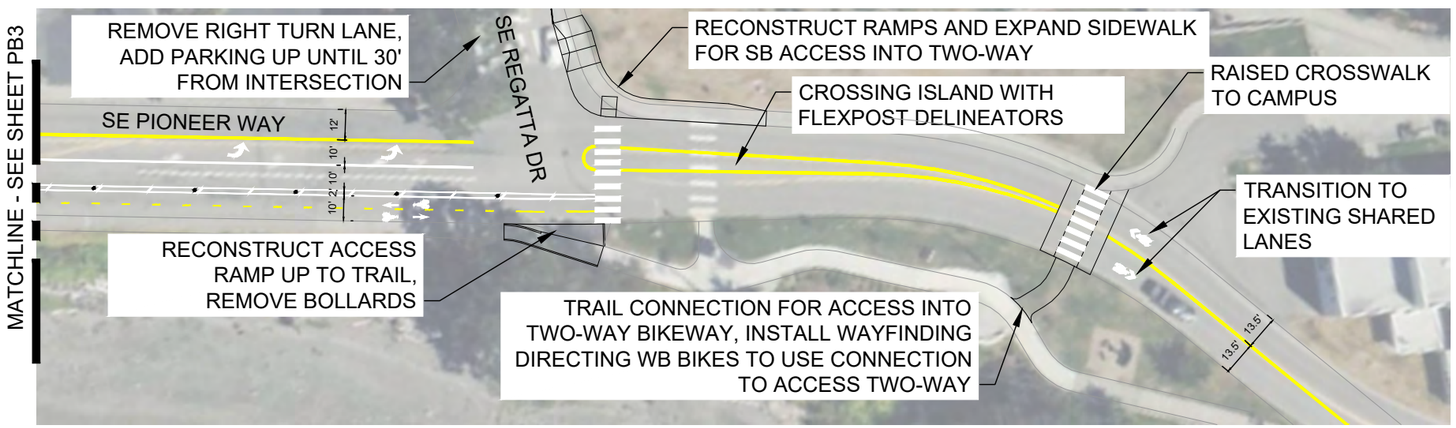
PIONEER - BAYSHORE
3.4.2024
PB3
4 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

H:\700000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:36:39 PM







H:\70000\00SEA_00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:36:44 PM

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN

PIONEER - BAYSHORE

3.4.2024

PB4

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:36:49 PM

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

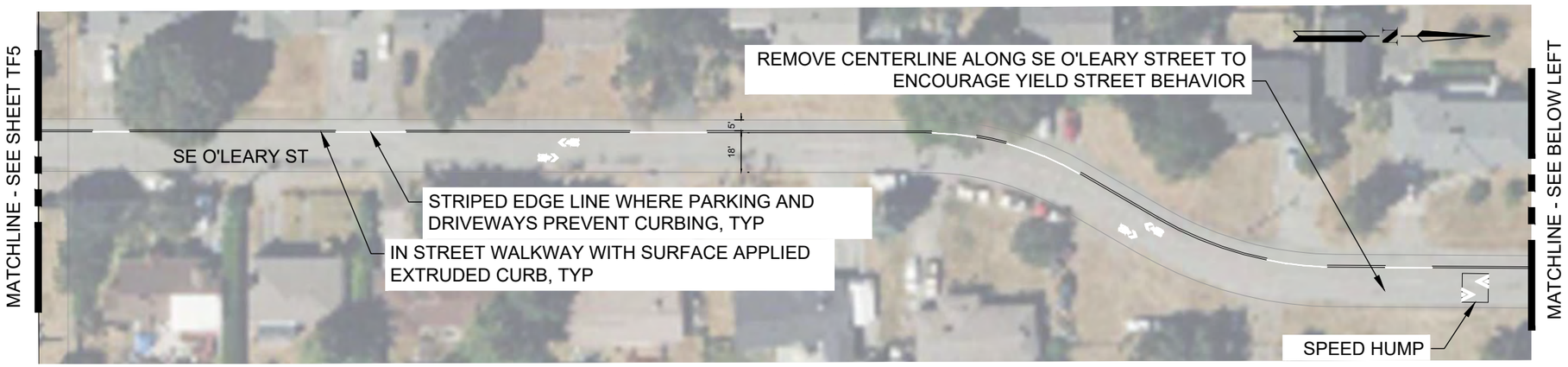
0 60' 120' 180'

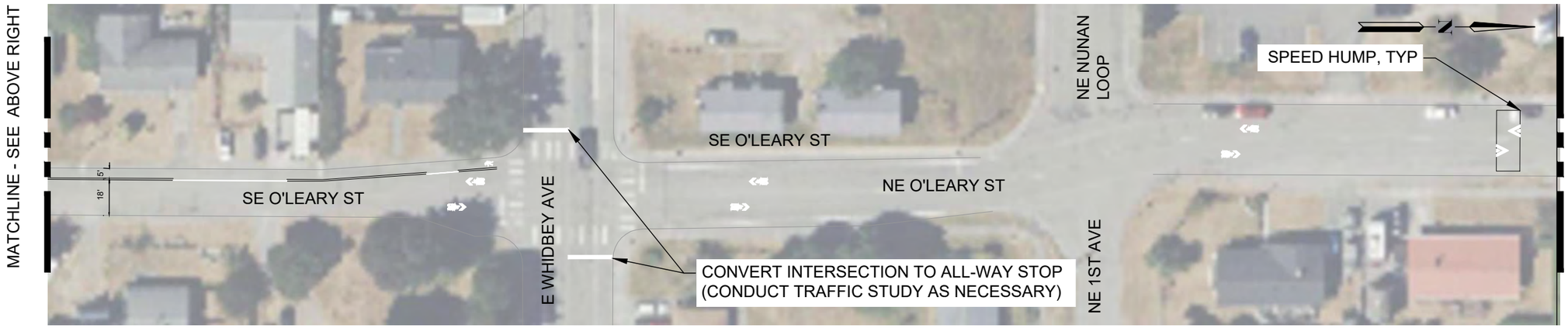
SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN

O'LEARY & PASEK
3.4.2024
OP1
6 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION





H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:56:54 PM

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN
O'LEARY & PASEK
3.4.2024
OP2
7 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

H:\70000\00SEA_00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:36:58 PM

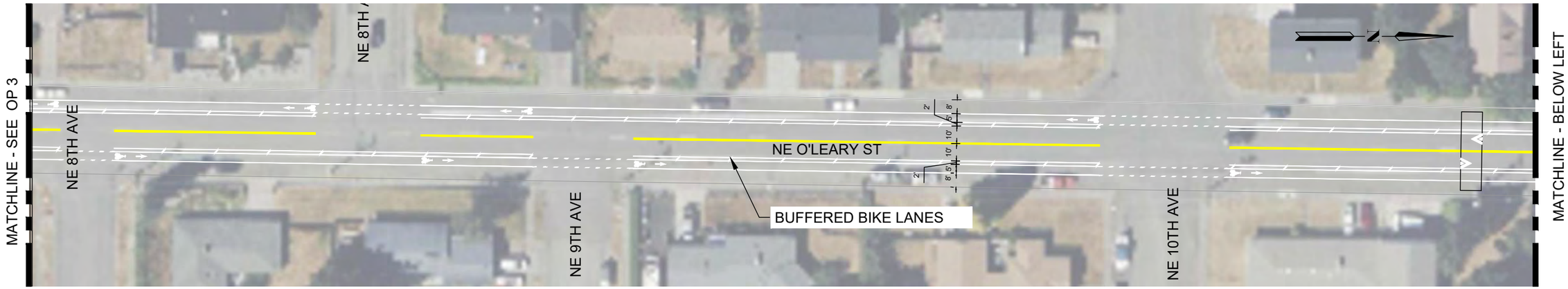
THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

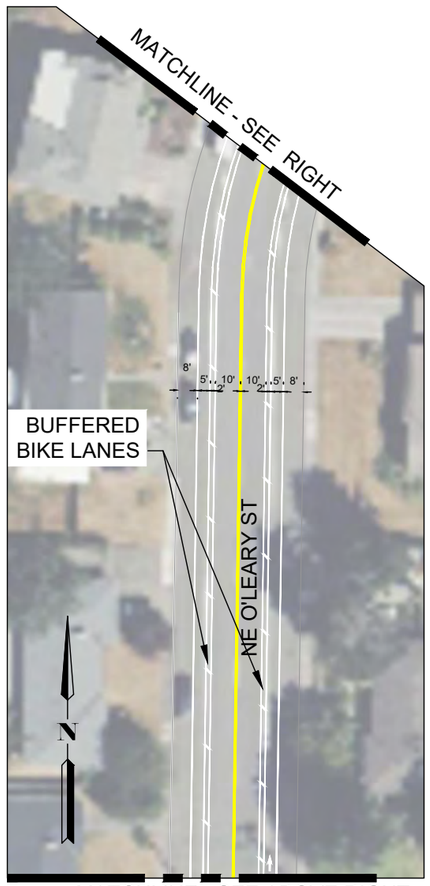
0 60' 120' 180'

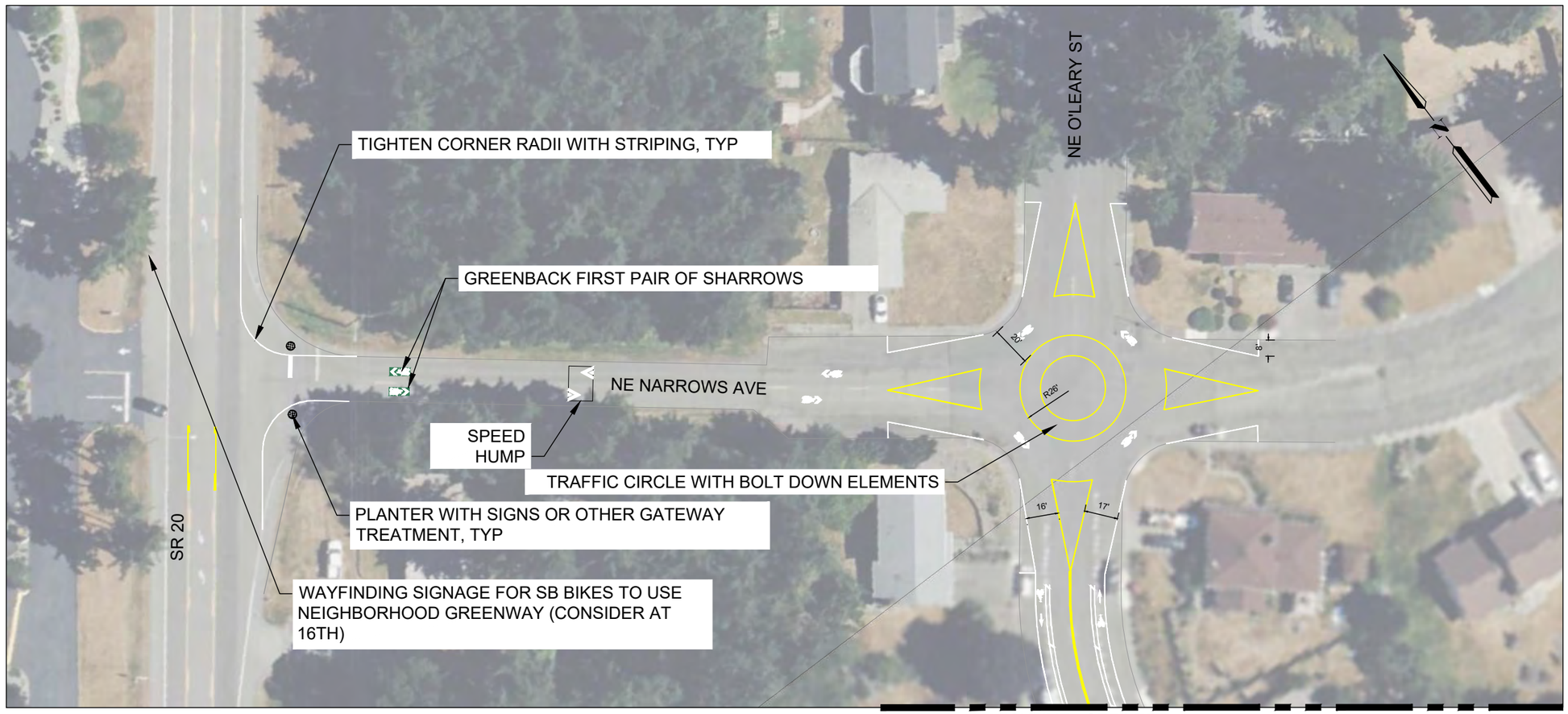
SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN
O'LEARY & PASEK
3.4.2024
OP3
8 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION







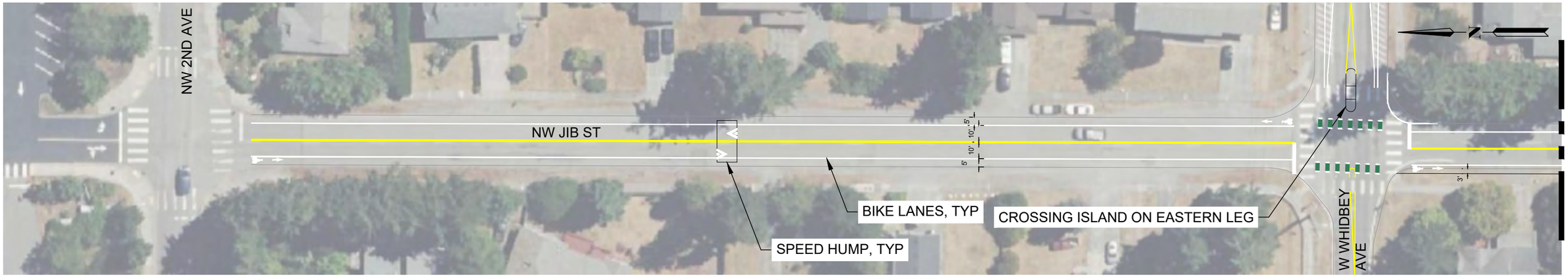
H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:37:06 PM

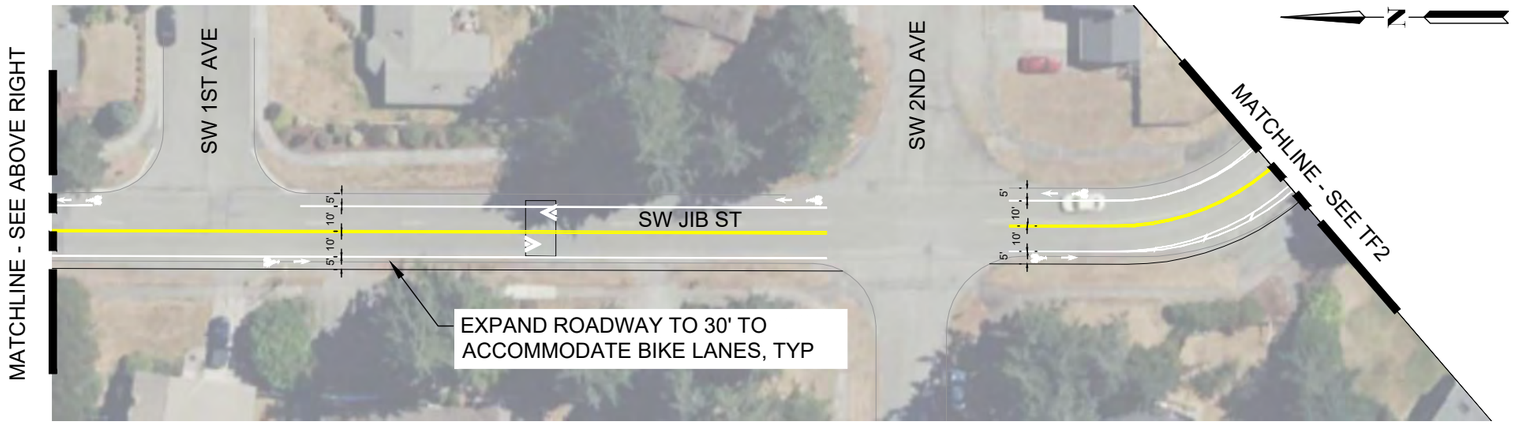
THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN
O'LEARY & PASEK
3.4.2024
OP4
9 OF 27
PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION





THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

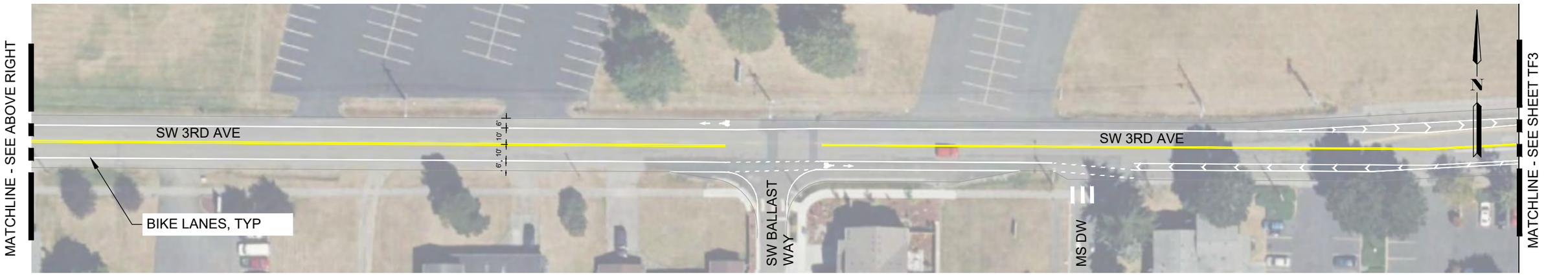
SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN

THIRD & FOURTH
3.4.2024
TF1
10 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:37:10 PM



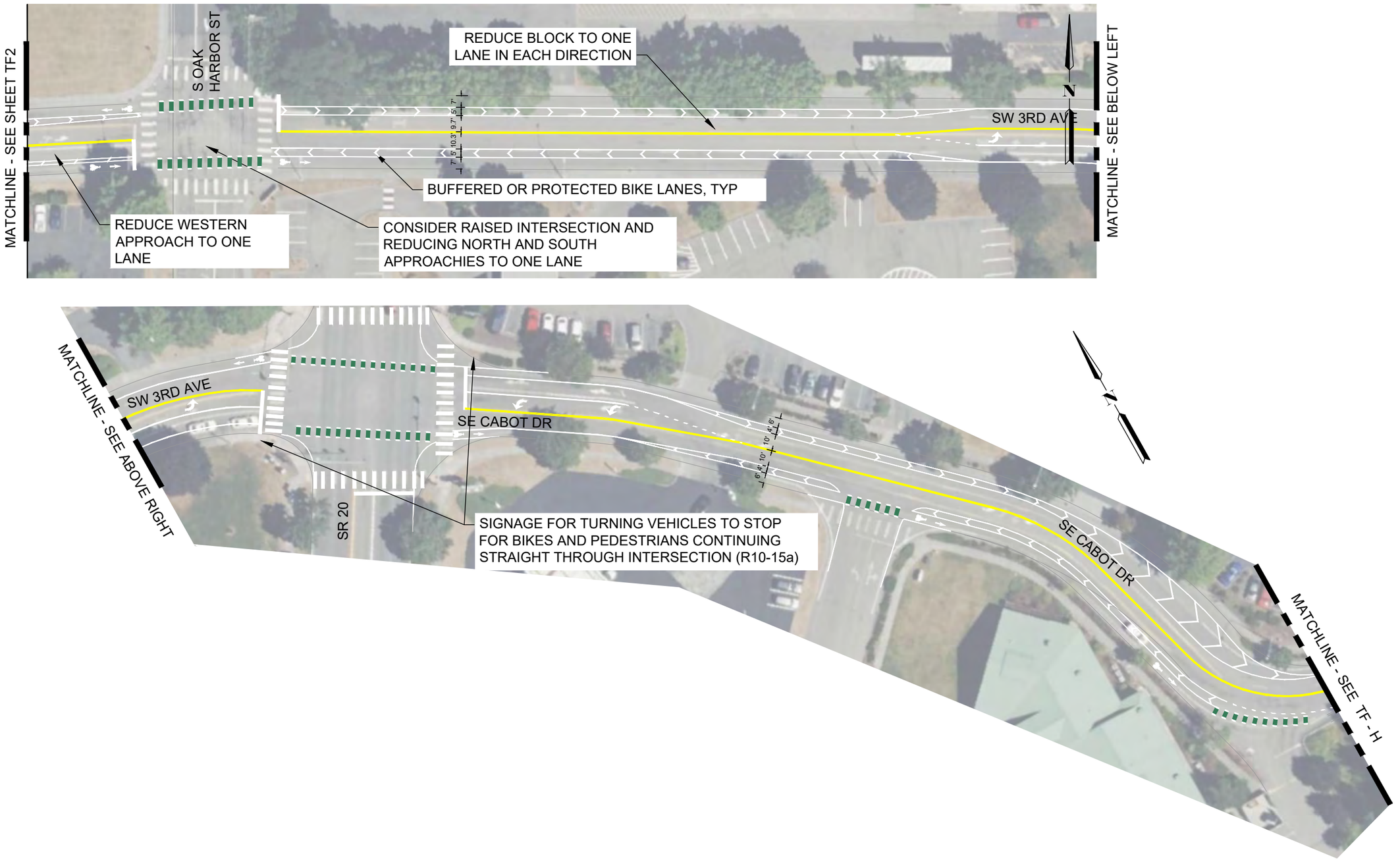
H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:37:16 PM

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN
THIRD & FOURTH
3.4.2024
TF2
11 OF 27
PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION



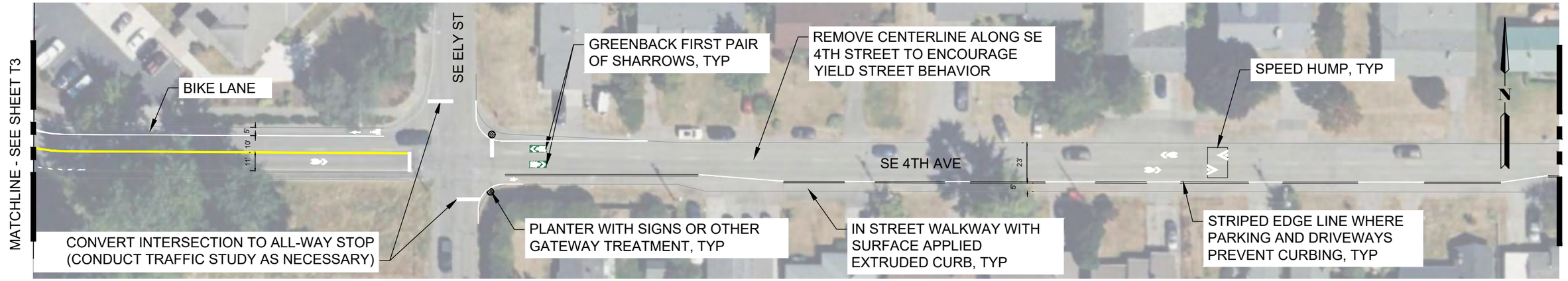
H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:37:22 PM

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN
THIRD & FOURTH
3.4.2024
TF3
12 OF 27
PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION



THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN

THIRD & FOURTH
3.4.2024
TF4
13 OF 27
PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

H:\700\00\SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00\SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:37:30 PM

MATCHLINE - SEE SHEET OP2

MATCHLINE - SEE SHEET GM2

REMOVE CENTERLINE ALONG SE 4TH STREET TO ENCOURAGE YIELD STREET BEHAVIOR

CURBING AROUND CORNERS AT ROADWAY EDGE TO KEEP VEHICLES IN ROAD, TYP

SE NE

SE O'LEARY ST

SE 4TH AVE

SE 4TH AVE

20'

5'

IN STREET WALKWAY WITH SURFACE APPLIED EXTRUDED CURB, TYP

MOUNTABLE ASPHALT TRAFFIC CIRCLES WITH POTENTIAL PLACE MAKING ART OPPORTUNITY, CONVERT SIGNAGE TO UNCONTROLLED CROSSING, TYP

REMOVE CENTERLINE ALONG SE 4TH STREET TO ENCOURAGE YIELD STREET BEHAVIOR

MATCHLINE - SEE BELOW LEFT

MATCHLINE - SEE SHEET OP1

MATCHLINE - SEE ABOVE RIGHT

MOUNTABLE ASPHALT TRAFFIC CIRCLES WITH POTENTIAL PLACE MAKING ART OPPORTUNITY, CONVERT SIGNAGE TO UNCONTROLLED CROSSING AND ADD WAYFINDING FOR BOTH GREENWAYS, TYP

SE PASEK DR

SE QUAKER ST

TIGHTEN CORNER AND PROVIDE WALKWAY TO EXISTING CROSSWALK

GREENBACK FIRST PAIR OF SHARROWS

SPEED HUMP, TYP

SE REGATTA DR

SE 4TH AVE

19'

5'

STRIPED EDGE LINE WHERE PARKING AND DRIVEWAYS PREVENT CURBING, TYP

MATCHLINE - SEE SHEET OP1

H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_Group1.dwg
Monday, March 4, 2024 3:37:33 PM

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

TW

0 60' 120' 180'

SCALE IN FEET

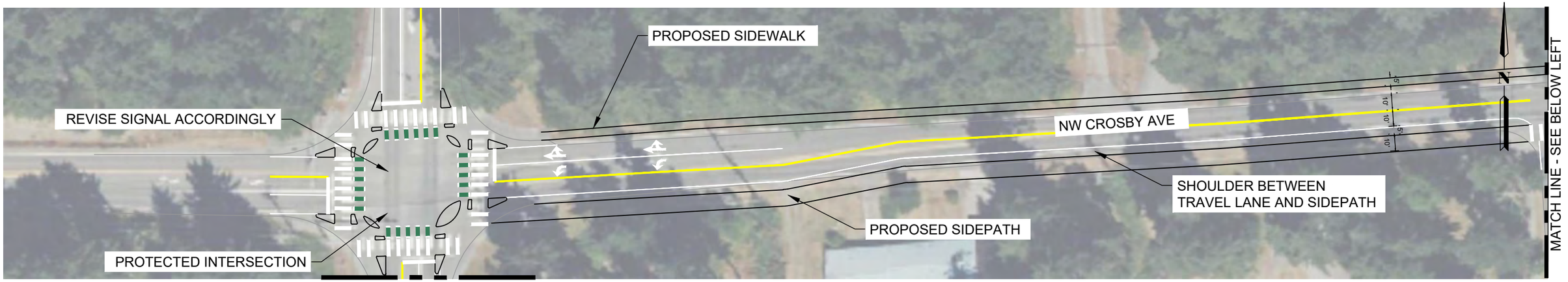
OAK HARBOR ACTIVE TRANSPORTATION PLAN

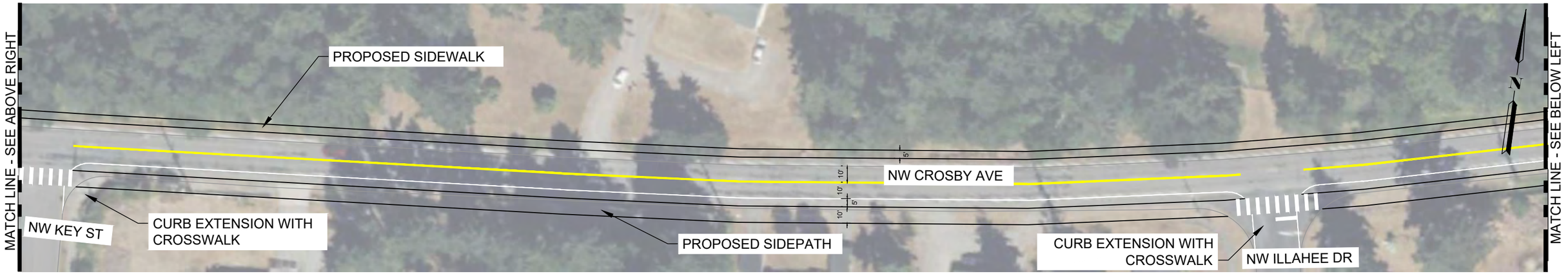
THIRD & FOURTH

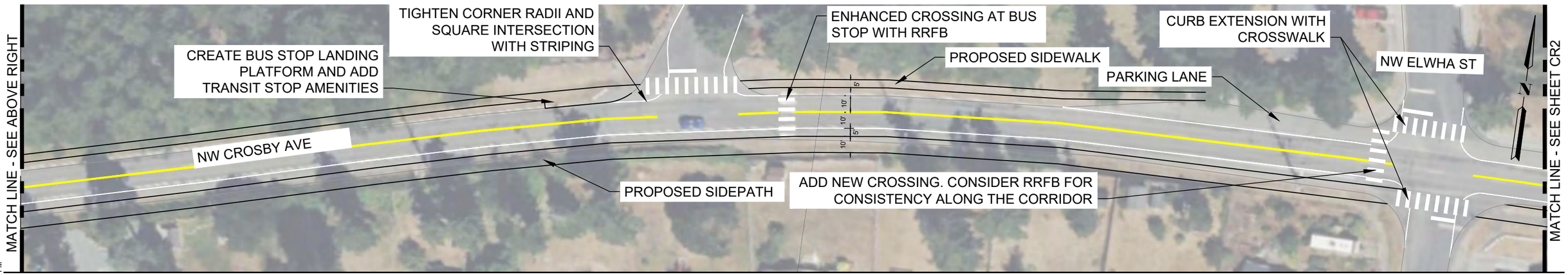
3.4.2024

TF5

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION







H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_2_CA_HS.dwg
Monday, March 4, 2024 3:37:51 PM

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

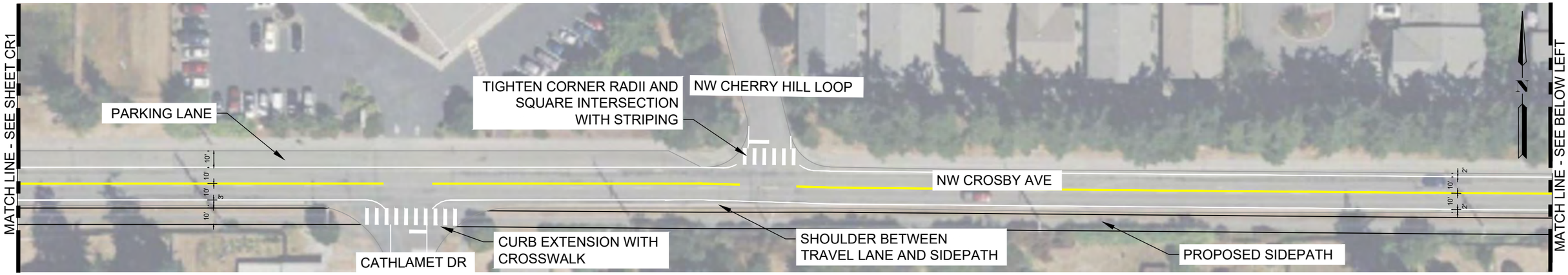
0 60' 120' 180'

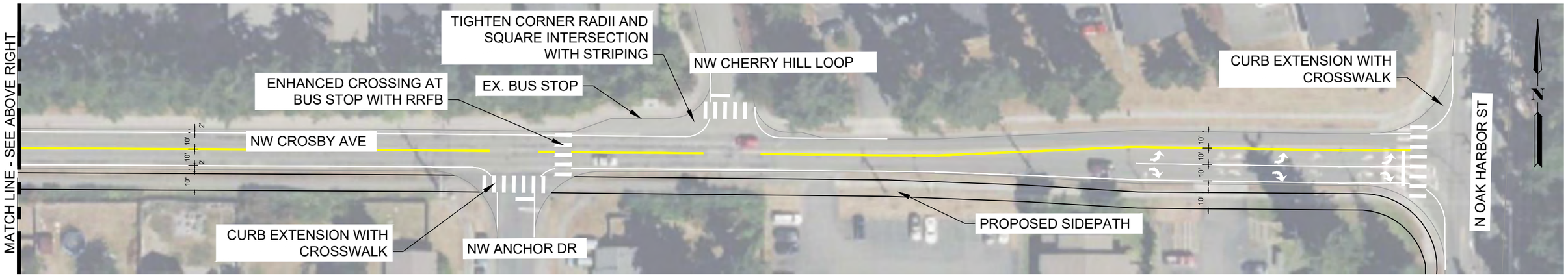
SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN

CROSBY
3.4.2024
CA1
15 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION





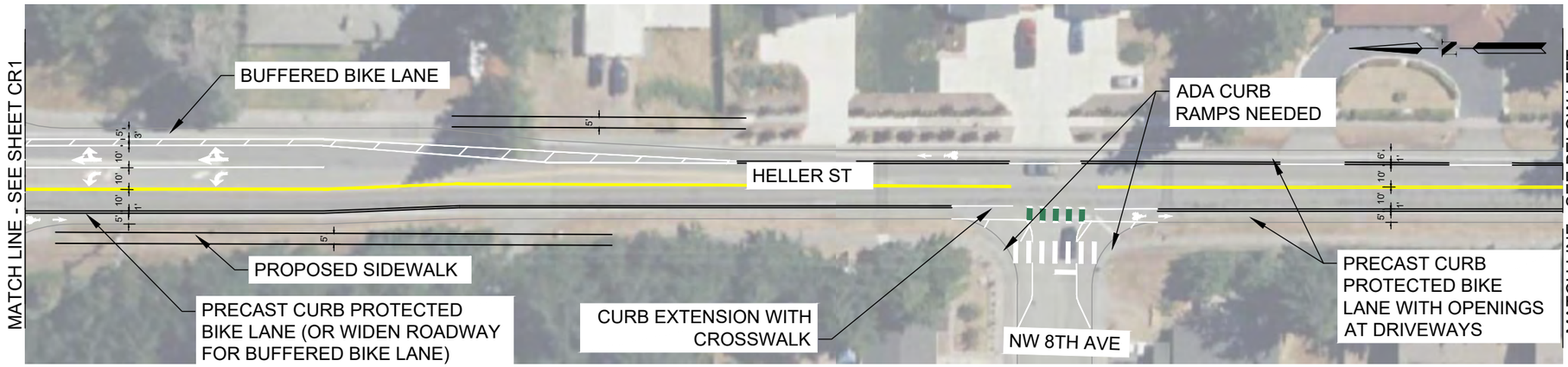
H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_2_CA_HS.dwg
Monday, March 4, 2024 3:37:54 PM

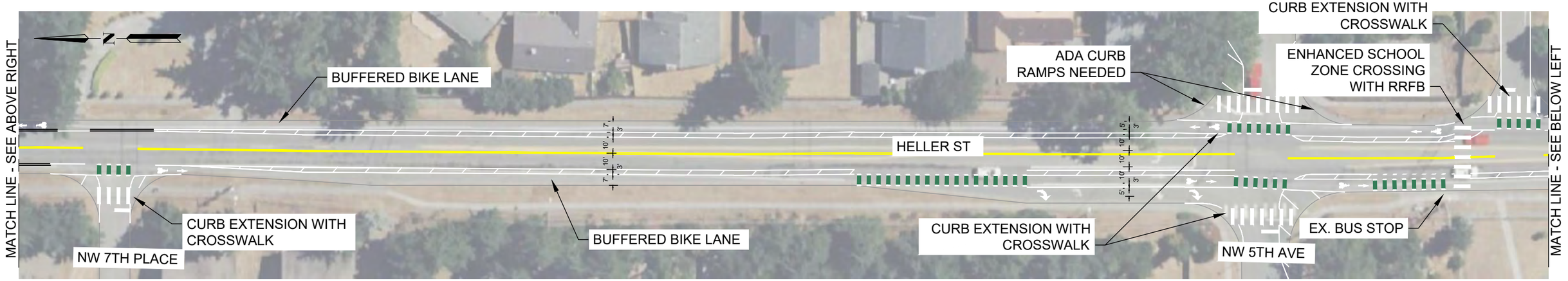
THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

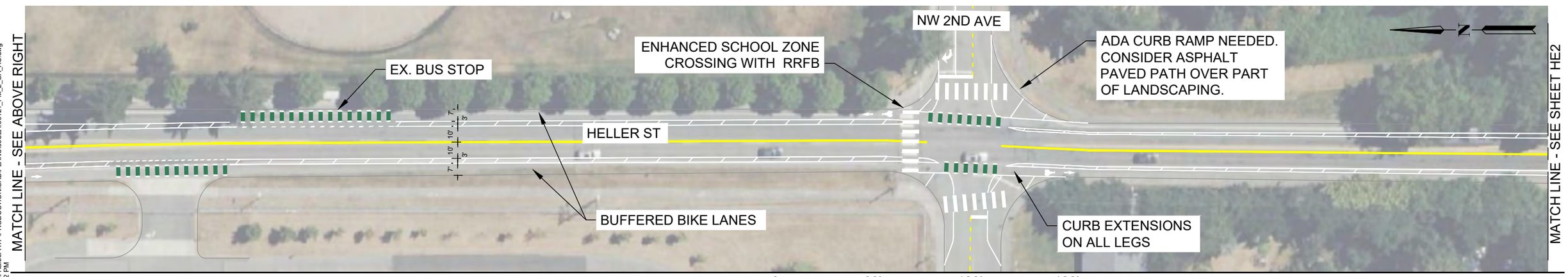
0 60' 120' 180'

SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN
CROSBY
3.4.2024
CA2
16 OF 27
PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION







THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

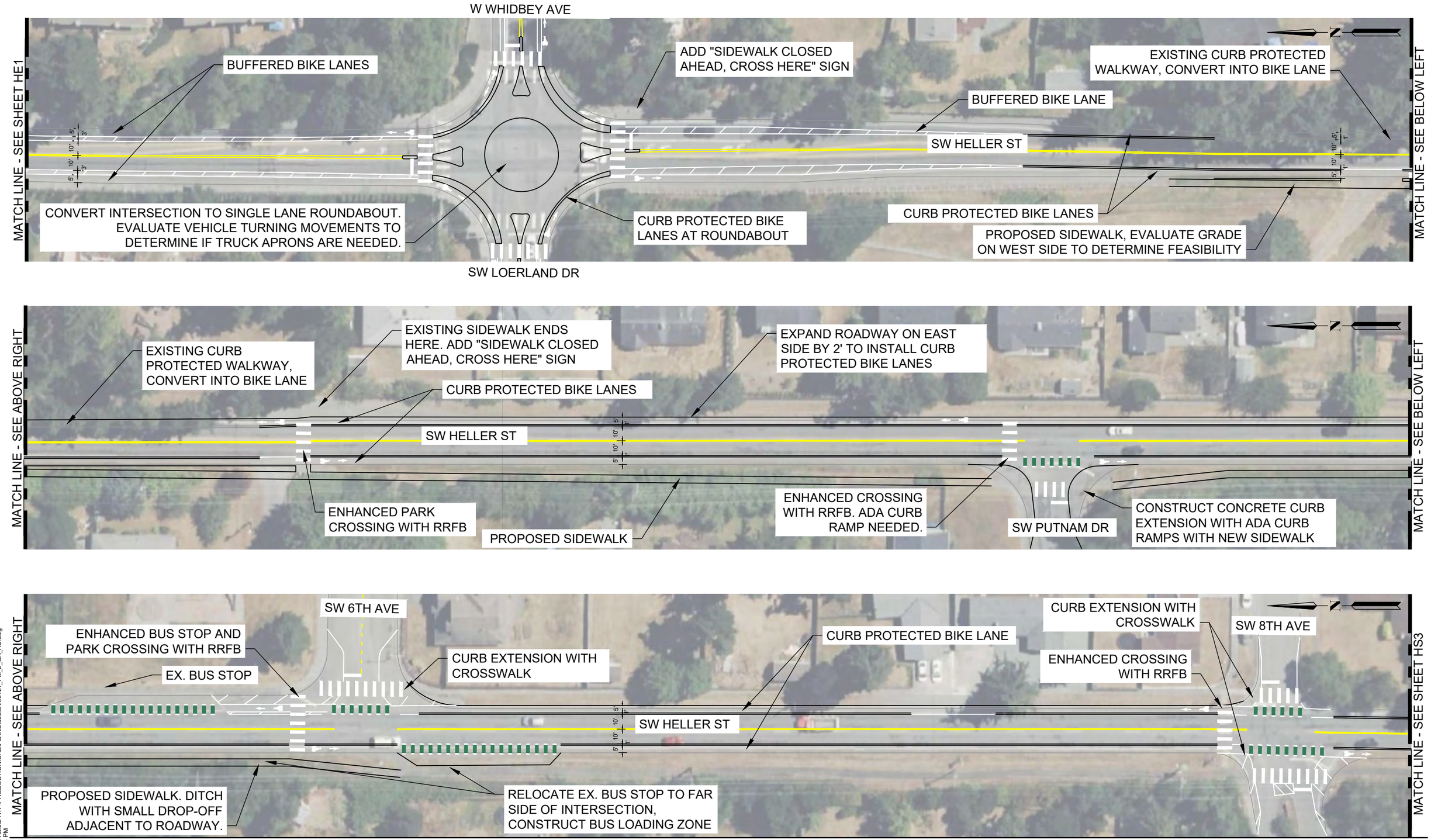
SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN

HELLER - SWANTOWN
3.4.2024
HE1
17 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_2_CA_HS.dwg
Monday, March 4, 2024 3:38:02 PM



H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_2_CA_HS.dwg
Monday, March 4, 2024 3:38:13 PM

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

SCALE IN FEET

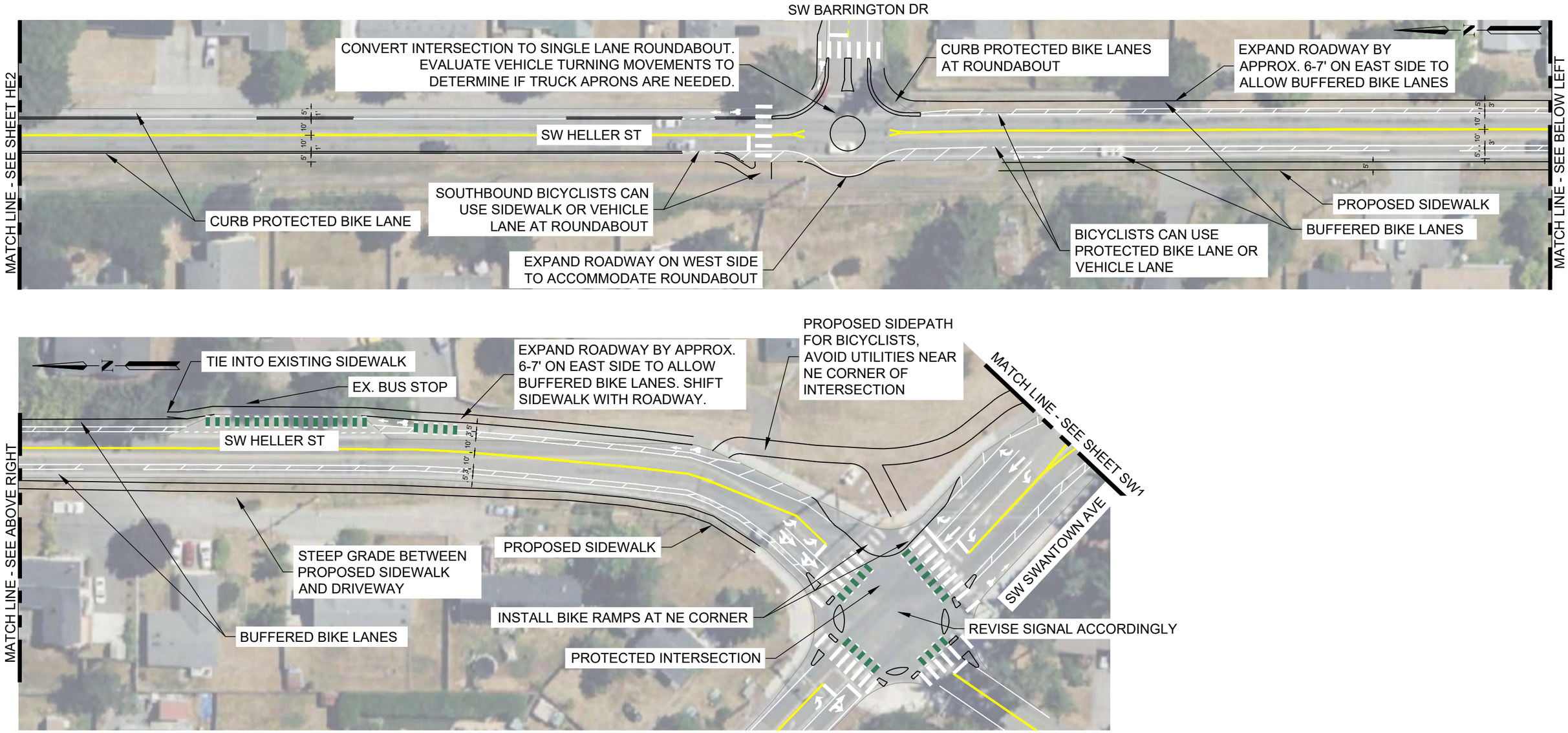
OAK HARBOR ACTIVE TRANSPORTATION PLAN

HELLER - SWANTOWN

3.4.2024

HE2

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION



THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

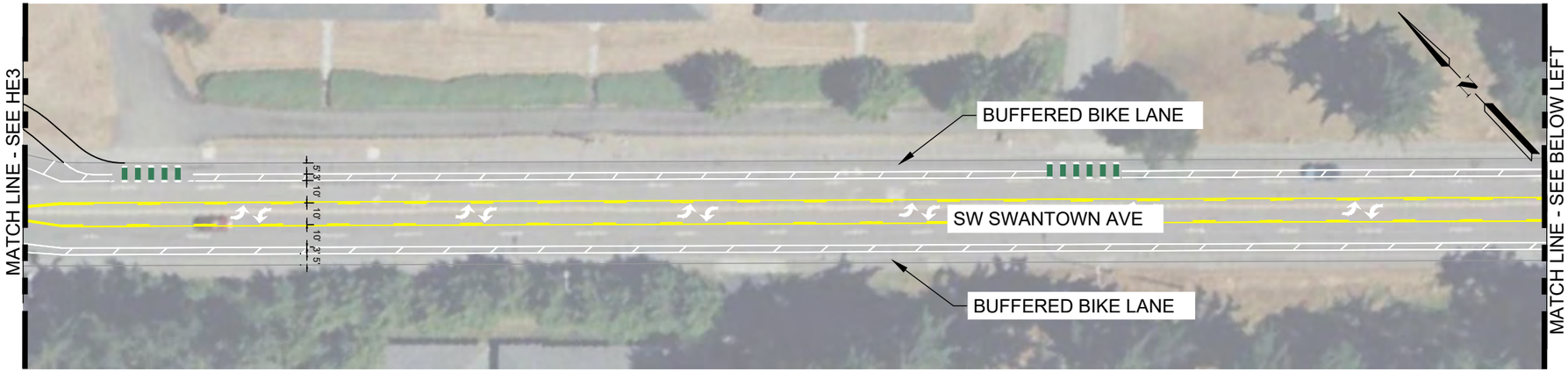
SCALE IN FEET

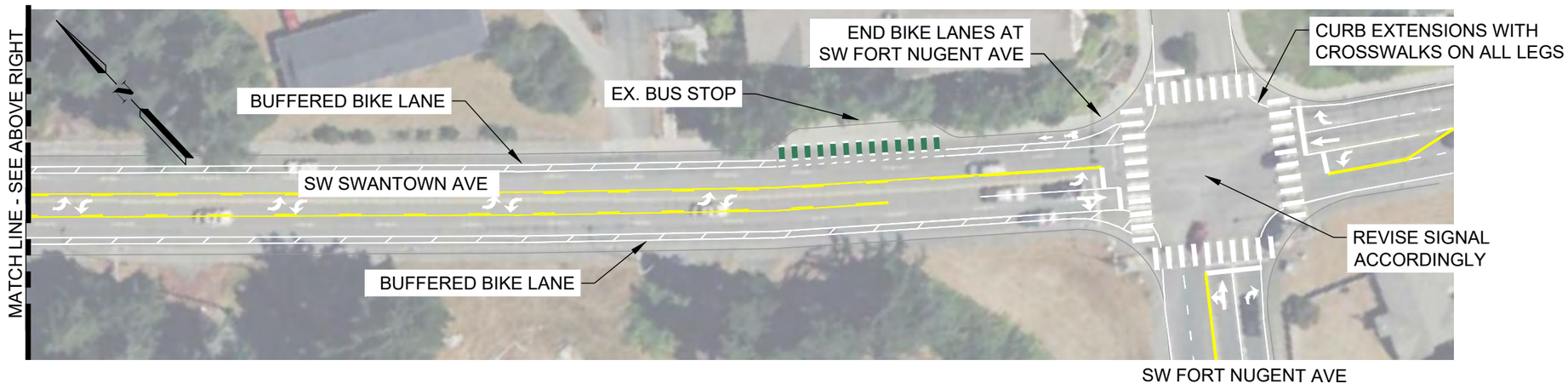
OAK HARBOR ACTIVE TRANSPORTATION PLAN

HELLER - SWANTOWN
3.4.2024
HE3
19 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

H:\70000\00SEA_00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_2_CA_HS.dwg
Monday, March 4, 2024 3:38:22 PM





H:\70000\00SEA.00121_P_Oak Harbor ATP\PRODUCTION\CAD\PLANS\00SEA.00121_PM_2_CA_HS.dwg
Monday, March 4, 2024 3:36:33 PM

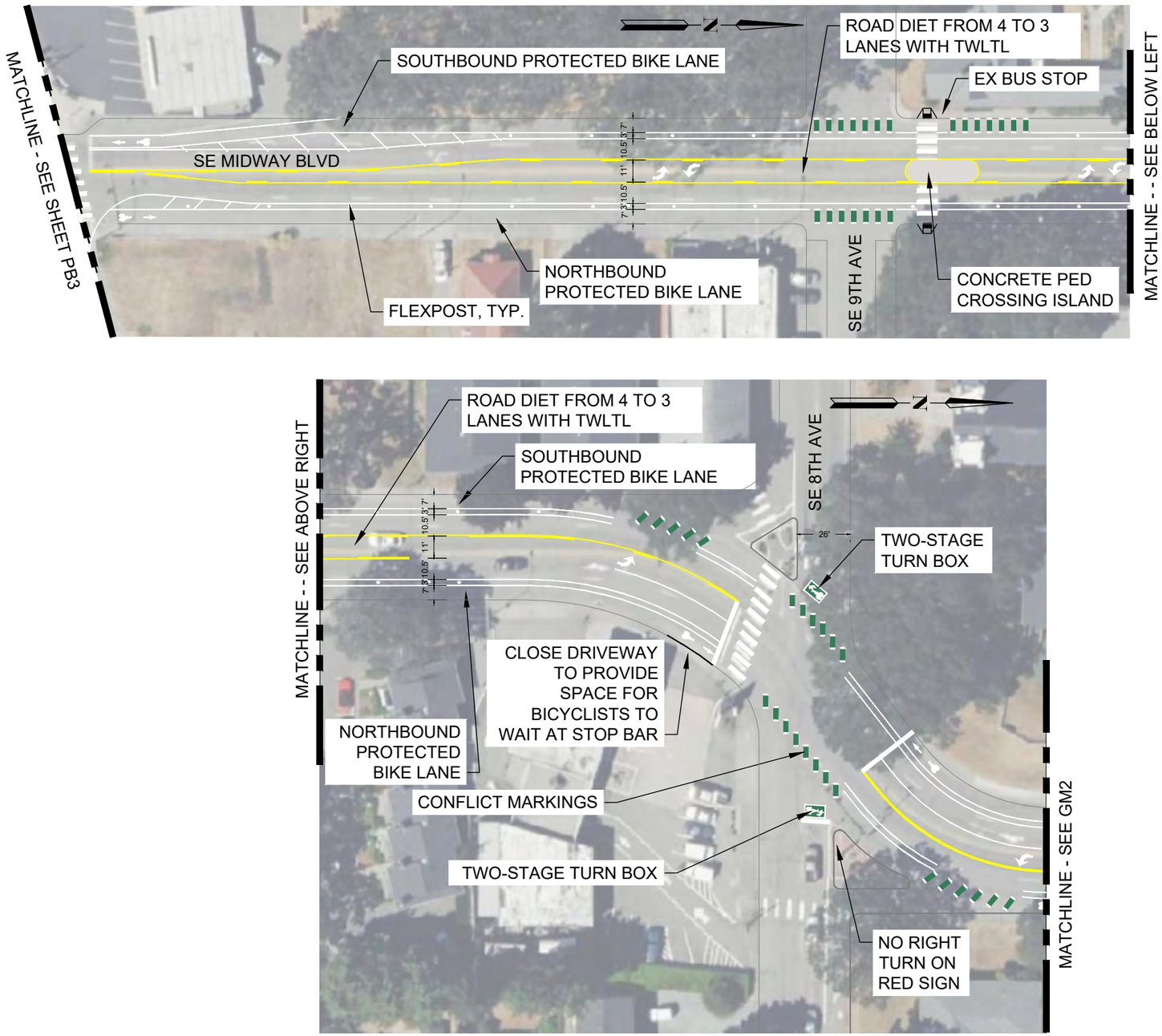
THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN
HELLER - SWANTOWN
3.4.2024
SW1
20 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION



THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

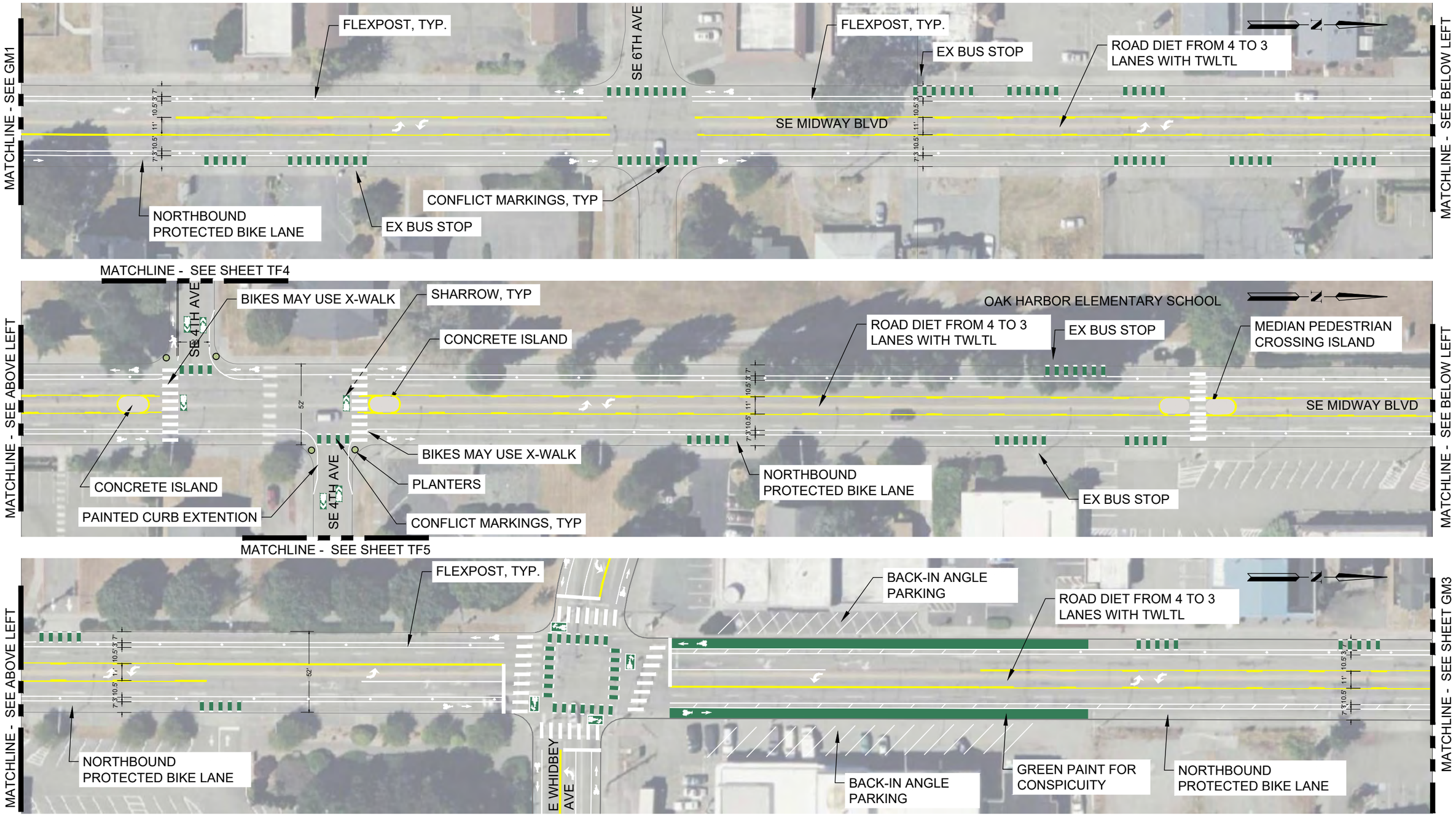
0 60' 120' 180'

SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN

MIDWAY & GOLDIE
3.4.2024
GM1
21 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION



THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

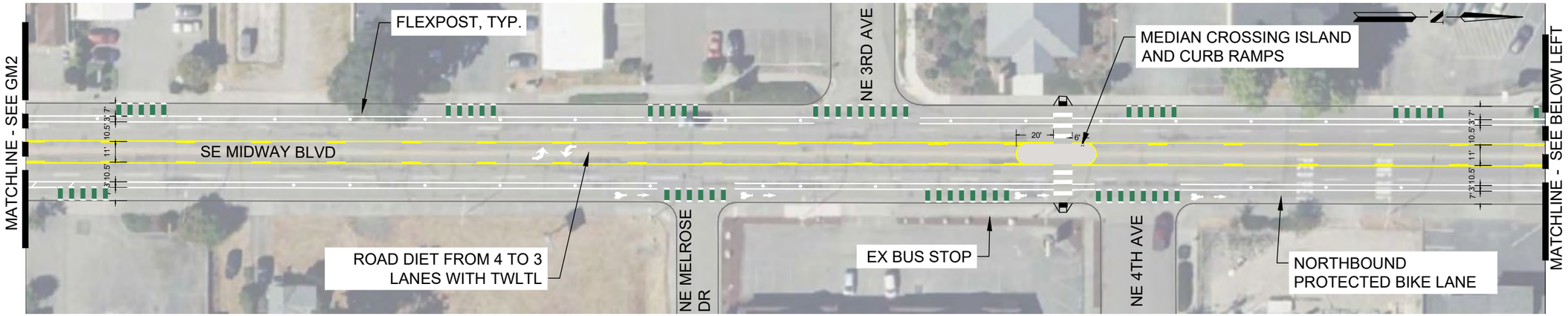
0 60' 120' 180'

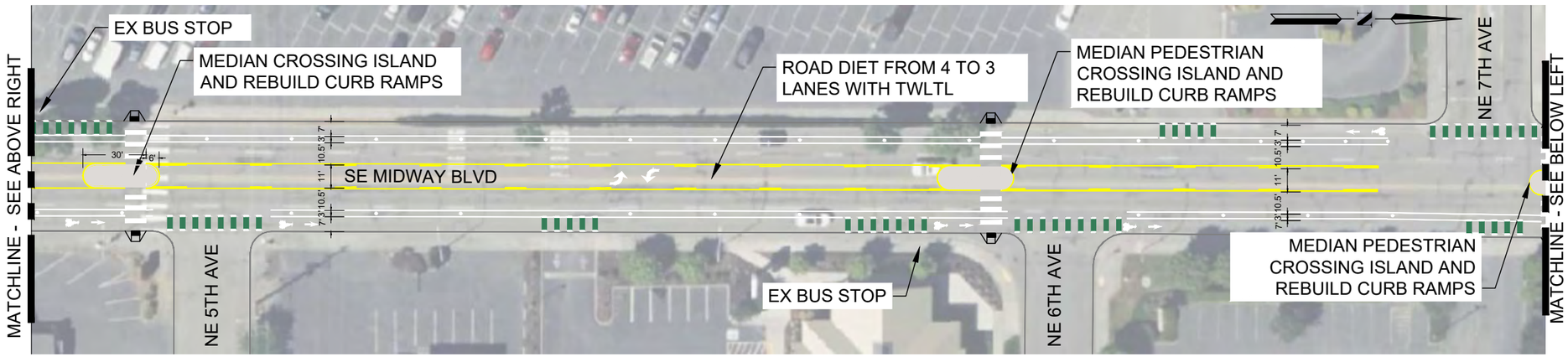
SCALE IN FEET

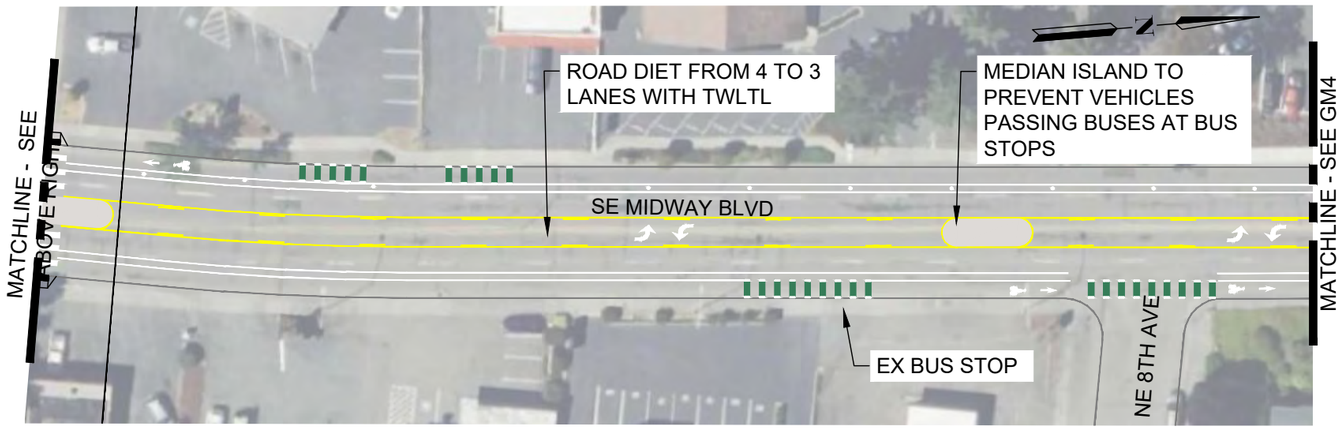
OAK HARBOR ACTIVE TRANSPORTATION PLAN

MIDWAY & GOLDIE
3.4.2024
GM2
22 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION







GENERAL NOTE:
RECOMMEND ANALYZING BUS STOP CONSOLIDATION/RELOCATION SO THAT BUS STOPS ARE IN PAIRS WITH A NEW CROSSING BETWEEN THEM

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'
SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN
MIDWAY & GOLDIE
3.4.2024
GM3
23 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

MATCHLINE - SEE SHEET GM3

EX BUS STOP

RIGHT TURNS PROHIBITED ON NB APPROACH

FUTURE ROUTE 20 2-WAY BIKE FACILITY

SE MIDWAY BLVD

52'

910'

PROTECTED CORNER

GOLDIE ROAD

NEW SIDEWALK

BACK-IN ANGLE PARKING OR RE-CONFIGURE DRIVEWAY

RIGHT TURNS PROHIBITED ON SB APPROACH

PROTECTED CORNER

ROUTE 20

72'

MATCHLINE - SEE BELOW LEFT

MATCHLINE - SEE ABOVE RIGHT

EASY ST

EX BUS STOP

EVERGREEN

GOLDIE RD

2' 5' 10.5' 9' 14' 5'

NEW SIDEWALK

EX SIDEWALK

EX BUS STOP

CATFISH LN

MATCHLINE - SEE BELOW LEFT

FUTURE NE 16TH AVE

FUTURE SHARED USE PATH

WITHOUT ROUNDABOUT, CONTINUE 1-WAY BIKE FACILITIES TO THE NORTH

MATCHLINE - SEE GM5

MATCHLINE - SEE ABOVE RIGHT

GOLDIE RD

2' 5' 10' 10' 2.5'

35'

WITHOUT ROUNDABOUT, CONTINUE 1-WAY BIKE FACILITIES TO THE NORTH

NE 16TH AVE

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

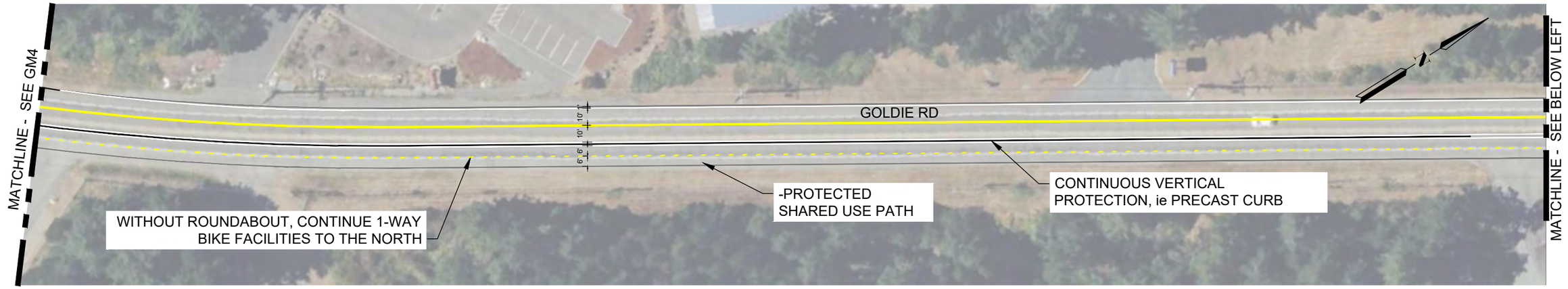
0 60' 120' 180'

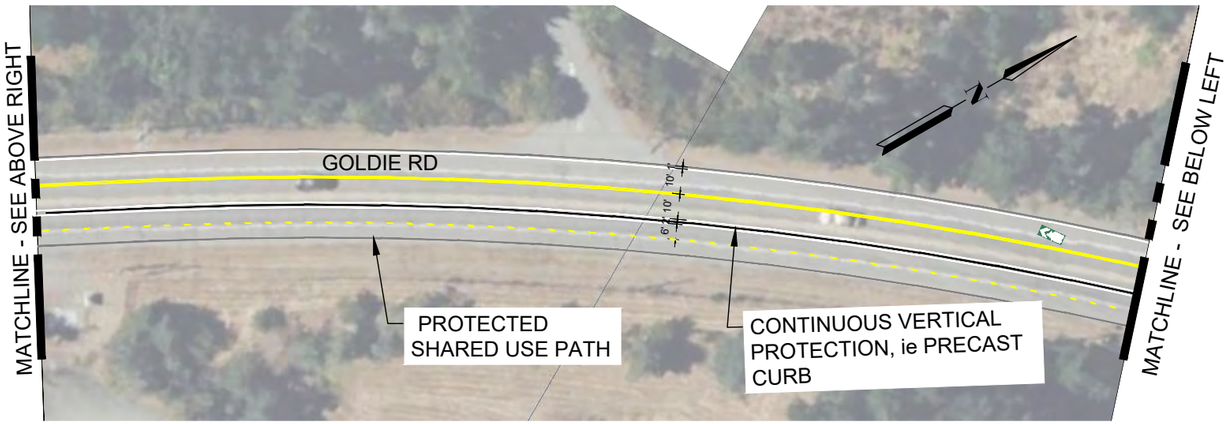
SCALE IN FEET

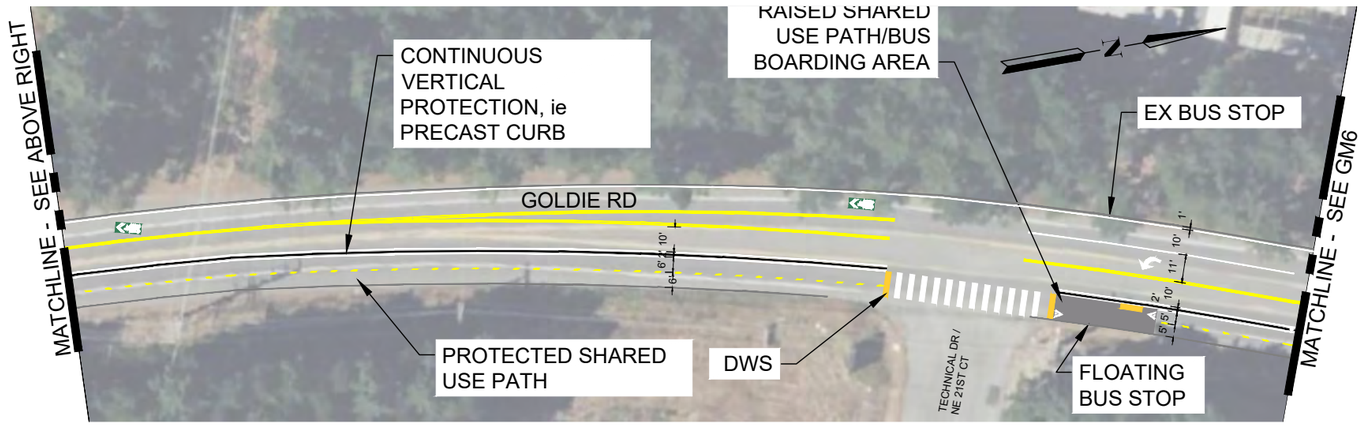
OAK HARBOR ACTIVE TRANSPORTATION PLAN

MIDWAY & GOLDIE
3.4.2024
GM4

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION







THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

SCALE IN FEET

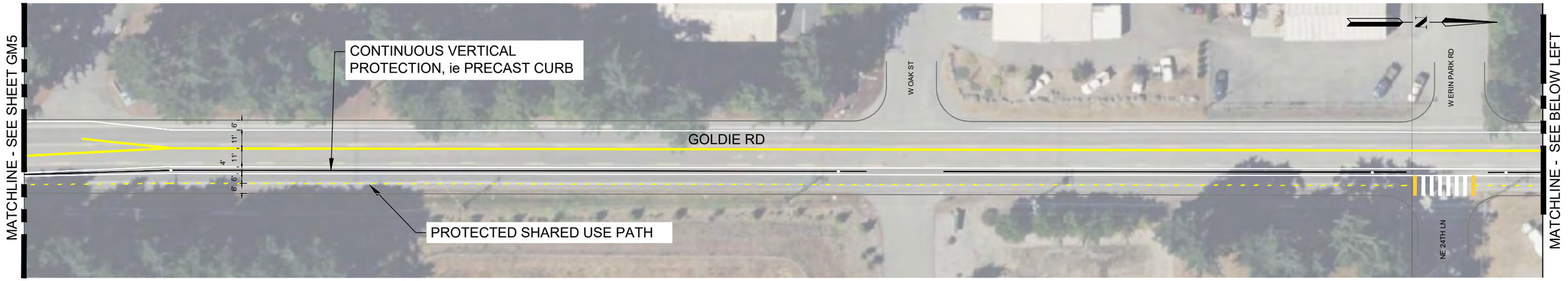
OAK HARBOR ACTIVE TRANSPORTATION PLAN

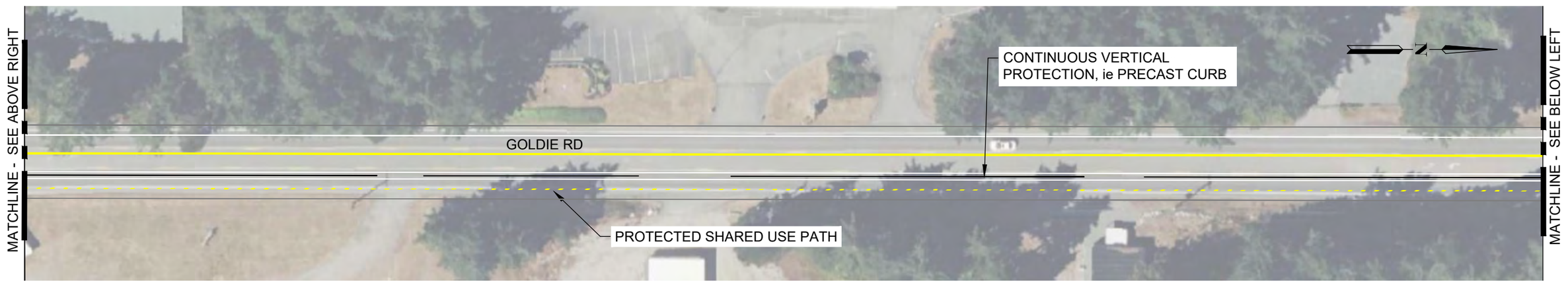
MIDWAY & GOLDIE

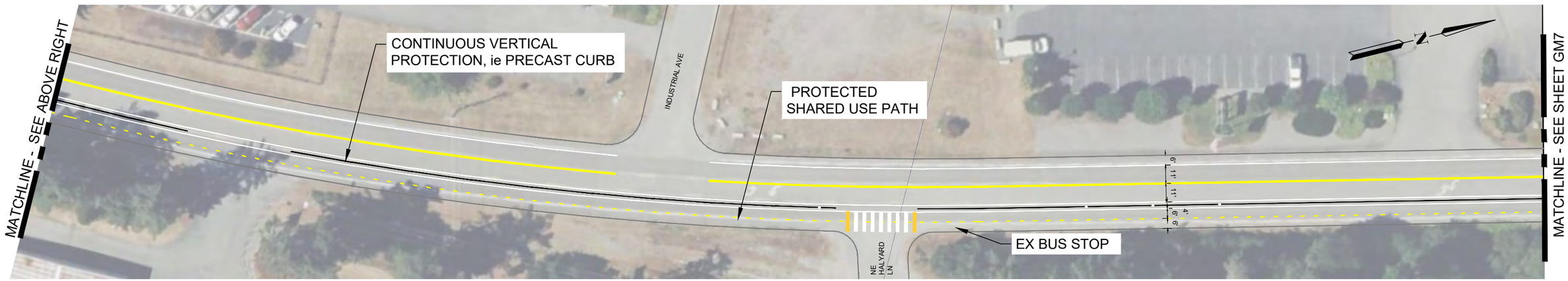
3.4.2024

GM5

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION







THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

SCALE IN FEET

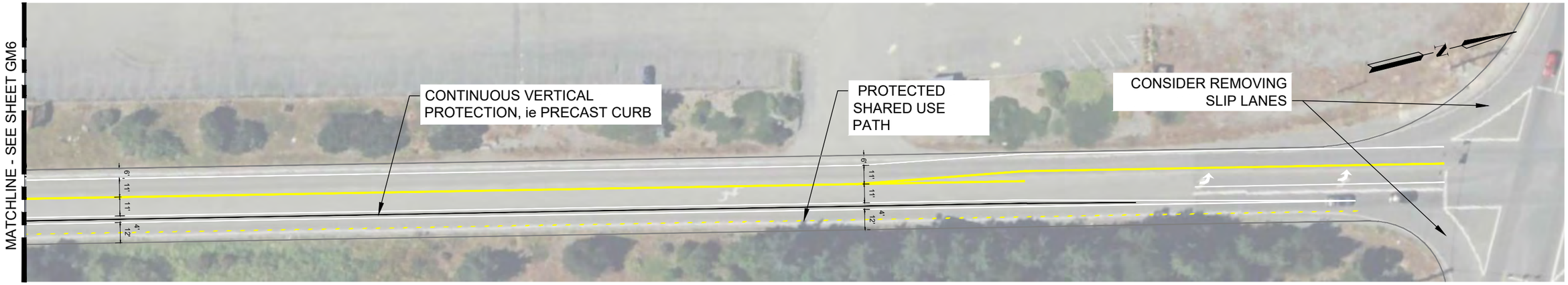
OAK HARBOR ACTIVE TRANSPORTATION PLAN

MIDWAY & GOLDIE

3.4.2024

GM6

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION



THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

0 60' 120' 180'

SCALE IN FEET

OAK HARBOR ACTIVE TRANSPORTATION PLAN

MIDWAY & GOLDIE
3.4.2024
GM7
27 OF 27

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

Washington State Department of Transportation

Northwest Region/Mount Baker Area
Skagit, Island, San Juan, &
Whatcom Counties
1019 Andis Road
Burlington, WA 98233
360-757-5999
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 27, 2024

Cac Kamak, Principal Planner
City of Oak Harbor, Development Services
RE: Oak Harbor Active Transportation Plan (March draft)
865 SE Barrington Drive
Oak Harbor, WA 98277

Dear Mr. Kamak:

We appreciated attending the Oak Harbor Planning Commission last night to make comments on the City's Active Transportation Plan (ATP) and to see your presentation about the plan. The ATP demonstrates the City's priorities of safety and goals to ensure access for all users of the transportation network who live, work, shop, and travel in Oak Harbor.

We are pleased that the plan includes many conceptual ideas about improvements to State Route 20 that could make for a more comfortable active transportation experience for its users. These will be good conversation starters for when projects get programmed, and design begins. Acknowledging that there is not a "one-size-fits-all" answer for the entire length of the facility, we can look to these concepts for ideas about how the City's needs can be best met.

The Planning Commission brought up the importance of safe crossings and we completely agree. Just as sections of the SR 20 corridor have different contexts, so too do the various crossings that will be needed to enhance and support safety for all users. During design, our coordination together will be crucial to elicit public engagement to hear about the needs of all users and to ensure equity and accessibility.

We thank you again for this collaboration together and look forward to continued conversations about SR 20 as a part of Oak Harbor's transportation network.

Thank you.

Sincerely,

Justin Resnick, Planning and Engineering Services Manager
Washington State Department of Transportation,
Northwest Region, Mt. Baker Area

Cc: David Kuhl, Director, Planning & Development, City of Oak Harbor
Steven Schuller, Director, Public Works, City of Oak Harbor
Alex Warner, City Engineer, Engineering Division, City of Oak Harbor
Lexine Long, Senior Planner, Washington State Department of Commerce

ACTIVE TRANSPORTATION PLAN (ATP)

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

City Council

4/16/2024

HIGHLIGHTS

- Establishes an Active Transportation Network within the City
- Identifies gaps in sidewalks
- Suggests 9 catalyst projects
- Includes 6 conceptual designs for projects with cost estimates
- Recommendations for policies and programs

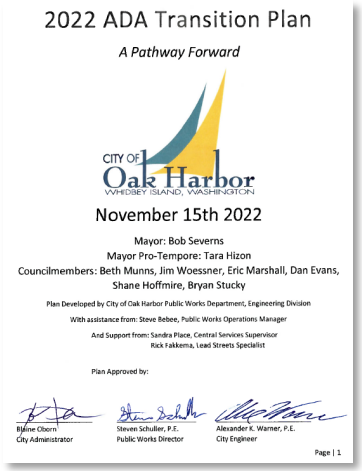
PROCESS

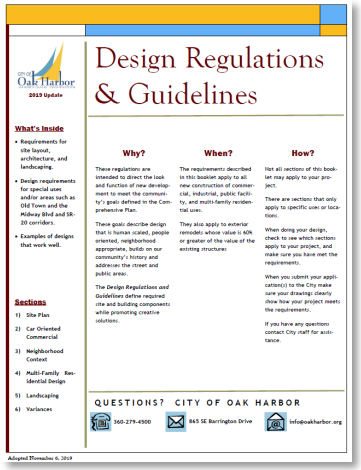
- Public Hearing at Planning Commission March 26th meeting
- Discussed at City Council March 27th Workshop
- Conduct Public Hearing at City Council April 16

RECOMMENDED ACTION

- Move to adopt Resolution # 24 – 06 adopting the Active Transportation Plan

OAK HARBOR ACTIVE TRANSPORTATION PLAN PROJECT TIMELINE


2022 ADA Transition Plan
A Pathway Forward
CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON
November 15th 2022
Mayor: Bob Severns
Mayor Pro-Tempore: Tara Hizon
Councilmembers: Beth Munns, Jim Woessner, Eric Marshall, Dan Evans, Shane Hoffmire, Bryan Stucky
Plan Developed by City of Oak Harbor Public Works Department, Engineering Division
With assistance from: Steve Bebee, Public Works Operations Manager
And Support from: Sandra Place, Central Services Supervisor
Rick Fakkema, Lead Streets Specialist
Plan Approved by:
Blaine Oborn
City Administrator
Steven Schuller, P.E.
Public Works Director
Alexander K. Warner, P.E.
City Engineer
Page | 1


CITY OF Oak Harbor
2019 Update
Design Regulations & Guidelines
What's Inside
Requirements for site layout, architecture, and landscaping.
Design requirements for special uses and/or areas such as Old Town and the Midway Blvd and SR-20 corridors.
Examples of designs that work well.
Sections
1) Site Plan
2) Car Oriented Commercial
3) Neighborhood Context
4) Multi-Family Residential Design
5) Landscaping
6) Variances
Why?
These regulations are intended to direct the look and function of new development to meet the community's goals defined in the Comprehensive Plan.
These goals describe design that is human scaled, people oriented, neighborhood appropriate, buildi on our community's history and addresies the street and public areas.
The Design Regulations and Guidelines define required site and building components while promoting creative solutions.
When?
The requirements described in this booklet apply to all new construction of commercial, industrial, public facility, and multi-family residential uses.
They also apply to exterior remodels whose value is 40% or greater of the value of the existing structures
How?
Not all sections of this booklet may apply to your project.
There are sections that only apply to specific uses or locations.
When doing your design, check to see which sections apply to your project, and make sure you have met the requirements.
When you submit your application(s) to the City make sure your drawings clearly show how your project meets the requirements.
If you have any questions contact City staff for assistance.
QUESTIONS? CITY OF OAK HARBOR
360-279-4500
865 SE Barrington Drive
info@oakharbor.org
Adopted November 6, 2019

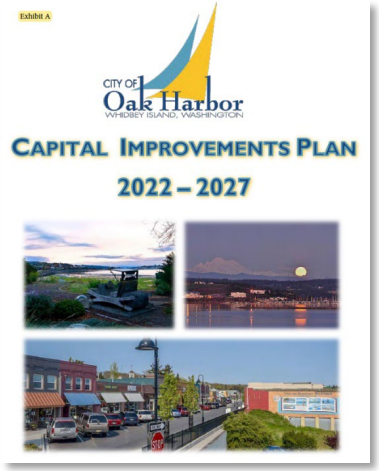
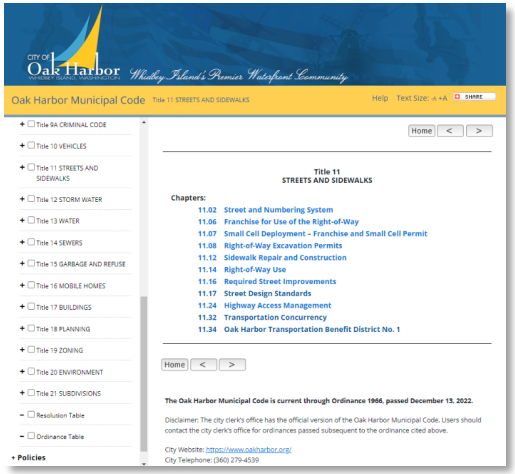
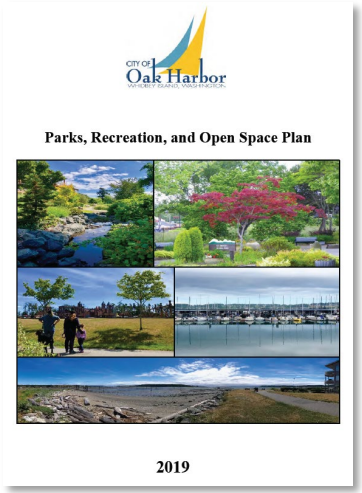
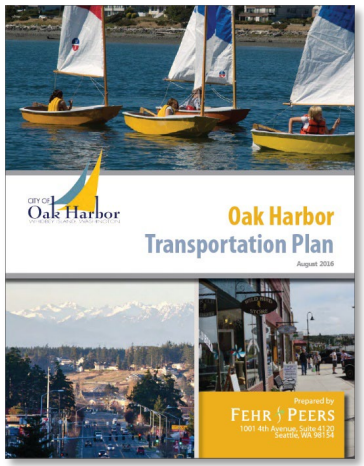
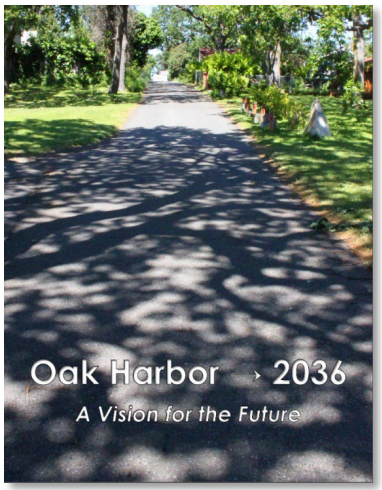


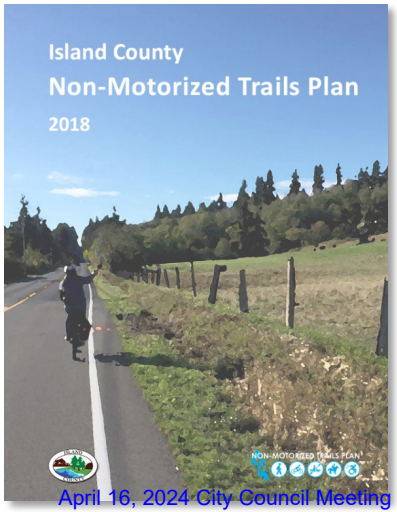
Exhibit A
CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON
CAPITAL IMPROVEMENTS PLAN
2022 – 2027

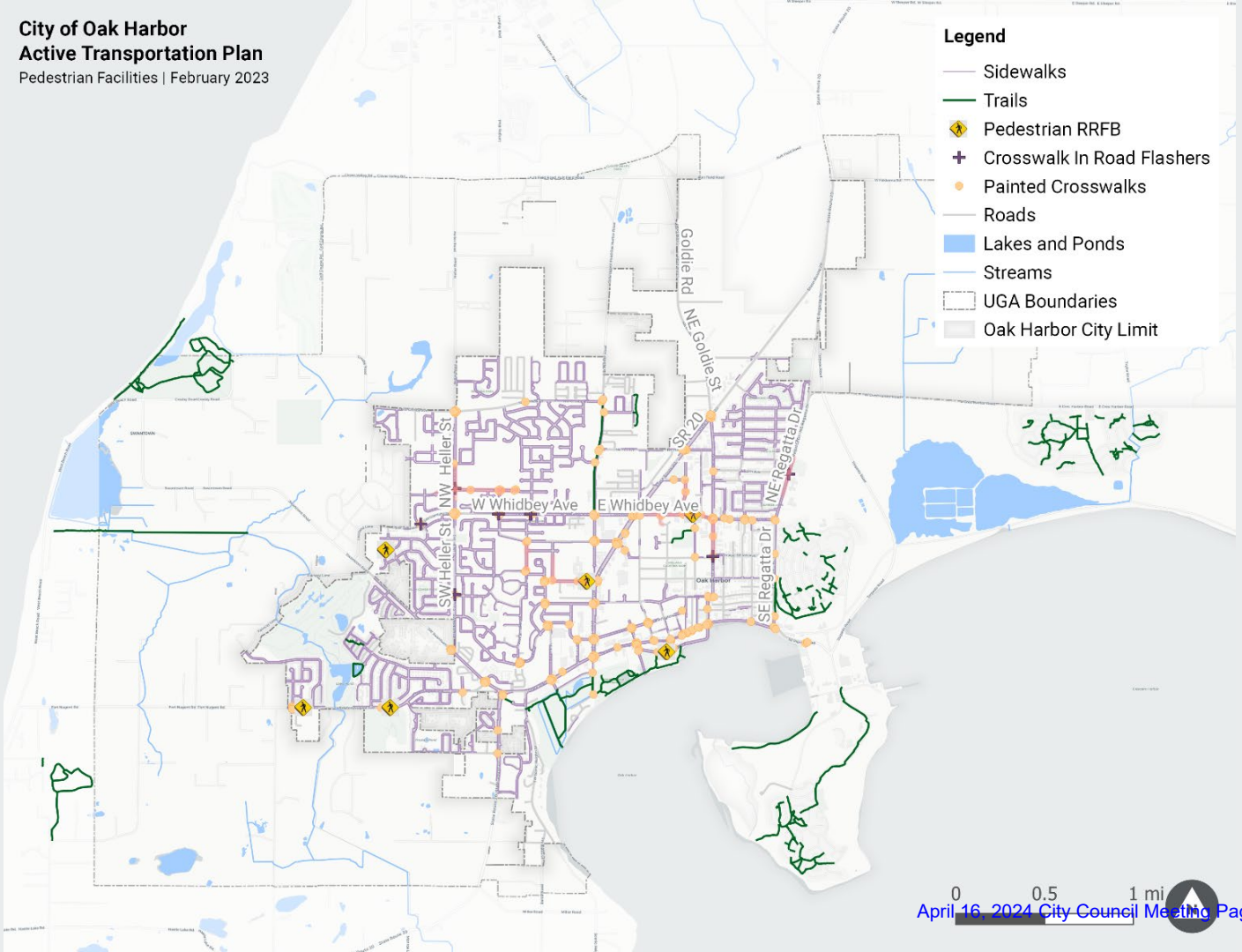

CITY OF Oak Harbor
Whidbey Island's Premier Waterfront Community
Oak Harbor Municipal Code
Title 11 STREETS AND SIDEWALKS
Help
Text Size:
SHARE
Home
Title 9A CRIMINAL CODE
Title 10 VEHICLES
Title 11 STREETS AND SIDEWALKS
Title 12 STORM WATER
Title 13 WATER
Title 14 SEWERS
Title 15 GARBAGE AND REFUSE
Title 16 MOBILE HOMES
Title 17 BUILDINGS
Title 18 PLANNING
Title 19 ZONING
Title 20 ENVIRONMENT
Title 21 SUBDIVISIONS
Resolution Table
Ordinance Table
+ Policies
Title 11
STREETS AND SIDEWALKS
Chapters:
11.02 Street and Numbering System
11.06 Franchise for Use of the Right-of-Way
11.07 Small Cell Deployment – Franchise and Small Cell Permit
11.08 Right-of-Way Excavation Permits
11.12 Sidewalk Repair and Construction
11.14 Right-of-Way Use
11.16 Required Street Improvements
11.17 Street Design Standards
11.24 Highway Access Management
11.32 Transportation Concurrency
11.34 Oak Harbor Transportation Benefit District No. 1
Home
The Oak Harbor Municipal Code is current through Ordinance 1966, passed December 13, 2022.
Disclaimer: The city clerk's office has the official version of the Oak Harbor Municipal Code. Users should contact the city clerk's office for ordinances passed subsequent to the ordinance cited above.
City Website: https://www.oakharbor.org/
City Telephone: (360) 279-4539


CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON
Parks, Recreation, and Open Space Plan
2019


CITY OF Oak Harbor
Oak Harbor
Transportation Plan
August 2016
Prepared by
FEHR PEERS
1001 4th Avenue, Suite 4720
Seattle, WA 98154


Oak Harbor 2036
A Vision for the Future


Island County
Non-Motorized Trails Plan
2018
NON-MOTORIZED TRAILS PLAN


City of Oak Harbor
Active Transportation Plan
Pedestrian Facilities | February 2023
Legend
Sidewalks
Trails
Pedestrian RRFB
Crosswalk In Road Flashers
Painted Crosswalks
Roads
Lakes and Ponds
Streams
UGA Boundaries
Oak Harbor City Limit
Goldie Rd
NE Goldie St
SR 20
NW Heller St
SW Heller St
W Whidbey Ave
E Whidbey Ave
NE Regatta Dr
SE Regatta Dr
Oak Harbor
0
0.5
1 mi

Walking and Biking in Oak Harbor, WA

Welcome to the Online Map for the Oak Harbor Active Transportation Plan! *This experience is best when used on a computer rather than a phone.*

Add points on the map to show us:

- Places you currently walk or bike
- Places where you do not currently walk or bike to but would like to walk or bike
- Locations that are barriers to walking or biking

If you see a comment you agree or disagree with, feel free to drop a point there as well to add to the conversation.

Add a Point

See what others have shared.

All done? Simply close your browser when you're finished leaving comments.

You can use the + and - signs on the map or your mouse's scroll wheel to zoom in to see the map in greater detail. The map's icon allows you to switch to a satellite imagery basemap. Search for a specific address using the

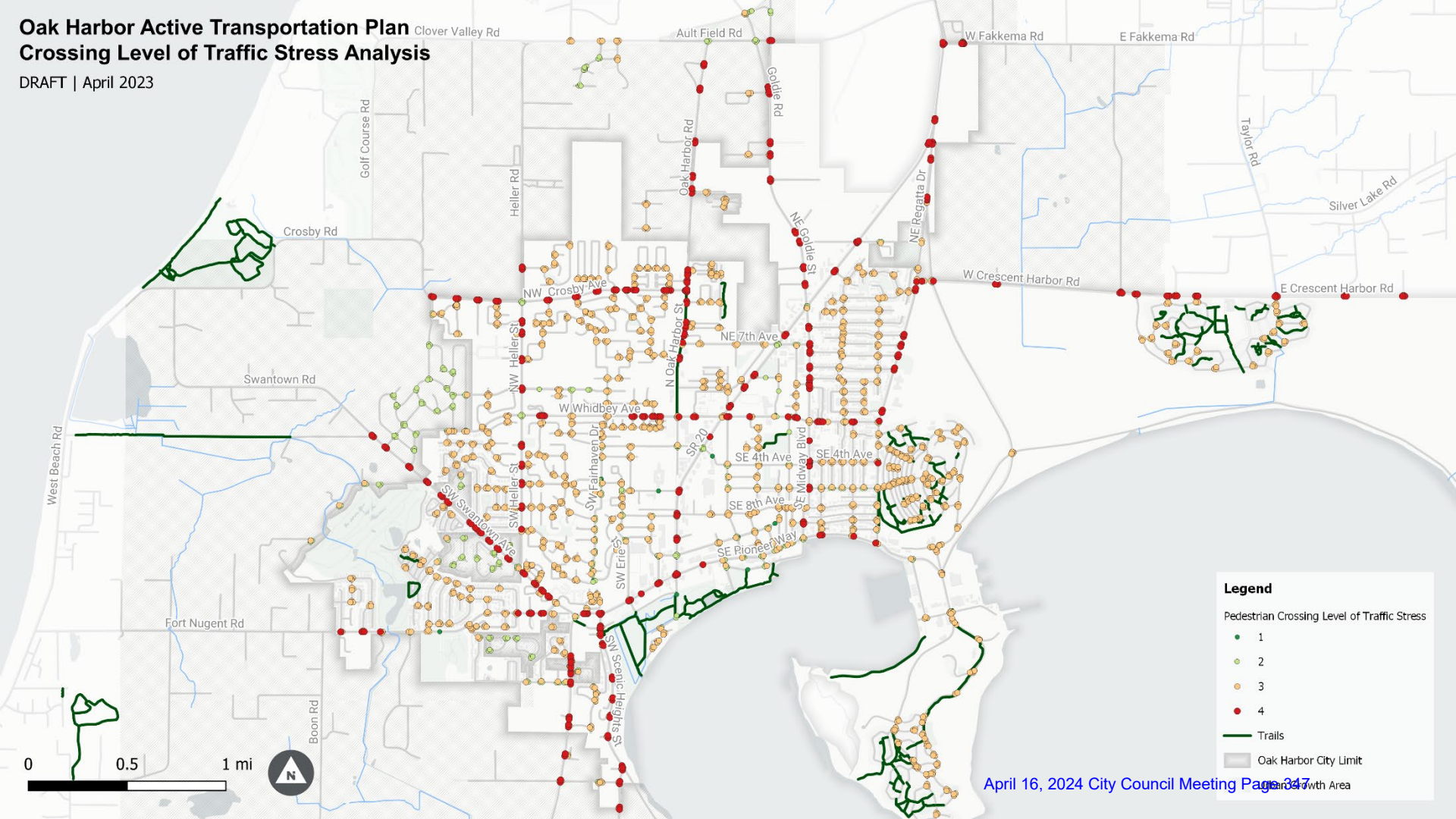
Select Language

Powered by Google Translate

Map Tiles © Google | Leaflet |

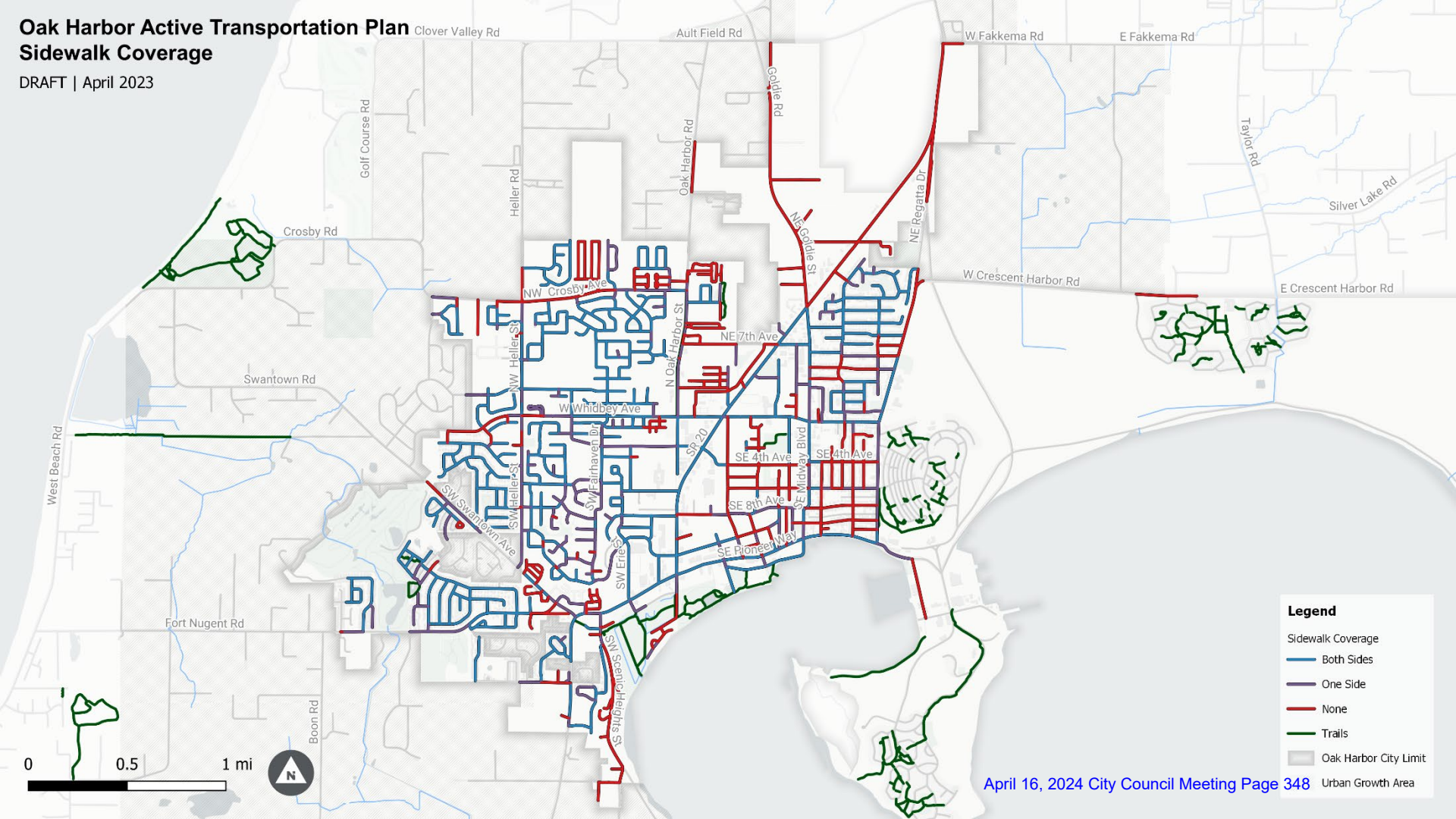
Oak Harbor Active Transportation Plan
Crossing Level of Traffic Stress Analysis

DRAFT | April 2023



Oak Harbor Active Transportation Plan
Sidewalk Coverage

DRAFT | April 2023

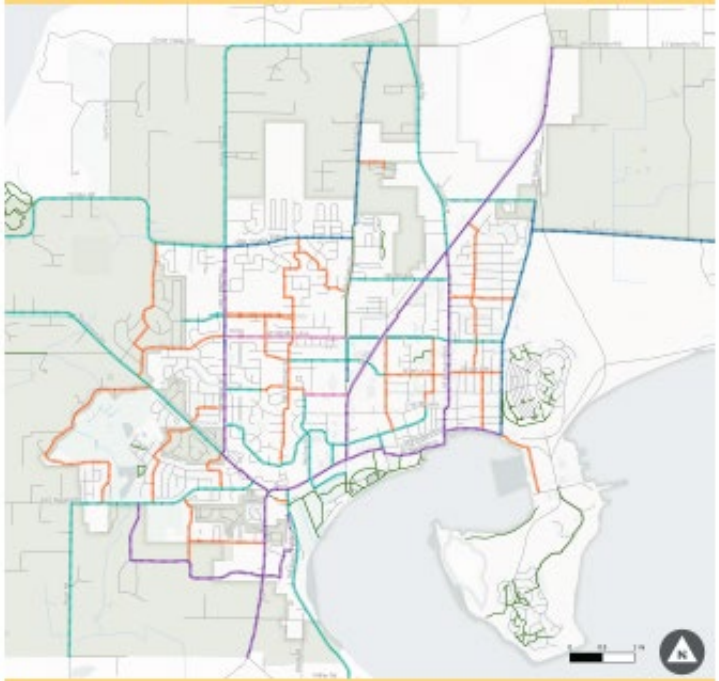


CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

OAK HARBOR
ACTIVE TRANSPORTATION PLAN

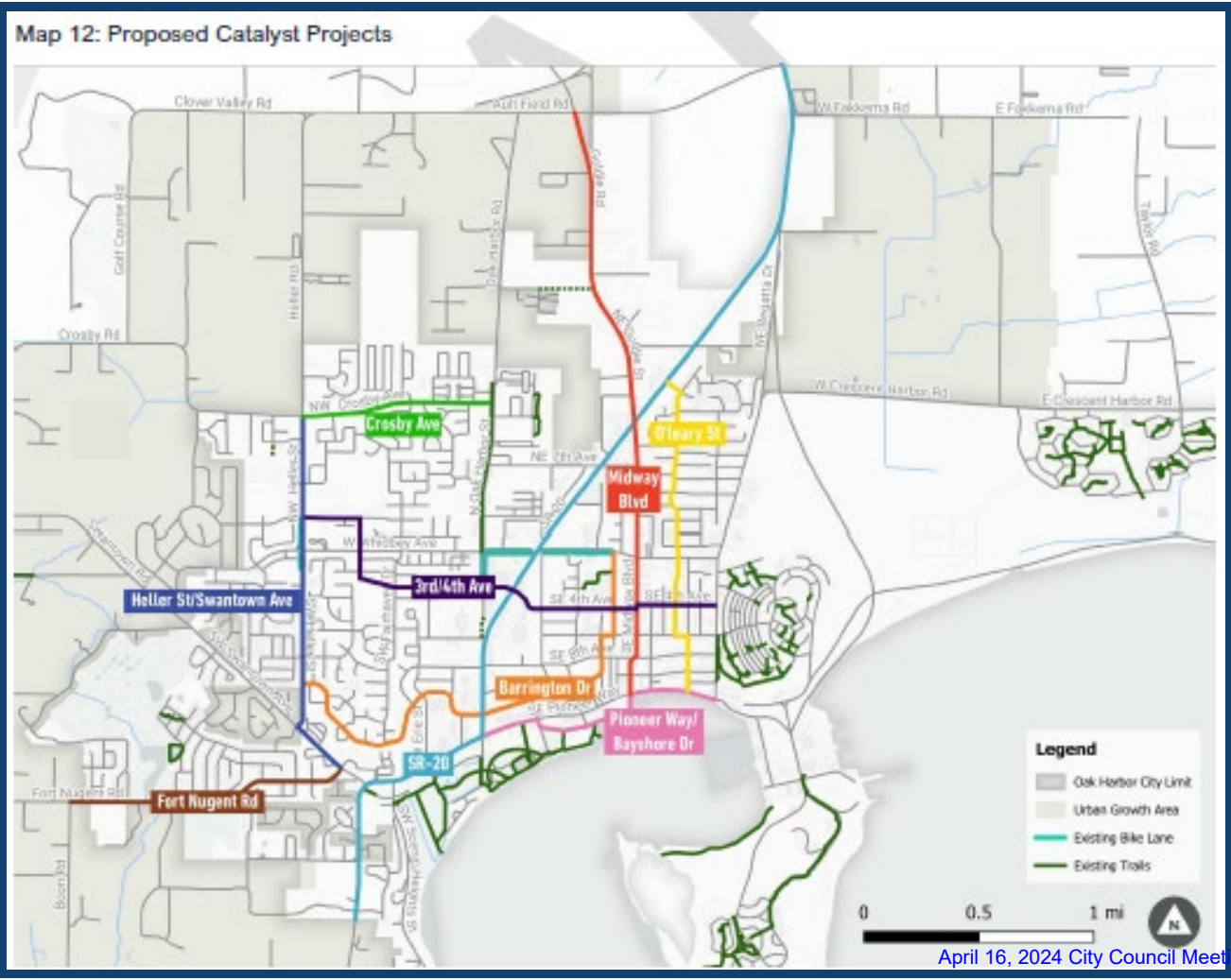
Proposed Bike+ Network

Aug 10, 2023



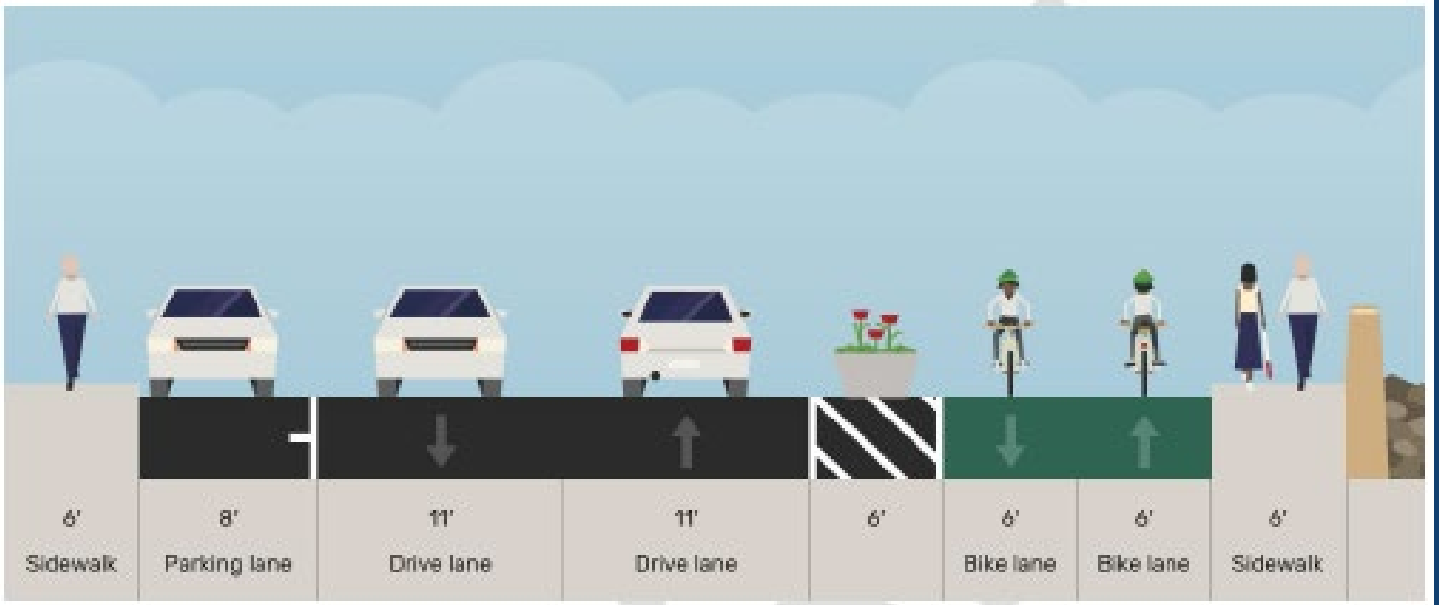
CITY OF
Oak Harbor
WHIDBEY ISLAND, WASHINGTON

Map 12: Proposed Catalyst Projects



CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

Figure 19: Bayshore Dr Proposed Cross Section (Made with Streetmix)



CITY OF
Oak Harbor
WHIDBEY ISLAND, WASHINGTON

Figure 13: State Route 20 Proposed Cross Section with two travel lanes (Made with Streetmix)

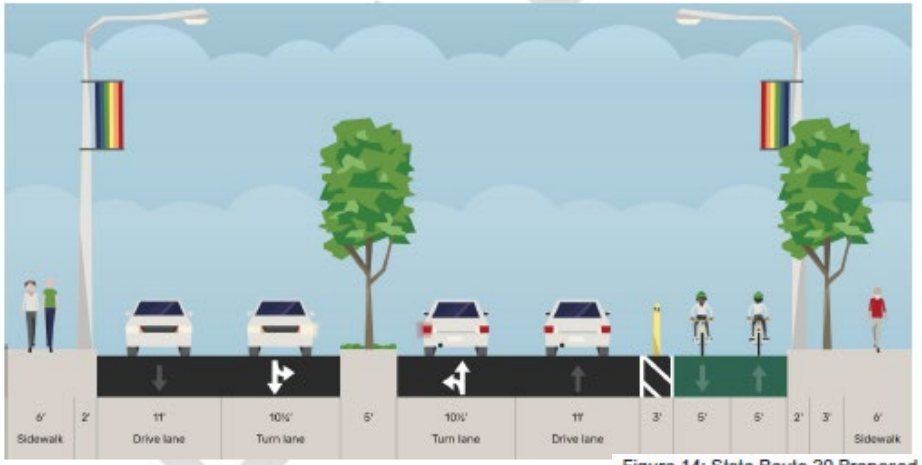


Figure 14: State Route 20 Proposed Cross Section with one travel lane, and center left-turn lane (Made with Streetmix)

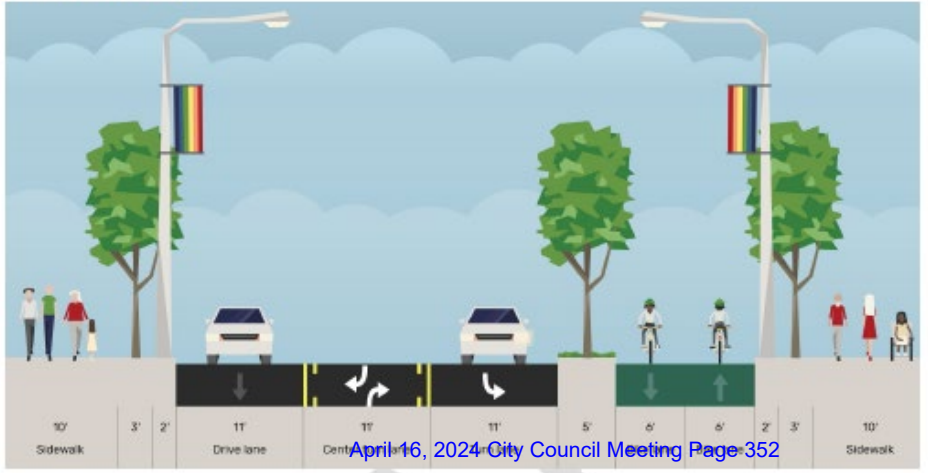


Figure 16: Barrington Dr Proposed Cross Section (Made with Streetmix)

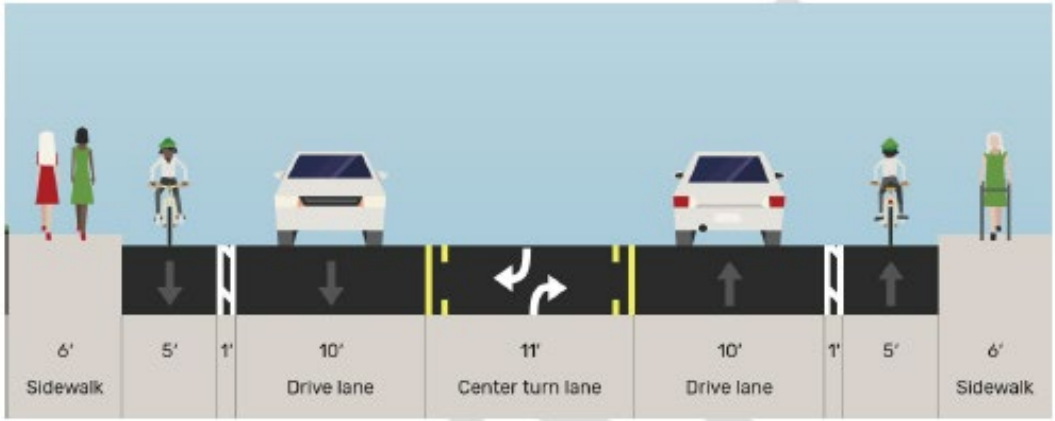
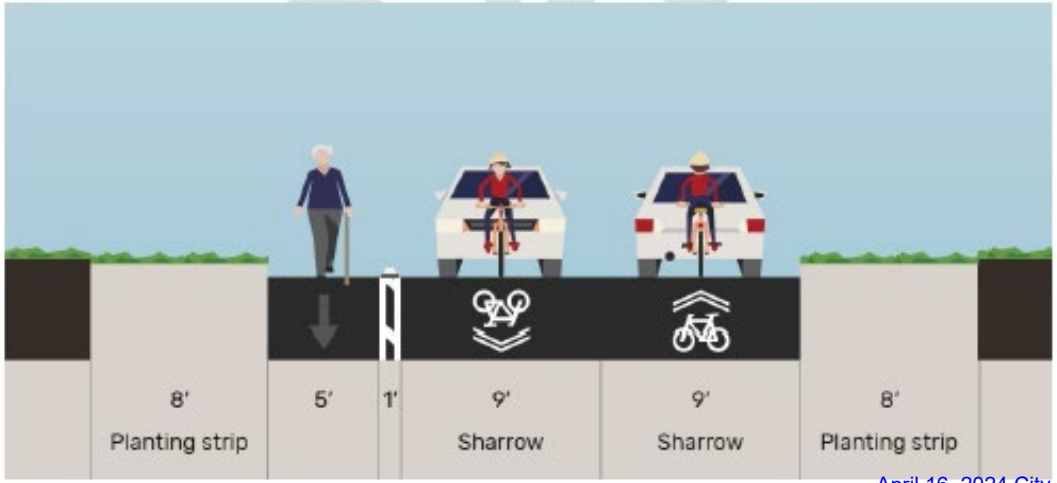


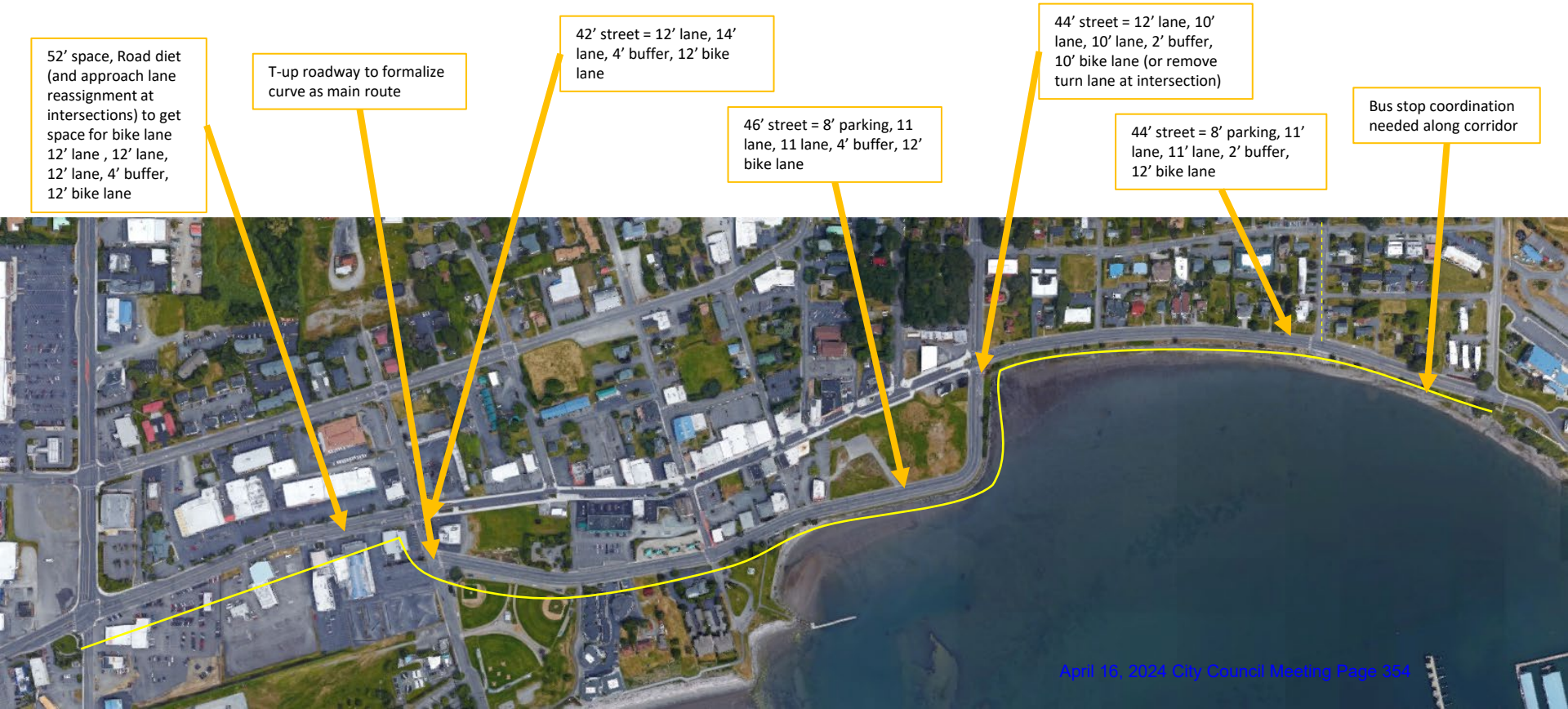
Figure 17: Ireland St and Jerome St Proposed Cross Section (Made with Streetmix)



Pioneer Way & Bayshore Dr

SR-20 to Regatta Dr

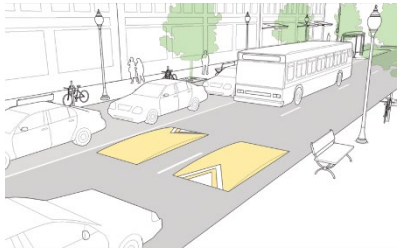
Road diet on SE Pioneer Way, two-way separated bike lane along the waterfront, crossing improvements

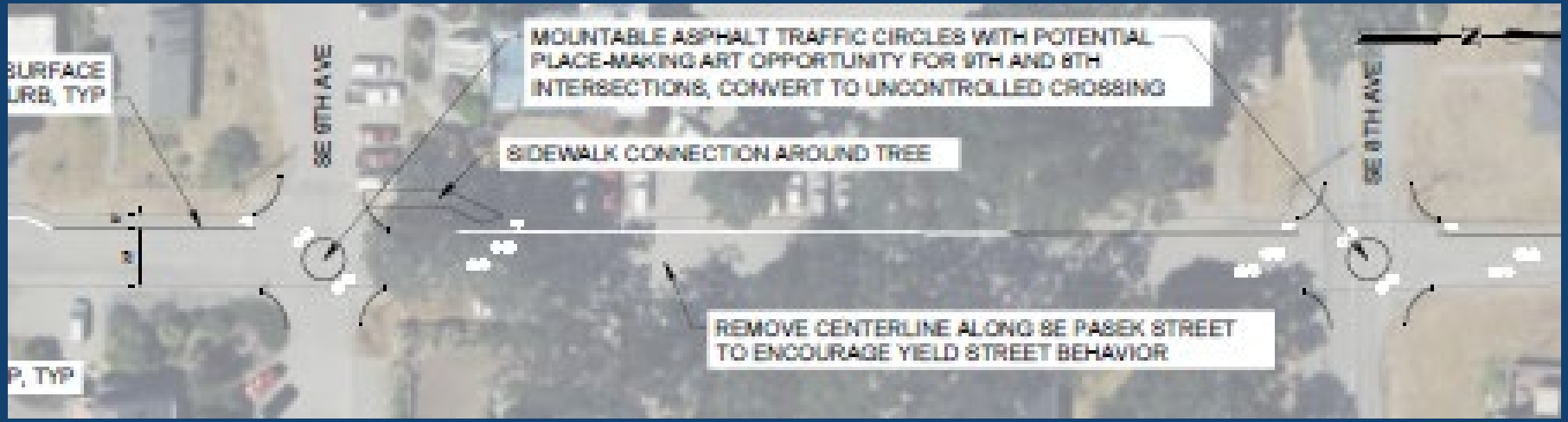


O’Leary St & Pasek St

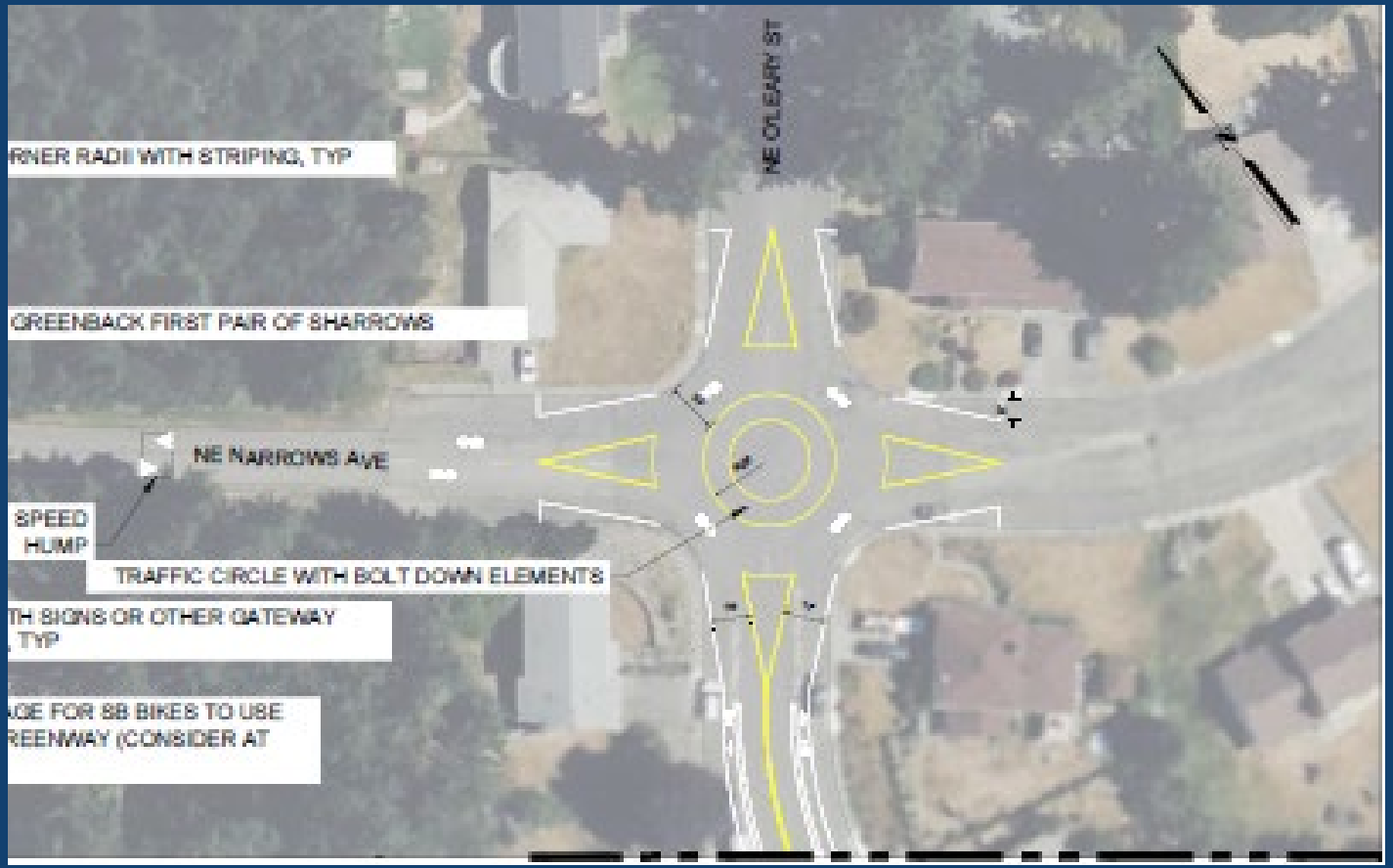
Pioneer Way to SR-20

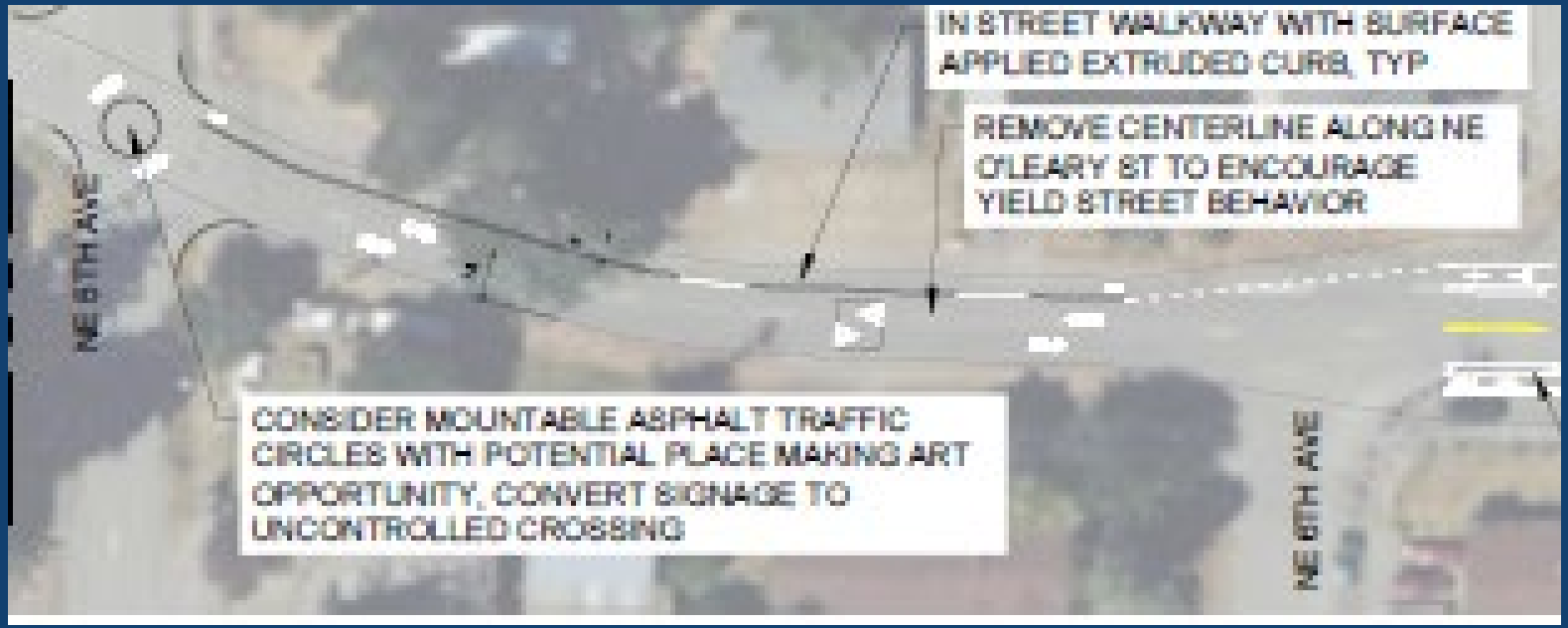
Neighborhood Greenway, walkways, crossing improvements, traffic calming




MOUNTABLE ASPHALT TRAFFIC CIRCLES WITH POTENTIAL PLACE-MAKING ART OPPORTUNITY FOR 9TH AND 8TH INTERSECTIONS, CONVERT TO UNCONTROLLED CROSSING
SIDEWALK CONNECTION AROUND TREE
REMOVE CENTERLINE ALONG SE PASEK STREET TO ENCOURAGE YIELD STREET BEHAVIOR
SE 9TH AVE
SE 8TH AVE
SURFACE
URB, TYP
P, TYP

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON




IN STREET WALKWAY WITH SURFACE APPLIED EXTRUDED CURB, TYP
REMOVE CENTERLINE ALONG NE O'LEARY ST TO ENCOURAGE YIELD STREET BEHAVIOR
CONSIDER MOUNTABLE ASPHALT TRAFFIC CIRCLES WITH POTENTIAL PLACE MAKING ART OPPORTUNITY, CONVERT SIGNAGE TO UNCONTROLLED CROSSING
NE 6TH AVE
NE 6TH AVE

Catalyst Projects

- Conceptual Design and Planning-Level estimates for 6 projects
  1. Midway Blvd - $2,261,800
  2. Pasek St and O'Leary St - $1,284,300
  3. Bayshore Dr @ Pioneer Way - $1,029,500
  4. Heller St and Swantown Ave - $3,370,700
  5. Crosby Ave - $3,002,400
  6. SW 3rd/SE 4th - $1,267,000

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

ATP

City Council

ATP

- Draft ATP available to the public since November 2023
- SEPA checklist and agency consultation in Nov/Dec
  - Received comments from WSDOT and Island County
- Comments and revisions incorporated into Revised Draft
- Revised draft posted at the beginning of March

City of Oak Harbor
City Council Agenda Bill

Bill No. 6.b.
Date: April 16, 2024
Subject: Public Hearing - Ordinance No. 1994: 2023 Comprehensive Plan Amendments

FROM: **Cac Kamak, AICP, Principal Planner, Development Services**

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- ○ Ronnie Wright, Mayor
- ○ Sabrina Combs, Interim City Administrator
- ○ David Goldman, Deputy City Administrator
- ○ Hillary J. Evans, City Attorney, as to form

RECOMMENDED ACTION

- Conduct Public Hearing
- Move to approve Ordinance 1994 adopting the 2024-2029 Capital Improvements Plan

BACKGROUND / SUMMARY INFORMATION

This agenda bill presents the 2024 – 2029 Capital Improvements Plan, which is moving forward as the only amendment to the Comprehensive Plan this year. All other items will remain on the docket and will continue into 2024 and will likely be considered in June 2025 as part of the State mandated Major Update.

Background

The City Council approved the docket for the 2023 Comprehensive Plan Amendment on March 7, 2023. The approved 2023 docket is provided below.

2023 Comprehensive Plan Amendments Docket

Proposed Amendment	Type of Amendment	Priority as per OHMC 18.15.050
Housing Action Plan (Housing Element)	Discretionary update	Priority C
Land Use Changes PIP, PBP to I	Discretionary update	Priority C
JPA/UGA	Discretionary update	Priority C
Capital Improvements Plan	Mandated	Priority A
Active Transportation Plan (Transportation Element)	Discretionary	Priority C
Alternate Street Connection Plan	Discretionary	Priority C
Downtown /Marina Plan	Discretionary	Priority C

Status

- Housing Action Plan – currently under implementation
- Land Use Changes PIP, PBP to I – comprehensive plan amendment is complete. The zoning change is being considered in February for action
- JPA/UGA – will be rolled into the 2025 updates
- Capital Improvements Plan – for action this year
- Active Transportation Plan – For adoption in April. It will be considered as a sub-element of the Transportation Plan.
- Alternate Street Connection Plan – in progress
- Downtown/Marina Plan aka Central Development Area – in progress

As noted above, some of these items will be incorporated into the 2025 Major Update to Comprehensive Plan. The actions to consider for this year is:

I. Capital Improvements Plan 2024-2029

Review Criteria

In preparation for adoption, staff has reviewed the CIP against the criteria as provided in OHMC Section 18.15.080 for the Comprehensive Plan. The criteria and their review are provided below.

(1) The amendment will not adversely affect the public health, safety and welfare in any significant way.
The proposed updates to the CIP will not adversely affect the public health, safety and welfare. The CIP includes infrastructure and utilities projects in the CIP that extend or improve upon the essential utilities needed in the city to maintain and improve the public health, safety, and welfare.

(2) The proposed amendment is consistent with the overall goals and intent of the comprehensive plan.
Projects in the CIP further the ongoing development of adopted plans for water, sewer, stormwater, and other adopted plans, or further economic development opportunities.

(3) The amendment is compliant with the Growth Management Act and the Countywide Planning Policies.
The Capital Improvements Plan includes projects from other adopted plans that have been coordinated with the County and the State.

(4) The amendment addresses the needs or changing circumstances of the community as a whole or resolves inconsistencies in the city's comprehensive plan.
The CIP includes projects that prioritized by the budget and directly reflect the implementation intent of the community.

(5) Environmental impact from the amendments have been addressed through the SEPA

review and /or measures have been included that reduce possible impacts.
Projects that are in the CIP will have a separate SEPA review process and impacts will be addressed on a project-by-project basis. These impacts are addressed during project planning and review.

(6) The amendment is consistent with the land uses and growth projections which were the basis of the comprehensive plan or to subsequent updates to growth allocations.
There are currently no major changes to land or growth projections and therefore the projects within the CIP are consistent with the existing adopted plans.

(7) The amendment is generally compatible with neighboring land uses and surrounding neighborhoods.
N/A

(8) The proposed amendment accommodates new policy direction from the City Council.
The amendments to the CIP include decisions made by the City Council during the course of the year.

(9) Other specific criteria that may have been identified as the beginning of the process.
No special criteria were identified as the beginning of the process to consider this year's amendments.

Process
The amendments to the comprehensive plan follow Review Process V in accordance with OHMC 18.20.270. This includes a public hearing before the Planning Commission and the City Council. The Planning Commission conducted a hearing at its January 23rd, 2024 meeting and unanimously recommended approval.

The process also included a SEPA review and 60-day notification to Department of Commerce. During the comment period, the City received comments from Washington Department of Transportation informing the City on the need for collaboration on projects that are slated for the highway or intersect with the highway. The letter is included as attachment 3.

LEGAL AUTHORITY
Legal authority for the CIP is provided by RCW 36.70A.070 (3)

FISCAL IMPACT
The CIP is a planning tool and in conjunction with the budget implements projects for the City. The CIP updates that effect 2024 will be brought to the City Council during a future budget amendment.

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

The Planning Commission held a public hearing on this at its January 23, 2024 meeting and unanimously recommended approval.

ATTACHMENTS

1. Ordinance No. 1994
2. 2024 - 2029 Capital Improvements Plan
3. WSDOT Letter
4. Presentation

ORDINANCE NO. 1994

AN ORDINANCE OF THE CITY OF OAK HARBOR, WASHINGTON, AMENDING OAK HARBOR MUNICIPAL CODE SECTION ("OHMC") 18.10.015 RELATING TO THE CAPITAL IMPROVEMENTS PLAN; AMENDING THE CAPITAL IMPROVEMENTS PLAN; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, RCW 36.70A, also known as the Washington State Growth Management Act ("the GMA"), requires that cities subject to the GMA adopt comprehensive plans and implement development regulations consistent with the GMA; and

WHEREAS, the City of Oak Harbor ("City") first adopted a Comprehensive Plan consistent with the requirements of the GMA in 1995 by Ordinance No. 1027; and adopted amendments to the plan, most recently in 2023 in Ordinance 1966; and

WHEREAS, the City has adopted a Capital Improvements Plan ("CIP") with its annual amendments to satisfy the requirements of RCW 36.70A.070 (3); and

WHEREAS, the City periodically reviews and, if needed, revises its CIP, to ensure such consistency with the goals and requirements of the GMA; and

WHEREAS, a SEPA Checklist on the CIP was distributed November 9, 2023 and Determination of Non-Significance was issued for the CIP on November 17, 2023, and no appeals were received; and

WHEREAS, on February 6, 2024, the City submitted the proposed 2024-2029 CIP to the Washington State Department of Commerce ("Commerce") in accordance with RCW 36.70A.106; and

WHEREAS, after due and proper notice, a public hearing was conducted by the Planning Commission on January 23, 2024 and recommended approval; and

WHEREAS, after due and proper notice, the City Council held a public hearing on the amendment at it April 16, 2024 meeting; and

WHEREAS, the City finds it in the best interest to adopt the 2024-2029 CIP and further finds it is

1. Consistent with the Growth Management Act and other applicable state laws;
2. Consistent with the applicable Countywide Planning Policies;
3. Consistent with the Goals and Policies of the Comprehensive Plan;
4. Beneficial to the City as a whole, and to the health, safety, and welfare of its residents; and
5. Necessary to refine and better reflect the City's transportation goals, current conditions, and to better accommodate the needs of the City's residents;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF OAK HARBOR do ordain as follows:

Section One. Recitals. The recitals set forth above are hereby adopted and incorporated as Findings of Fact and/or Conclusion of Law of the City Council. The City Council bases its findings and conclusions on the entire record of testimony and exhibits, including all written and oral testimony before the Planning Commission and the City Council.

Section Two. Oak Harbor Municipal Code 18.10.015, Amended. Oak Harbor Municipal Code 18.10.015, Capital improvements plan, is amended to read as follows:

> 18.10.015 Capital improvements plan.
> The Capital Improvements Plan 2024-2029, a copy of which is on file with the city clerk, and is available for inspection, is hereby adopted on April 16, 2024 as Oak Harbor's Capital Improvements Plan, amending and revising the Capital Improvements Plan adopted under Ordinance No. 1966.

Section Three. Amending the Oak Harbor Capital Improvements Plan. The Oak Harbor Capital Improvements Plan is hereby amended as set forth in Exhibit C, which is incorporated by this reference as though fully set forth.

Section Four. Copy to the Department of Commerce. Pursuant to RCW 36.70A.106(3), the City Clerk is directed to send a copy of the CIP to the Department of Commerce for its records within ten (10) days after adoption of this Ordinance.

Section Five. Severability. If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder or the Ordinance or the application of the provision to other persons or circumstances is not affected.

Section Six. Corrections. The City Clerk and codifiers of the ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section Seven. Effective Date. This Ordinance shall be in full force and effect five (5) days after publication.

PASSED by the City Council this 16th day of April 2024.

THE CITY OF OAK HARBOR

Veto ( )
Approve ( )

By_____
Ronnie Wright, Mayor

Dated: _____

Attest:

_____
Julie Nester, City Clerk

Approved as to Form:

_____
Hillary Evans, City Attorney

Published: _____

CITY OF
Oak Harbor
WHIDBEY ISLAND, WASHINGTON

CAPITAL IMPROVEMENTS PLAN 2024 – 2029

Prepared by Development Services
April 2024

Table of Contents

Section One • Introduction 1

Section Two • The Planning Context 3

Section Three • Existing Capital Facilities 9

Section Four • Future Capital Facility Needs 16

Section Five • Capital Improvements Plan 2023-2028 18

Section Six • Capital Facility Funding Options and Projections 24

Appendix A • Inventory of Existing Facilities 30

Appendix B • Financial Resources for Capital Facility Planning and Implementation 36

Appendix C • Project Descriptions and other Details 44

Appendix D • Capital Improvement Projects 2015-2036 (Years 2021-2035) 108

Appendix E • Maps 110

List of Tables

Table 4.1 Level of Service Standards 17

Table 4.2. City of Oak Harbor Population Projections 17

Table 5.1 Streets (Non-Enterprise Funded) 18

Table 5.2 Parks and Recreation (Non-Enterprise Funded) 19

Table 5.3 Wastewater System (Enterprise Funded) 20

Table 5.4 Water System (Enterprise Funded) 21

Table 5.5 Stormwater System (Enterprise Funded) 22

Table 5.6 General Government 22

Table 5.6a Senior Center 23

Table 5.7 Marina (Enterprise Funded) 23

Table 6.1 General Revenues from All Sources 26

Table 6.2 Impact Fee Revenue Sources 27

Table 6.3 System Development Charges Revenue 27

Table 6.4 Schedule of Limitation of Indebtedness: As of 12/31/2019 29

Table A.1. 2015 Level of Service Standards for Traffic 30

Table A.2. Distribution System 31

Table A.3. Pump List 31

Table A.4. Distribution System 32

Table A.5. Source and Pump Station List 32

Table A.7. Distribution System 33

Table A.8. Capital Assets Inventory 33

Table D.1 Streets (Non-Enterprise Funded) 108

Table D.2 Parks and Recreation (Non-Enterprise Funded) 108

Table D.3 Wastewater System (Enterprise Funded) 108

Table D.4 Water System (Enterprise Funded) 109

Table D.5 Stormwater System (Enterprise Funded) 109

Table D.6 General Government 109

Table D.7 Marina (Enterprise Funded) 109

List of Illustrations

Map 1. City of Oak Harbor Boundaries 110

Map 2. City of Oak Harbor Street Classification 111

Map 3. City of Oak Harbor Parks Inventory 112

Map 4. City of Oak Harbor Public Facilities Inventory 113

Map 5. Existing Wastewater Collection System, City of Oak Harbor Comprehensive Sewer Plan 114

Map 6. Existing Stormwater System 115

Map 7. Existing Water System 116

Section One • Introduction

The Capital Improvement Plan

The Capital Improvement Plan (CIP) is a document covering a six-year period that identifies capital projects being proposed by the City during the planning term.[1] The CIP provides a planning schedule and provides options for financing the plan. The CIP provides a link between the various City department projects and the annual budget.

For the purposes of the CIP, a **capital facility** shall mean *any facility owned or maintained by the City costing $50,000 or more, requiring the expenditure of public funds over and above annual maintenance and operational expenses, and having a life expectancy of 20 years or more.*

In addition to planning for the acquisition of new capital facilities, the CIP assists the City in identifying what capital maintenance projects are to be funded. For the purposes of the CIP, **capital maintenance** shall mean *any maintenance or upkeep expense to an existing capital facility requiring the expense of public funds in excess of $50,000 and extending the useful life of the facility for 10 years or more.*

The City of Oak Harbor has identified the period 2023 -2028 as the planning term for this CIP. The first year (2023) will be the first term of the adopted 2023/2024 biennium City budget. The remaining four years are intended to create a framework for planning and resource allocation and will be implemented with subsequent budget cycles.

Requirement to Plan

The State Growth Management Act (GMA) of 1990 requires that communities adopt CIPs as part of their comprehensive plans. The intent of this CIP is to comply with the Growth Management Act (RCW 36.70A.070 (3) and WAC 365-196-415). Since the City's CIP includes transportation projects for the next six years, it also serves as the City's Six-Year Transportation Improvement Program (TIP) intended to meet the requirements of RCW 35.77.010. It is also intended to meet the concurrency requirements of RCW 36.70A.020 (12) and (13).

Benefits of Capital Improvement Planning

The Capital Improvements Plan serves a number of important functions. The Government Finance Officers' Association identifies four major purposes[2]. They are to:

1. ***Create a formal mechanism for decision making.*** A basic function of the CIP is to provide a framework for decision makers. Decisions about what to buy, when to buy it and how to pay for it can all be answered by a comprehensive CIP.
2. ***Provide a link to long range plans.*** The CIP guides the implementation of the community's comprehensive plan, sub area plans and strategies.
3. ***Serve as an important management tool.*** A major organizational purpose is served by the CIP providing a mechanism to help prioritize capital projects and match projects with existing funding options.
4. ***Function as a reporting document.*** A CIP communicates to citizens, businesses, and other interested parties the government's capital priorities and plans for implementing capital projects.

[1] ***Planning term*** - The planning horizon for the CIP is six years with the first year of the planning term being the capital budget for that year.

[2] Major elements of the introduction material for this plan have been taken from *Capital Improvement Programming, A Guide for Smaller Governments*, Patricia Tigue, Government Finance Officers' Association, 1995.

The CIP adoption process helps:

- *Focus attention on community goals, needs, and financial capability.* It encourages decision makers and the public to connect future plans and the actions needed to achieve them.
- *Build public consensus for projects and improves community awareness.* The process elevates public awareness of the needs and financial resources of the community.
- *Improve inter-/intra governmental cooperation.* A CIP enhances coordination between departments and agencies thereby reducing conflicts and overlapping projects.
- *Assis in ensuring financial stability.* Capital projects are prioritized and scheduled to fit within expected funding levels, thereby limiting the need for dramatic tax increases or unanticipated bond issues in any one year.

Determining What is Included in the CIP

The process to determine need for new capital facilities is rather straightforward. Most facility needs are easy to determine as they are based on the principle of maintaining or meeting technically derived service standards. Levels of Service (LOS) standards are established by a technical based measure, e.g. water flow levels to serve a certain population or park space needed per one thousand citizens. Capital needs are also derived from special plans and strategies developed for a special purpose. For example, the Parks, Recreation, and Open Space Plan and the Windjammer Plan have identified capital needs that are necessary to meet specific goals identified and discussed by the public and adopted by the City Council in that specific planning process. The needs identified by the processes mentioned above are divided into two basic categories for further review, comparison and consideration. These categories, based on revenue source, are:

- *Enterprise Fund Capital Facility Needs.* Enterprise funds are identified as those functions (departments) that derive their revenues from user fees or charges. Capital needs for these functions are identified in this document but are not prioritized, as their funding requirements are mostly met by user fees.
- *Non-Enterprise Fund Capital Facility Needs.* Non-enterprise funded activities are, for the most part, dependent on General Fund revenues, special assessments, grants and other inter-governmental transfers. Streets, parks, public safety, general administration and special projects all must compete for these revenues.

Capital Facilities Not Provided by the City

The GMA also requires jurisdictions to plan or coordinate with the responsible authorities for schools and solid waste collection and disposal. This plan, in addition to these requirements, will report the capital needs of the Oak Harbor public schools, Sno-Isle Library District, North Whidbey Parks District, and Island Transit.

Summary

This document is designed to answer several questions for the community, professional managers, and elected decision makers. They are, quite simply:

- What do we have?
- What do we need?
- When do we need it?
- How do we pay for it?

Section Two • The Planning Context

Capital facilities planning draws from numerous adopted plans. These plans and strategies are developed with extensive community involvement and set the framework for the decisions necessary to guide the City's economic, social, and cultural evolution. The result of this community effort in Oak Harbor is contained in three basic areas of work:

- The Comprehensive Plan
- Related Plans
- The Comprehensive Financial Management Policy

These documents provide the framework for the CIP detailed in this document. These three critical guides are discussed below.

The Comprehensive Plan

A Comprehensive Plan is a community's vision for its future. The plan captures what citizens want in their community, how the community should evolve physically, where streets and roads should go, how much park and open space should be provided, and where growth should occur. The Comprehensive Plan is a tool that helps in strategizing and coordinating various services that the City provides. The Comprehensive Plan attempts to provide ideas of what the community wants and needs and gives the decision-makers an opportunity to make informed decisions. The Capital Improvements Plan is an implementation of the comprehensive plan and its vision.

The Washington State Growth Management Act (GMA) of 1990 requires that the City of Oak Harbor prepare and maintain a comprehensive plan capital facility element. This element is required "in order to assure that public facilities will be reasonably available to accommodate planned growth over the next twenty years." This requirement is referred to as concurrency and specifically means:

- Public facilities that are needed to serve new development and population within a jurisdiction or service area must be in place at the time of development.
- Such facilities must be sized to adequately serve the area without decreasing the services levels established by the jurisdiction.

The GMA identified the following goals to be obtained by local comprehensive planning efforts:

- Focus urban growth in urban areas
- Reduce sprawl
- Provide efficient transportation
- Encourage affordable housing
- Encourage sustainable economic development
- Protect property rights
- Process permits in a timely manner
- Maintain and enhance natural resource based industries
- Retain open space and habitat areas and develop recreation opportunities
- Protect the environment
- Encourage citizen participation and regional coordination
- Preserve important historic resources
- Manage shorelines wisely

The GMA also requires that the comprehensive plan be of at least a twenty year planning horizon and be based on population projections supplied by the state Office of Financial Management (OFM). Comprehensive plans must contain, at a minimum, these elements:

- A capital facilities element, with a six-year plan for financing identified capital needs.
- A land use element.
- A housing element.
- A utilities element.

- A transportation element.
- An economic development element.
- A parks and recreation element.

WAC 365.195.315 requires that the capital facilities plan address the following:

- An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- At least a six year plan that will finance such capital facilities, within project funding capacities and clearly identifies sources of public money for such purposes;
- If a jurisdiction is unable to provide or finance capital facilities in a manner that meets concurrency and level-of-service requirements, it must either: (a) adopt and enforce ordinances which prohibit approval of proposed development if such development would cause levels-of-service to decline below locally established standards, or (b) lower established standards for levels-of-service.

In addition, GMA requires that comprehensive plans be put into action through zoning and development regulations.

The City conducted a major update to its comprehensive plan in 2016 in response to a state mandate. The update included revision of the land use element, and updates to other elements such as urban growth areas, housing, utilities etc. The 2016 update did not change any of the policies in the Capital Facilities Element. The comprehensive plan identifies the following goals and policies for the development and location of capital facilities in Oak Harbor and serves as a general guide for the creation of this document.

Goal 1

Provide adequate capital facilities and services necessary to serve Oak Harbor's existing and future population without causing decreased service levels below adopted LOS[3] standards.

Policy

a. Predict facility needs for the next 20 years based on projections of anticipated population and business growth.

b. Prepare phased plans to identify needed public facilities to support existing and future growth projected in policy a.

c. Coordinate with other jurisdictions to establish priorities of county-wide facility improvements, identify services needed to achieve adopted service levels, and protect public health, safety, and the environment.

d. Review growth projections and capital facilities plans annually congruent with the City budget process to ensure that the City's ability to provide and maintain adequate public facilities and services is consistent with growth.

e. Phase the development of capital facilities to ensure sufficient lead-time financing, planning, and construction to provide the facilities when needed.

f. Coordinate land use and public works planning activities with an ongoing program of long-range financial planning to conserve fiscal resources.

g. Support and encourage joint development and use of cultural and community facilities among governmental and/or community organizations.

h. Approve development only when the LOS for a capital facility is

[3] For a complete discussion of Level of Service (LOS), see Section Four.

assured to meet the standards set forth in the Comprehensive Plan. Limited short term reduction in LOS is acceptable when a capital improvement or strategy to accommodate the impacts is made concurrent with development.

i. Cooperate with private developers to address Capital Improvements financing programs when necessary.

Goal 2

Implement capital facilities projects in accordance with the funding policy priorities of Oak Harbor.

Policy

a. Program and prioritize City capital improvements for consistency with the Comprehensive Plan. The City's capital improvement funding priorities should be:

- Urgent projects which cannot reasonably be postponed including, but not limited to, those reconstructions, upgrading or new construction projects which are needed to protect public health, safety and welfare.
- Reconstruction, major maintenance or expansion of the City's existing infrastructure in order to provide for service to the existing community.
- New projects where the need or demand for service already exists.
- Expansion projects in partially developed or developing areas where demand is anticipated as a result of, or in preparation for, future growth.

b. Evaluate capital projects that are included in the Six-Year Capital Facilities Plan for consistency with the Comprehensive Plan.

c. Coordinate with the Navy, Island County, and other applicable agencies during planning stage for timely siting and development of facilities of regional significance to ensure the consistency of each jurisdiction's plans.

d. Locate only compatible public facilities in designated resource lands or critical areas.

e. Promote high quality design and site planning in the construction of capital facilities.

f. Encourage citizen involvement in the planning and locating of capital facilities.

g. Ensure that all City departments review changes to the Capital Facilities Plan and participate in an annual review.

Goal 3

Finance Oak Harbor's needed capital facilities in the most economic, efficient, and equitable manner possible.

Policy

a. Ensure that the burden of financing capital improvements is equitably borne by the primary beneficiaries of the facility.

b. Use general revenue only to fund projects that provide a general benefit to the entire community.

c. Determine which services or facilities are delivered most cost-effectively by the City and which services should be contracted to private entities.

d. Where appropriate, use special assessment, revenue and other self-supporting bonds instead of tax-supported general obligation bonds.

e. Consider adopting impact fees when appropriate to mitigate the short-term fiscal impacts of increased development.

Goal 4

Provide a full range of cost-effective urban governmental services to residents within the Oak Harbor City boundaries and the Urban Growth Area as annexed.

Policy

a. Monitor annually school, fire, police, waste disposal, utilities and other capital facilities to ensure existing and future needs are met.

b. Require development proposals to be reviewed for available capacity to accommodate development and needed system improvements by the various providers of services, such as school districts, utilities, police and fire departments.

c. Encourage joint-use of corridors for major utilities, trails, and transportation rights-of-way. (See Utilities Element).

Related Plans

Each chapter of the Comprehensive Plan contains goals and policy statements. These goals and policy statements serve as the guiding principles of all City actions. Actions taken by the City should always have a comprehensive plan implementation rationale. Water Department plans would be based on the implementation of comprehensive plan goals and policies, for example, as would the other department and division actions.

Often though, these administrative sub-units of the City develop additional plans that complement the comprehensive plan by providing much more detail and specificity. The following subarea plans and strategies were also used to guide the selection of new capital facilities in this plan;

- The City of Oak Harbor Comprehensive Water System Plan, 2014
- The City of Oak Harbor Comprehensive Sewer System Plan, 2008
- The City of Oak Harbor Comprehensive Stormwater Drainage Plan 2007
- The City of Oak Harbor Park, Recreation and Open Space Plan, 2019
- The Windjammer Project Plan, 2005
- Shoreline Master Program, 2021
- The City of Oak Harbor Comprehensive Transportation Plan, 2016
- The Six Year Traffic Improvement Plan, 2016-2021
- The Marina Redevelopment Program, 2006
- The Windjammer Park Integration Plan, 2016
- North Oak Harbor Enterprise Area Street Plan
- State Route 20, Swantown Road to Cabot Drive

The Comprehensive Financial Management Policy

The Comprehensive Financial Management Policy was adopted by the Oak Harbor City Council in December 2004. The purpose of the policy was to recognize that the "financial strategy of the City of Oak Harbor is to develop a sound financial resource base for the purpose of ensuring public safety, maintaining the physical infrastructure and surroundings of the City, and promoting the social well-being of the citizens of Oak Harbor." This policy provided helpful direction in preparing this CIP. The key elements from that policy are:

General Revenue Policies

a. A well-diversified and stable revenue system will be maintained to shelter public services from short-run fluctuations in any particular revenue source. Revenue estimates will be as realistic as possible based on the best available information.

b. Revenue forecasts will encompass all resources that can be utilized for public services.

c. Revenues of a one-time, limited or indefinite term will be used for capital projects or one-time operating expenditures to ensure that no ongoing service program is lost when such revenues are reduced or discontinued.

d. The City will project revenues for the next three years and will update this projection annually.

e. The City will not utilize deficit financing or short-term borrowing as a revenue source to finance current operating needs without full financial analysis and prior approval of the City Council. Interfund loans are permissible to cover temporary gaps in cash flow.

Grant Revenues

a. All potential grants shall be carefully examined for matching requirements. If local matching funds are not available, some grants may not be accepted. Grants may also be rejected if programs must be entirely funded with local resources after the grant program is completed.

b. When considering grants for the purposes of capital construction or other projects of an acquisition nature, an analysis will be made of the City's ongoing ability to maintain, repair, or commit the facilities to a specific economic purpose.

Enterprise Revenues

a. To ensure that the enterprise funds remain self-supporting, user fees and rate structures will be incorporated to support the total direct and indirect costs of operations, capital facilities maintenance, debt service, depreciation, and pass-through rate increases from source of supply vendors.

b. Revenues received for enterprise purposes will be restricted to the respective funds.

User Fee Revenues

a. The City will establish all user fees and charges at a level related to the cost of providing the service.

b. As much as is reasonably possible, authorized City services that provide direct benefit to a specific group, organization, or citizen should be supported by fees and charges to recover the costs of providing such benefit.

General Expenditure Policies

a. A high level of priority will be given to expenditures that will reduce future operating costs, such as increased utilization of technology, equipment, personnel, and prudent business methods.

b. Before the City undertakes any agreements that would create fixed ongoing expenses, the cost implications of such agreements will be fully determined for current and future years through the use of strategic financial planning models.

Short-Term Debt Policies

a. Short-term debt covers a period of one year or less.

b. The City may use short-term debt to cover temporary cash flow shortages that may be caused by a delay in receipting tax revenues or issuing long-term debt.

c. The City may issue interfund loans rather than outside debt instruments to meet short-term cash flow needs. Interfund loans will be permitted.

Long-Term Debt Policies

a. The City will confine long-term borrowing to capital improvements

that cannot be financed from current revenues.

b. Acceptable uses of bond proceeds can be viewed as items that can be capitalized and depreciated.

c. Where possible, the City will use special assessment revenue, or other self-supporting bonds instead of general obligation bonds.

d. The City will not use long-term debt for current operations.

General Obligation Bond Policy

a. Every project proposed for financing through general obligation debt should be accompanied by a full analysis of the future operating and maintenance costs associated with the project.

b. Bonds cannot be issued for a longer maturity schedule than a conservative estimate of the useful life of the asset to be financed.

Limited Tax General Obligation Bond Policies

a. As a precondition to the issuance of limited tax general obligation bonds, all alternative methods of financing should have been exhausted.

b. Limited tax general obligation bonds should only be issued under the following conditions:

- A project in progress requires monies not available from alternative sources,
- Matching fund monies are available which may be lost if not applied for in a timely manner, or
- Catastrophic conditions.

Summary

The Comprehensive Plan and related sub-area and sub-unit plans detail the general and specific direction for community development in Oak Harbor. The CIP identifies what physical developments need to take place, where they are needed and how they will be paid for by the community. None of these actions can be undertaken separately without significant negative impact. The Capital Improvement Plan that follows represent the City of Oak Harbor's first for planning and coordinating the needed public capital investment.

Section Three • Existing Capital Facilities

The City of Oak Harbor owns and operates a wide array of capital facilities and performs a variety of services. Capital facilities are required to provide adequate service to the citizens of the community.

In addition to the City, a number of other governmental agencies build and manage capital facilities as well. The school district for example, owns and operates a large capital plan as does the library district and transit system. While the City does not manage any of these capital facilities, the City does have responsibility under the Growth Management Act (GMA) to ensure that the planning for these facilities takes place and that provision for the facilities necessary for the orderly growth of the community is considered by the responsible agency.

City services are divided into two general categories based on the origin of their operation and maintenance revenue, as explained in Section Two. In order to maintain consistency, City assets are grouped below into these two categories:

- Non-Enterprise Funded Activities
- Enterprise Funded Activities

The following is a summary of each of these two categories, as well as Non-City Provided Capital Facilities. Detailed information on existing capital facilities will be found in Appendix A.

Non-Enterprise Funded Activities: Capital Facilities

Streets and Roads

A detailed description of Oak Harbor's existing street and road system is discussed within the GMA Transportation Element of the City of Oak Harbor Comprehensive Plan. As of year-end 2015 there were 69.06 miles of public streets in Oak Harbor. Within the City of Oak Harbor, SR 20 and Swantown Road from SW Heller Road to SR 20 are the only principal arterials. Minor arterials include:

- Bayshore Drive; City Beach Street to Midway Blvd
- Ft. Nugent Road; Swantown Avenue to City Limits
- Whidbey Ave.; Heller Rd to SE Regatta Drive
- Heller Street; Swantown Road to north City limits
- Midway Boulevard; SE Pioneer Way to SR 20
- Goldie Street; SR 20 to north City limits
- SE Regatta Drive; SE Pioneer Way to north City limits.

Collector arterials include:

- Crosby Road
- Oak Harbor Street
- 7th Avenue
- Loerland Drive
- 8th Street
- Barrington Drive
- Erie Street
- Scenic Heights Street
- Pioneer Way
- 6th Avenue

Most other streets in Oak Harbor are classed as local access roads. For a graphic representation of the street system, see Appendix C Map 2.

Parks and Recreation

The City of Oak Harbor is a major provider of recreational services in the Urban Growth Area (UGA). The City's 30 plus parks provide both passive and active recreational opportunities on over 150 acres, including walking trails, open space, picnic areas, ball fields, neighborhood parks and playgrounds, a marina, senior center and access to over one mile of public shorelines. In addition, North Whidbey Parks and Recreation District operates an indoor

swimming center and Oak Harbor Public Schools manages 95 acres of playgrounds and sports fields within the UGA.

The Comprehensive Plan also designates areas in and around the City as open space. These areas range between publicly owned land, private land, and Navy property. Some of these areas include an 18-hole golf course west of Swantown Road, 207 acres of park land managed by NAS Whidbey Island, and various private facilities owned by churches, private schools, health clubs, and other developments. Beyond the immediate planning area, Washington State Parks, the Department of Natural Resources, Department of Wildlife, and Island County manage over 5,000 acres of public forest areas and shorelines on North Whidbey Island, including camping facilities, boat launches, picnic areas, and hiking trails

Fire Protection and Suppression

The Oak Harbor Fire Department provides fire suppression, fire and life safety inspections, fire and explosion investigation services, emergency medical services, and public education programs for the City of Oak Harbor. There are 12 career Staff, 30 Paid on Call Firefighters, and responded to 1,520 calls during 2021 – average response time of 5:15 minutes city wide. Fire: 4.14%, Medical 49.21%, Service calls 18%, Hazard 3.29%, Good Intent 8.22% false alarm 14.21%.

The department operates from one station located in the City's southeast quadrant on Whidbey Avenue. The 21,000-sq. ft. facility houses apparatus, administrative offices, training facilities, meeting rooms, an emergency operations center, and personnel quarters. The department enjoys a Class 4 rating from the Washington Survey and Rating Bureau. Ratings range from one to ten, with one representing the best score. These ratings evaluate available water supply, fire department staffing and equipment, fire alarm system, fire protection program, building department enforcement of building laws and structural conditions of buildings.

Law Enforcement

Law enforcement services within the City of Oak Harbor are provided by the Oak Harbor Police Department. The Police Department and U.S. Navy Security have long operated under an informal memorandum of understanding which determines the range of service available to the NASWI Seaplane Base and other assets belonging to NASWI which are located within or near the city limits. The Oak Harbor Police Department routinely assists with domestic violence incidents on base housing. The department's Animal Control Officer also provides animal control services to the base housing areas as part of a contractual agreement with the Navy.

The Oak Harbor Police Department is located at 860 S.E. Barrington Drive, across from City Hall, and consists of approximately 12,000 gross sq. ft., of which 1,250 sq. ft. is a jail "holding" facility.

The Police Department maintains a staffing level of 28 commissioned police officers, which provides approximately 1.16 commissioned law enforcement officers for every 1,000 persons living in the City in 2022. This is currently adequate for Oak Harbor but is below the state and national levels. An annual "call load" for the Police Department is around 13,000 calls for service. These are two measuring points for cities but must be considered together with other factors relative to specific communities and Law Enforcement organizations.

The department has seen a lot of changes and improvements, including commitments which are increasing our already strong community support and ability to provide for public safety. Oak Harbor has been recognized over the past several years as one of the safest communities in the state and has also been recognized by the U.S. Navy as one of the safest communities for their personnel.

The Oak Harbor Police Department became state Accredited through the Washington Association of Sheriffs and Police Chiefs (WASPC) in 2020 and will need to "re-accredit" in 2024.

Senior Services

Oak Harbor Senior Services serves a fast growing population of citizens of Oak Harbor and North Whidbey Island who are age 50 and over. Senior Services is dedicated to improving quality of life, fostering community partnerships, responding to diverse needs and interests, enhancing dignity, supporting independence and encouraging local older adults to be involved in the community. There are three employees (two full time/one .875 FTE) and over 40 active volunteers involved in managing: over 40 activity/support groups; meals on wheels/meal services (over 20,000 meals/yr); a travel program (local, national, international trips); passport processing (900-1000 applications/yr); an information & assistance office; health insurance counseling as well as dozens of informational/special activity events throughout the year.

Senior Services operates out of three facilities: Senior Center building (6300 sq. ft.) at 51 SE Jerome Street; an adjacent garage building (900 sq. ft.) used as a lapidary workshop; and a modular building (2000 sq. ft.) at 917 N. Whidbey Avenue which was donated from a local non-profit agency (Island Thrift) used for various senior support programs.

General Governmental Services

General governmental services in the City of Oak Harbor are provided by the Mayor and City Council, City Administrator, Finance Department, City Attorney, Development Service Department and Public Works Department. These functions provide policy, legislative, regulatory and administrative services to the residents of Oak Harbor. Together, these departments have 132 regular fulltime employees.

For a graphic representation of the general physical assets of the City, see Appendix C Map 4.

Enterprise Funded Activities: Services/Capital Facilities

Water

The City of Oak Harbor Comprehensive Water System Plan contains a detailed description of the City's water system. The Oak Harbor water system currently serves about 23,360 people. As of 2019, the City operates 106.71 miles of water main pipe. The City's water system obtains water supply from the City of Anacortes, supplemented by three Oak Harbor owned wells. The City currently purchases approximately 99% of its water from Anacortes. An agreement with the City of Anacortes extending through the year 2025 provides a basis for the City of Oak Harbor to provide water. Water is transported from Anacortes through two City-owned transmission pipelines to the City of Oak Harbor. The 24 inch transmission main is approximately 13 miles long and the 10 inch Transmission main is approximately 6 miles long.

Three City-owned wells have the capacity to produce 160 gallons per minute (GPM), 56 GPM and 160 GPM respectively. The City also operates one major pump station at Ault Field, two booster pump stations at Heller Street and Redwing housing development. Four reservoirs store water for the system. The North Reservoir holds up to 4 million gallons (MG), the Heller reservoirs hold 2 MG and .5 MG and the East Reservoir is 0.5 MG. The East Reservoir is planned for demolition due to the age of the structure and lack of a foundation.

About 74% of the City's current water demand is residential with the remaining 26% of demand being commercial/industrial. Average daily water demand in Oak Harbor's water system is about 1.44 million gallons per day (MGD). In addition to the City's demand, the Naval Air Station Whidbey Island (NASWI) average daily

demand averages about 0.78 MGD. The water inter-ties with the NASWI were completed in 1999. Both the U.S. Navy and Oak Harbor view these connections as mutually beneficial. There is a planned capital project including a regional booster pump station and transmission main between the North Reservoir and the NE neighborhood. These facilities are intended to improve the level of service to the higher areas of the City and serve the southern and eastern NASWI facilities. The schedule and scope of the projects are pending financial commitment from the U.S. Navy.

Sewers

The City of Oak Harbor's Comprehensive Sewerage Plan contains a detailed description of the City's sewer system. The City of Oak Harbor sewer collection system is municipally owned, operated and maintained. The existing system consists of more than 67 miles of gravity sewers ranging in size from 8 to 21 inches in diameter. The system also has 11 lift stations and approximately 2.5 miles of force mains and a total of 70.26 miles of sewer lines.

The City has replaced two aging facilities with the construction of a new Clean Water Facility. The RBC Facility was demolished to make room for the new facility. The Lagoon Facility, which treated 100% of the City's wastewater, will no longer be needed by the City..

The new facility uses a Membrane Bioreactor (MBR) Treatment Process which produces very clean water and requires the smallest footprint compared to other wastewater treatment processes. The technology reduces the amount of pollutants discharged into the Oak Harbor Bay, providing cleaner water for all of Oak Harbor's humans, animals, and plants. The new facility is located in Windjammer Park and is currently in operation.

Stormwater Detention and Treatment

A detailed analysis of storm drainage requirements in Oak Harbor are discussed in the Comprehensive Stormwater Drainage Plan adopted in 2007. This plan describes the existing conditions of the stormwater detention and treatment systems within the City and the requirements for improvements over the next 20 years. The City currently has approximately 50.91 miles of storm sewers in the City. It maintains 2706 catch basins and manholes and inspects 186 private stormwater detention facilities.

Solid Waste

Municipal waste is generated in Oak Harbor at a rate of approximately 10,085 tons per year. The City of Oak Harbor uses the County's transfer station site in Coupeville for disposal of its municipal solid waste. Within the City limits, 68% of Oak Harbor's present population is serviced by the City's solid waste collection and disposal system. The remainder of the City's population is resident naval personnel and their families on the Seaplane Base, who utilize solid waste disposal services provided by the U.S. Navy in a service agreement with Island Disposal. For the non-Navy portion of the population, all operating revenues are obtained through collection and container fees.

Areas outside of the Oak Harbor City limits are currently served by Island Disposal through a franchise agreement with Island County. Island Disposal has an agreement with the City to continue serving existing homes within any area being annexed for an additional seven years to twelve years. New homes within the annexed area would be served by the City.

Corrections and Detention

Oak Harbor has a contract with the SCORE jail facility in King County and inmates are sent to SCORE for housing when "held" by a judge. Inmates have access to many services in SCORE, some of which were not available in the past at the Oak Harbor Jail. Additionally, our local courts can conduct hearings through the use of "video court".

Marina

The Marina was constructed in 1974 and was intended to provide the best and most affordable boat moorage in the northern Puget Sound. It was also intended to promote and

encourage recreational boating in the Puget Sound and the San Juan Islands.

The marina was expanded in 1987 and again in 1998-99 to incorporate a unique breakwater design which provides superb protection to the marina while at the same time affording outstanding accommodations for visiting yacht clubs and individual boaters transiting the Sound. The breakwater dock provides 52, 40-foot slips with patios and picnic tables plus water and power. The facility is within walking distance of most retail services including motels and restaurants in the City of Oak Harbor.

Today's Oak Harbor Marina accommodates permanent moorage tenants in 247 open and 135 covered slips, ranging in size from 24 to 50 feet. Up to 20 additional vessels (depending on size) can be accommodated in guest moorage. The Marina also operates 96 dry storage garage-type sheds which are 25 feet in depth and can accommodate smaller boats on trailers.

Non-City Provided Capital Facilities

Oak Harbor School District

Oak Harbor Public Schools is the largest school district on Whidbey Island, serving nearly 6000 students. The School District has one high school, one middle school, one intermediate school, five elementary schools, a virtual academy, a homeschool partnership, an early learning center, a transitional post-high school program, and alternative learning options to meet the diverse needs of our student scholars.

Libraries

The Oak Harbor Library is a branch of Sno-Isle Libraries, a two-county library system serving Island and Snohomish counties. The City of Oak Harbor annexed to the Sno-Isle library district through voter approval in 1981, allowing residents to pay for library services directly through their property taxes. The library facility, including all major furnishing and shelving, remains the responsibility of the City, in agreement with the library district. The Oak Harbor Library is currently located in the east end of Hayes Hall on the Whidbey Island Campus of Skagit Valley College (SVC). Completed in 1993, Hayes Hall is jointly owned and maintained by SVC and the City of Oak Harbor.The City is responsible for all elements related to the public library. The City's share of the building is estimated at approximately 12,000 sq. ft., or 43%. The boundaries of the Oak Harbor Library service area correspond with those of the Oak Harbor School District and include the City of Oak Harbor and the unincorporated North Whidbey area.

The library meets the informational and recreational needs of community members and supports early literacy and kindergarten readiness. It builds civic engagement to address community issues and strengthens the economy by supporting entrepreneurs and small business owners.

The library offers many services and resources to families, children and caregivers, teens, adults and seniors including reference and information, programming, access to digital and physical collections and interlibrary loan. Library services include, but are not limited to:

- Story times and events for babies, toddlers, preschoolers and caregivers to promote reading and promote early literacy
- Programs and outreach for school aged children to promote reading and academic success
- Homework and academic assistance from elementary grades through college
- Free access to premium databases via the library website
- Books, eBooks, digital materials, DVD's, CD's, magazines and other materials for checkout
- Online Catalog access to 1.5 million titles including digital downloads
- Internet access (including filtered access for children)
- Free eBook, audiobook, movie and music downloads

- Free classes and one-on-one computer help for adults
- Wi-Fi access throughout library and lobby areas
- Professional, friendly, well-trained staff
- Express check out and holds pick up
- Reference and information services during all open hours
- Online reference and chat services
- Outreach services to the homebound individuals, retirement facilities and local daycares
- Open seven days per week

2019 usage statistics gathered by the Sno-Isle Libraries for the Oak Harbor Library indicate that 40% of borrowers are residents of the City of Oak Harbor and the remaining 60% live outside the city limits. It is advisable to use population projection estimates for both the city of Oak Harbor and unincorporated North Whidbey when planning a library facility for Oak Harbor. A potential source of funding for expanded library facilities is legislation signed into law in 1995 and codified in RCW 27.15 which allows the formation of library capital facility areas in the state of Washington. A library capital facility area is an independent taxing unit formed within the boundaries of an existing rural county library district. Funds approved by voters can be used to finance a new library or remodel an existing library or building.

North Whidbey Parks and Recreation District

The North Whidbey Pool, Park, and Recreation District was formed by approval of the voters of the District in November 1977 for the purpose of financing the construction of recreational facilities on North Whidbey. The District is a separate municipal corporation, and is not in any way affiliated with the City of Oak Harbor or Island County Government. The District boundaries conform to those of Oak Harbor School District No. 201.

In November 1980 District voters approved a $1,700,000 bond issue for the purpose of constructing a community center that included a swimming pool. The John Vanderzicht Memorial Pool opened in January 1983. The District receives revenue from programs fees and from a levy on property taxes if approved by the voters of the District.

The District also owns and operates Clover Valley Park which is located off of Ault Field Road at the intersection of Oak Harbor St. Clover Valley has an off-leash dog park and two ball fields available for use.
The main pool is a 6-lane and measures 25 meter by 44 feet. The wading pool measures 44 feet by 22 feet. Both pools combined have a capacity of 200,330 gallons of water.

There is also a hot tub, sauna, and male and female locker rooms with showers and lockers for our patrons. There is also a shower on the pool deck for rinsing off before going into the pool and after leaving the pool.

Island Transit

Island Transit provides fixed route service, commuter express bus service, on-demand service, and paratransit service within ¾ of a mile of fixed route lines. All Island Transit buses are accessible to persons with Americans with Disabilities Act (ADA) requirements and Island Transit's fixed route, on-demand, and paratransit services are fare free. Operating bases include the

main operating base on Whidbey Island, 19758 SR 20 in Coupeville, and a satellite base on Camano Island, 174 Can Ku Road.

The agency provides service on Whidbey Island, Monday – Friday, 3:45 AM to 7:50 PM, and on Saturday/Sunday, from 6:45 AM – 7:00 PM. Services are provided on Camano Island Monday – Friday, 5:45 AM – 7:30 PM, and Saturday 7:30 AM – 6:30 PM. Island Transit does not currently provide service on the following holidays: New Year's Day; Memorial Day; Independence Day; Labor Day; Thanksgiving Day; and Christmas Day.

Island Transit operates 14 fixed routes, paratransit, and on-demand across Whidbey and Camano Islands. Ten (10) of these routes operate within the City of Oak Harbor. Additionally, service within Oak Harbor includes a primary connecting route service between Oak Harbor, Coupeville, Greenbank, Freeland, Bayview, and Clinton Ferry, a County Connector route serving between Island and Skagit Counties, with connections from Oak Harbor to March's Point (located in Skagit County), and an on-demand service for Naval Air Station Whidbey Island.

There are a total of eight park and rides in Island County, two (2) owned by Island Transit and located on Whidbey Island. These include the Noble Creek Park & Ride with 47 stalls, located in Langley, and the Prairie Station Park & Ride with 48 stalls, located in Coupeville. In addition, the agency owns and maintains 80 bus shelters and numerous bus stops across both islands, including Harbor Station located on Bayshore Drive in downtown Oak Harbor. Harbor Station contains three passenger shelters and kiosks as well as an Operator lounge and small administrative office.

Island Transit is funded in part by a 0.9% sales tax as well as state and federal operating and capital grants. Ridership for the entire Island County system topped 336,000 in 2021 during the pandemic with a projected increase for a total of 381,000 for 2022. Approximately a quarter of that ridership occurs in the City of Oak Harbor.

Section Four • Future Capital Facility Needs

How Are Future Needs Determined?

Capital facility needs for the community are identified in several ways. The process of adopting plans for various utilities involve public outreach and citizen involvement. These plans provide guidance on various facilities such as open space, economic development options, land use compatibility, etc. These plans include the Comprehensive Plan, Windjammer Plan, and the Parks, Recreation, and Open Space Plan. In addition, specialized or technical planning addresses infrastructure development, through the Comprehensive Sewer Plan, the Comprehensive Storm Water Plan and the Six Year Transportation Plan, to mention just three. Specialized planning relies more on traditional technical specifications or industry standards and less on general community input. Generally speaking, the non-enterprise funded[4] projects are based more on traditional planning products[5] while enterprise funded projects are derived from specialized planning exercises. The provision of both types of capital facilities is, of course, guided by the Comprehensive Plan and appropriate sub-area plans. A list of the projects identified in these plans are provided in Appendix D. Projects identified in this list are updated as Plans are updated.

Determining Basic Public Service Levels

The term Level of Service (LOS) Standards refers to the minimum capacity for public facilities or service that is planned to be provided per unit of demand or other appropriate measure of need. LOS can range from a precise measurement such as the time needed for a fire engine to reach the typical call-out to as imprecise a measure as public perception of how much open space should be provided. Establishing the LOS for an area of service then directs the decision makers and managers to make the necessary plans to ensure that LOS is met.

LOS needs to be consistent with the growth projections of the Land Use Element of the Comprehensive Plan. Under the concurrency requirements of GMA, if LOS requirements are set too high, they may result in the community not achieving its growth objectives. On the other hand, if LOS levels are set too low, they may adversely impact the quality of life in the community. Even if concurrency is not required, the LOS tool is valuable in planning and budgeting. LOS also provide excellent measures of system performance.

Table 4.1, below, presents the LOS for a broad array of public facilities and services in Oak Harbor. The LOS were initially proposed by City staff based on technical and industry sources. These proposed standards were then reviewed and approved by the Citizens Comprehensive Plan Task Force.

[4]For a clear definition of non enterprise and enterprise funds, see Section Three.

[5] Street projects are the most obvious exception.

Table 4.1 Level of Service Standards

Facility	Adopted LOS
Streets and Roads	
Major and Minor Arterials	LOS D
Highway—SR20	LOS E
Transit	Comprehensive Plan
Domestic Water	
Domestic Supply	73 gpcd
Commercial/Industrial	37 gpcd
Fire Flow	Per UFC
Sewer	60 gpcd
Stormwater Detention	25 year storm
Schools	
Grades K through 6	5 acres+1 acre/per 100 students
Grades 7+	10 acres+1 acre/per 100 students
Grades K through 6	80 square feet/student
Grades 7 through 8	110 square feet/student
Grades 9 through 12	120 square feet/student
Handicapped	140 square feet/student
Fire Protection	
Fire Response	5 minutes
Medical Response	4 minutes
Law Enforcement	
Emergency	2 minute response
Non-emergency	7 minutes
Parks and Recreation	
Spatial LOS	
Neighborhood Parks	90% within ½ mile
Community Parks	90% within ½ mile
Trails	75% within ½ mile
Ratio based LOS	
Neighborhood Parks	1 acre per 1,000 population
Community Parks	4 acres per 1,000 population
Multiuse Field	1 field per 10,000 population
Basketball Courts	1 court per 5,000 population
Tennis Courts	1 court per 2,000 population
Baseball Diamond	1 field per 7,000 population
Football Field	1 field per 7,500 population
Volleyball Courts	1 court per 5,000 population
Softball Fields	1 field per 5,000 population
Little League Fields	1 field per 4,000 population
Soccer Fields	1 field per 7,500 population
Libraries	
Building	0.7 square feet per capita
Solid Waste	2.5 pounds per capita per day
Other Government Services	450 square feet per 1,000 population
Corrections and Detention	0.5 beds per 1,000 population

The LOS levels are based on population projections to assure that the proper ratios can be met.

Table 4.2. City of Oak Harbor Population Projections

Source: U.S. Census and projections using information from Washington State Office of Financial Management

Year	Population
1990	17,176
2000	19,795
2005	21,720
2010	22,075
2019	22,970
2020	24,622
2025	24,541
2030	25,161
2036	25,925

Section Five • Capital Improvements Plan 2024-2029

The six-year Capital Improvements Plan for Oak Harbor is provided in the tables below. The budget for the first two years of the plan is consistent with the City's biennium budget. The following four years are for planning purposes and will likely be amended every year based on resources and project costs. For project descriptions and other details see Appendix C.

Table 5.1 Streets (Non-Enterprise Funded)

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Shoreline Restoration	1,999,075	300,000	1,399,075	300,000	-	-	-
Annual Street Improvements	4,322,071	1,272,071	550,000	600,000	600,000	650,000	650,000
Street Traffic Calming	600,000	100,000	100,000	100,000	100,000	100,000	100,000
North Whidbey Access Roads (UF)	6,370,000	-	250,000	6,120,000	-	-	-
NE 7th Avenue Improvements (pUF)	2,774,432	2,774,432	-	-	-	-	-
NW Heller Street Overlay	383,740	-	-	-	383,740	-	-
Active Transportation Plan	33,215	33,215	-	-	-	-	-
Serendipity Lane (joint 106, 116, 126)	99,514	99,514	-	-	-	-	-
Pioneer Way-SR20 to City beach street	3,000,000	-	-	600,000	2,400,000	-	-
West Whidbey Ave-Heller to Jib	5,000,000	-	-	-	1,000,000	4,000,000	-
SR20-SW Eagle Vista Ave to SW 24th Ave	5,000,000	-	1,000,000	4,000,000	-	-	-
Midway Blvd Reconstruction	950,000	-	-	-	-	950,000	-
Transportation Benefit District (TBD) Overlays	5,400,000	900,000	900,000	900,000	900,000	900,000	900,000
Capital Project Expenditures	**35,932,047**	**5,479,232**	**4,199,075**	**12,620,000**	**5,383,740**	**6,600,000**	**1,650,000**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance:							
Streets (Fund 101)	473,448	329,373	144,075	-	-	-	
Arterials (Fund 104)	233,868	162,055	-	-	71,813	-	
Transportation Impact Fees (Fund 105)	284,835	284,835	-	-	-	-	
Paths & Trails (Fund 106)	4,484	4,484	-	-	-	-	
REET 1	285,000		285,000	-	-	-	
REET 2	93,143	28,143	65,000	-	-	-	
Water	275,000	-	275,000		-	-	
Sewer	275,000	-	275,000		-	-	
Storm Drain	275,000	-	275,000		-	-	
Council Priority Projects	99,514	99,514	-	-	-	-	
Streets (Fund 101)	7,313,250	95,000	645,000	1,545,000	2,100,000	2,528,250	400,000
Transportation Impact Fees (Fund 105)	32,988	32,988	-	-	-	-	
General Fund	71,500	71,500	-	-	-	-	
Transportation Benefit District (Fund 107)	5,400,000	900,000	900,000	900,000	900,000	900,000	900,000
REET 1	45,000	15,000	15,000	15,000	-	-	
REET 2	2,225,000	615,000	295,000	315,000	300,000	350,000	350,000
Grants (secured)	3,750,017	2,616,340	-	-	311,927	821,750	
Grants (unsecured)	14,120,000	-	800,000	9,620,000	1,700,000	2,000,000	
Water	225,000	75,000	75,000	75,000	-	-	
Sewer	225,000	75,000	75,000	75,000	-	-	
Storm Drain	225,000	75,000	75,000	75,000	-	-	
Total Available Revenue	**35,932,047**	**5,479,232**	**4,199,075**	**12,620,000**	**5,383,740**	**6,600,000**	**1,650,000**

Table 5.2 Parks and Recreation (Non-Enterprise Funded)

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Pickleball Courts	250,000	250,000	-	-	-	-	
Smith Park Improvements	60,948	10,948	50,000	-	-	-	
Park Plan Implementation	5,087,930	125,000	4,962,930	-	-	-	
Urban Forestry Management Plan	1,680,140	400,140	320,000	320,000	320,000	320,000	
Athletic Fields Renovation	300,000	300,000	-	-	-	-	
Parks Recreation Open Space Plan Update	80,000	80,000					
7th Avenue Wetlands Trail Feasibility Study	110,000	-	10,000	100,000	-	-	
Ridgehaven Park Playground Equipment Renovation	68,250	-	-	-	68,250	-	
Sumner Park Playground Equipment Renovation	68,250	-	-	-	68,250	-	
Volunteer Park Skate Park Renovation	68,250	-	-	-	68,250	-	
Windjammer Park Improvements	1,317,636	1,067,636	-	-	250,000	-	
Total Capital Expenditures	**9,091,404**	**2,233,724**	**5,342,930**	**420,000**	**774,750**	**320,000**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance:	-						
General Fund	36,470	24,486	11,984	-	-	-	
Park Impact Fees	292,163	292,163	-	-	-	-	
REET 1	50,000		50,000	-	-	-	
REET 2	440,449	220,304	220,145	-	-	-	
Fund 422	79,579	79,579					
Council Priority Project	10,948	10,948	-	-	-	-	
Parks Impact Fees (Fund 127)	100,000	100,000	-	-		-	
Paths and Trails	10,000		10,000	-	-	-	
REET 1	1,508,479	606,104	675,000	-	227,375	-	
REET 2	487,375	-	260,000	-	227,375	-	
Unsecured	6,075,941	900,140	4,115,801	420,000	320,000	320,000	
Total Available Revenue	**9,091,404**	**2,233,724**	**5,342,930**	**420,000**	**774,750**	**320,000**	**-**

Table 5.3 Wastewater System (Enterprise Funded)

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Slip Line Replacements in SE Oak Harbor	317,055	317,055	-	-	-	-	-
Federal Inflow & Infiltration Grant	1,950,000	300,000	1,650,000	-	-	-	-
Sewer Lagoon-Decomissioning	550,000	550,000	-	-	-	-	-
Clean Water Facility Screens	300,000	300,000	-	-	-	-	-
Clean Water Facility Major O&M	300,000	150,000	150,000	-	-	-	-
Clean Water Facility Washer/Compactor	300,000	300,000	-	-	-	-	-
North Whidbey Sewer Expansion	250,000		-	-	125,000	125,000	-
Sewer Line Replacements	370,670	-	370,670	-	-	-	-
Capital Project Expenditures	**4,337,725**	**1,917,055**	**2,170,670**	**-**	**125,000**	**125,000**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contribution from Beginning Fund Balance	-						
Sewer (Fund 402)	260,670	-	260,670	-	-	-	-
CWF (Fund 422)	300,000	300,000	-	-	-	-	-
Rates	110,000	-	110,000	-	-	-	-
Council Priority Projects	867,055	867,055	-	-	-	-	-
Grants-unsecired	250,000				125,000	125,000	
Federal Government Assistance-unsecured	1,950,000	300,000	1,650,000	-	-	-	-
Clean Water Facility (Fund 422)	500,000	350,000	150,000	-	-	-	-
System Development Fees (Fund 411)	100,000	100,000	-	-	-	-	-
Total Available Revenue	**4,337,725**	**1,917,055**	**2,170,670**	**-**	**125,000**	**125,000**	**-**

Table 5.4 Water System (Enterprise Funded)

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Well 9 Replacement	290,664	290,664	-	-	-	-	-
Ault Field Pump Station VFD Replacement	88,002	88,002	-	-	-	-	-
SR20/Campbell Lake Rd Roundabout/ Fish passage w atermain replacement	2,266,893	95,568	-	2,171,325	-	-	-
Water System Plans and Studies	746,841	746,841	-	-	-	-	-
Water System Telemetry Upgrades	327,268	327,268	-	-	-	-	-
Annual Steel/AC Water Main Replacements	4,393,405	2,393,405	500,000	500,000	500,000	500,000	-
Glencoe Street Fire Flow Improvements	470,000	470,000	-	-	-	-	-
NE Regatta Drive Pipeline Replacement	250,000	250,000	-	-	-	-	-
West 384 Zone Development	365,000	73,000	292,000	-	-	-	-
West 384 Zone Extension Phase	3,015,000	-	3,015,000	-	-	-	-
East Side Reservoir Demolition	110,000	-	110,000	-	-	-	-
Erin Park Main Road Extension/Tie-In	755,000	-	755,000	-	-	-	-
Industrial Avenue Tie-In	60,000	-	60,000	-	-	-	-
Capital Project Expenditures	**13,138,073**	**4,734,748**	**4,732,000**	**2,671,325**	**500,000**	**500,000**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance							
Water (Fund 401)	4,849,027	3,409,702	418,000	1,021,325	-	-	-
Water Reserve (Fund 411)	540,641	78,641	462,000	-	-	-	-
Rates	3,743,000	211,800	2,031,200	500,000	500,000	500,000	-
Cumulative Reserve (Fund 411)	1,962,000	141,200	1,820,800	-	-	-	-
Council Priority Projects	893,405	893,405	-	-	-	-	-
Capital Contributions	1,150,000	-	-	1,150,000	-	-	-
Total Available Revenue	**13,138,073**	**4,734,748**	**4,732,000**	**2,671,325**	**500,000**	**500,000**	**-**

Table 5.5 Stormwater System (Enterprise Funded)

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Harbor East Outlet Repair	294,737		294,737	-	-	-	-
Conveyance from Goldie St to Koetje St & Easy St	150,000	150,000	-	-	-	-	-
West Side Outfall Pump Study	100,000	-	100,000	-	-	-	-
Capital Project Expenditures	**544,737**	**150,000**	**394,737**	**-**	**-**	**-**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance							
Stormwater (Fund 404)	544,737	150,000	394,737	-	-	-	-
Total Available Revenue	**544,737**	**150,000**	**394,737**	**-**	**-**	**-**	**-**

Table 5.6 General Government

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
PD Remodel	700,000	-	-	-	-	700,000	-
CERB Broadband Study	50,000	-	50,000	-	-	-	-
Central Development Area Study & Implementation Plan	448,609	148,609	150,000	150,000	-	-	-
EPA Pioneer Way Revitalization/Reuse Study	1,000,000	1,000,000	-	-	-	-	-
State Mandated 2025 Comp Plan Update	175,000	175,000	-	-	-	-	-
State Mandated Climate sub elements	150,000	75,000	75,000	-	-	-	-
City Hall Upstairs Remodel	100,000	100,000	-	-	-	-	-
City Hall Downstairs Remodel	270,000	270,000	-	-	-	-	-
West Side Fire Station	7,950,480	5,950,480	2,000,000	-	-	-	-
Capital Project Expenditures	**10,844,089**	**7,719,089**	**2,275,000**	**150,000**	**-**	**700,000**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance:	-						
General Fund	18,609	13,609	5,000	-	-	-	-
REET 1	50,000	50,000	-	-	-	-	-
Bond Levy procees	750,480	750,480	-	-	-	-	-
General Fund (001)	85,000	85,000	-	-	-	-	-
REET 1	320,000	320,000	-	-	-	-	-
Grant secured	475,000	400,000	75,000	-	-	-	-
Grant Unsecured	1,945,000	900,000	195,000	150,000	-	700,000	-
Bond Levy Proceeds - Voter Approved	7,200,000	5,200,000	2,000,000	-	-	-	-
Total Available Revenue	**10,844,089**	**7,719,089**	**2,275,000**	**150,000**	**-**	**700,000**	**-**

Table 5.6a Senior Center

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Parking Lot-The Center	420,500	-	420,500	-	-	-	-
Capital Project Expenditures	**420,500**	**-**	**420,500**	**-**	**-**	**-**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance:							
Senior Center (Fund 129)	-	-	-	-	-	-	-
REET 2	-	-	-	-	-	-	-
Grant-Council Priority Projects	-	-	-	-	-	-	-
Unsecured	420,500	-	420,500	-	-	-	-
Total Available Revenue	**420,500**	**-**	**420,500**	**-**	**-**	**-**	**-**

Table 5.7 Marina (Enterprise Funded)

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Marina Additional Improvements	250,000	250,000	-	-	-	-	-
F Dock Storm Damage Repair #3	441,890	-	441,890	-	-	-	-
Marina Dredging Pre-Design Study & Dredging	11,838,412	138,412	11,700,000	-	-	-	-
Marina Breakwater Replacement	18,000,000	-	-	-	18,000,000	-	-
Capital Project Expenditures	**30,530,302**	**388,412**	**12,141,890**	**-**	**18,000,000**	**-**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance							
Marina (Fund 410)	398,302	388,412	9,890	-	-	-	-
Rates	6,000	-	6,000	-	-	-	-
Insurance Proceeds	426,000	-	426,000	-	-	-	-
Council Priority Project	-		-	-	-	-	-
Bond	11,700,000	-	11,700,000	-	-	-	-
Unsecured	18,000,000	-	-	-	18,000,000	-	-
Grants (secured)	-		-	-	-	-	-
Total Available Revenue	**30,530,302**	**388,412**	**12,141,890**	**-**	**18,000,000**	**-**	**-**

Section Six • Capital Facility Funding Options and Projections

Capital facilities in the State of Washington and the City of Oak Harbor are funded in a variety of ways. Capital facilities in the enterprise fund category (waste water, water, storm drainage, and the Marina) are generally funded by system user fees, one time impact fees, revenue serviced bonds and grants in aid from the county, state, and federal governments. Non-enterprise fund facilities must rely on revenue from taxes or bonding retired with general tax revenue and grants in aid.

The Growth Management Act (GMA) requires the City to identify the sources of funding for each type of capital facility. This section provides a general overview of funding sources that have been or are being used, an historical look at revenues from these sources and projections for these revenues to the year 2029. In addition, some typical funding sources that are not currently being used are outlined in Appendix F, with a complete listing of grant and loan programs.

Non-Enterprise Activities: Capital Facility Funding Sources

Tax Revenue

Property Tax

RCW 84.52 authorizes this tax on the assessed valuation of real and personal property. Presently the maximum rate is $3.375 per $1,000 assessed valuation, subject to two limitations: RCW 84.55 limits growth of regular property tax to 6% of the highest amount levied in the last 3-years, before adjustments for new construction and annexations; and, the State Constitution limits the total regular property taxes to 1% of assessed valuation or $10.00 per $1,000 of value.

Timber Harvest Excise Tax

RCW 84.33 imposes a 4% tax on the total value of the gross harvest value of timber. 7% of this amount is distributed to local taxing districts in lieu of property tax on timber. The City is not currently receiving funds from this source but has in the past.

Retail Sales and Use Tax

The state levies an 8.0% tax on all retail sales except for off-premises food and drugs in Oak Harbor. Of this amount, 1.0% goes to the City and 0.5% goes to the County. Of the 1.0% the City receives, 0.15% goes to the County and 0.1%± is taken by the State for administration. This leaves the City with a net of .840%. Of the 0.5% the County receives, 0.2% is distributed to the City for criminal justice purposes and the remaining 0.3% is given to the County for the Island County Public Transportation Benefit Area Authority for public transit.

Business Taxes

The City collects fees for a number of licenses and permits including business licenses, and fees for permits, plan review inspections, and utility taxes

Capron Funds

Capron funds are a reimbursement of motor vehicle license fees and are based on the City's percentage of the assessed valuation in Island County. Island and San Juan Counties and municipalities within these counties are the only recipients of Capron funds. Revenues are used for maintenance of the City streets.

Gambling Tax

The City levies a use tax of up to 5% on bingo, raffles, card rooms and amusement games.

Liquor Tax/Profits

RCW 82.08 authorizes a distribution of the taxes to the City from liquor sales (28% for spirituous liquors and 32% for wine) on a per capita basis. It also distributes 40% of the net profit from liquor sales.

Lodging Excise Taxes

RCW 67.28 authorizes a base 2% tax and an additional 2% tax, for a total of 4%, on all charges for lodging furnished for a continuous period of less than one month. This tax is taken as a credit

against the 6.5% State sales tax and is intended or the promotion of tourism or for the development and operation of specific stadium, convention, performance or visual arts facilities.

Motor Vehicle Fuel Tax

The State of Washington provides a State-collected gasoline tax that is shared with cities. The base tax in Washington State is 17 cents per gallon. Of this amount, the City receives 6.92%. The City also receives an additional 4.61% which is restricted for the construction, improvement, chip sealing, seal-coating, and repair of arterial highways and City streets as defined in RCW 46.04.030 and 46.04.120.

Real Estate Excise Taxes

The state authorizes a tax of 1.28% on the sale of all real estate. RCW 82.46 authorizes cities, planning under the GMA, to assess an additional tax on real estate sales of ¼%. These funds must be spent for capital facility projects listed in their Capital Facilities Plan. A second ¼% may also be levied to help defray the costs of implementing the GMA. See Table 6.1 below for past performance and future projections

Table 6.1 General Revenues from All Sources

Description	2023P	2024P	2025P	2026P	2027P	2028P
PROPERTY TAXES	4,759,100	4,856,600	4,905,166	4,954,218	5,003,760	5,053,797
SALES & USE TAXES	5,395,900	5,629,100	5,685,391	5,742,245	5,799,667	5,857,664
UTILITY TAXES	3,205,200	3,237,250	3,269,623	3,302,319	3,335,342	3,368,695
GAMBLING TAXES	8,250	8,870	8,959	9,048	9,139	9,230
LIQUOR EXCISE TAXES	174,800	178,300	180,083	181,884	183,703	185,540
LODGING TAXES	310,000	310,000	313,100	316,231	319,393	322,587
MOTOR VEHICLE FUEL TAXES	417,000	411,850	407,732	403,654	399,618	395,621
EXCISE TAX - REET 1	500,000	500,000	505,000	510,050	515,151	520,302
EXCISE TAX - REET 2	500,000	500,000	505,000	510,050	515,151	520,302
TOTAL TAX REVENUES:	**15,270,250**	**15,631,970**	**15,780,053**	**15,929,699**	**16,080,922**	**16,233,739**

Impact Fees

Transportation Impact Fees

ESHB 2929 authorizes impact fees to pay for roads required to serve new development. Ordinance 1051 of the City of Oak Harbor allows for the collection of traffic mitigation fees at the time of the issuance of a Certificate of Occupancy. Impact fees are based on a flat rate for dwelling units, and per square foot for non-residential uses, based on PM peak hour trips created by the development. Adjustments have been made to the fee calculations to account for road costs that are paid by other sources of revenue. Additional credit is also given to developers who contribute land, improvements, or other assets.

Park Impact Fees

ESHB 2929 authorizes impact fees to pay for park and recreation facilities required due to new development. These fees are usually collected at the issuance of building permits or certificates of occupancy. Park and Recreation fees are usually based on a flat rate for dwelling units by type and per square foot for non-residential uses.

Adjustments must be made to fee calculations to account for park and recreation costs that are paid by other sources of revenue. Additional credit can also be given to developers who contribute land, improvements or other assets. These impact fees are in addition to any mitigation or voluntary payments authorized by the State Environmental Policy Act (SEPA) or local improvement districts for example.

Impact fees must be used for capital facilities needed for growth. They cannot be used to meet current deficiencies or cannot be used for operating expenses.

Table 6.2 Impact Fee Revenue Sources

Description	2023P	2024P	2025P	2026P	2027P	2028P
TRANSPORTATION IMPACT FEE	55,000	75,000	75,750	76,508	77,273	78,045
PARK IMPACT FEES	75,000	75,000	75,750	76,508	77,273	78,045
TOTAL IMPACT FEES:	**130,000**	**150,000**	**151,500**	**153,015**	**154,545**	**156,091**

Table 6.3 System Development Charges Revenue

Description	2023P	2024P	2025P	2026P	2027P	2028P
SYSTEM DEVELOPMENT - WATER	242,589	245,015	247,465	249,940	252,439	254,964
SYSTEM DEVELOPMENT - SEWER	129,651	130,947	132,256	133,579	134,915	136,264
SYSTEM DEVELOPMENT-TRUNK LINE	5,000	5,000	5,000	5,000	5,000	5,000
TOTAL SYS DEV. CHARGES:	**377,240**	**380,962**	**384,722**	**388,519**	**392,354**	**396,228**

Enterprise Activities: Capital Facility/Maintenance Funding Sources

System Development Fees

System development charge is an impact fee imposed on utilities such as water, sewer, natural gas, or drainage that is a proportionate share to the utility system capital costs which the City can demonstrate is attributable to the property being charged.

User Fees/Rates

Water User Fees

These are state authorized rates charged to each residential and commercial customer, based on the volume of water used. Revenue may be used for capital facilities, operations and maintenance.

Wastewater User Fees

The state authorizes sewer charges to wastewater generators. In Oak Harbor, these fees are usually based on the amount of potable water consumed based on the assumption that there is a correlation between water consumption and wastewater generation.

Storm Drainage Utility Fees

These are state authorized fees usually based on a flat rate per month per residential equivalency or on the average impervious surface area. Revenue may be used for capital facilities, operations and maintenance.

Solid Waste User Fees or Tipping Fees

These fees may be charged either at the point of pickup by the container or by using a flat rate. They may also be charged at the point of delivery at the disposal facility. User or tipping fees may be used for capital facilities, as well as maintenance and operating expenses

Bonds

Bonds that are identified below are available for the use of both non-enterprise and enterprise funded capital facilities.

General Obligation Bonds (GO)

They are backed by the full faith and credit of the City. Bondholders have legal claim on general income of the City if default occurs. There are two types:

Councilmanic Bonds (Limited Tax General Obligation Bonds)

- May be issued by a vote of City Council
- Backed by general fund revenues because voters have not been asked to pay increased property taxes
- May be used for any City purpose and does not have to be capital

Unlimited General Obligation Bonds

- Backed by the full faith and credit of the local government
- Raises property tax to pay for projects and must be approved by a 60% majority of the voters, turnout must be 40% of those voting in the last general election
- Only used for capital purposes and there are limits to amount of debt that can be issued

Debt Limits

There are three pots of 2 ½% of assessed valuation each: (1) general government purposes, (2) municipally owned water, sewer, and electric utilities, and (3) open space and parks. Pots two and three are voted and must be 60% yes, 40% voter turnout. Pot 1 is a mixture of voted and non-voted.

Revenue Bonds

These bonds are used to finance projects for an enterprise fund or a facility that generates income sufficient to pay debt service. Examples include water and wastewater projects or convention center. Payment of debt service comes from user fees generated by enterprise fund or the capital facility that is being built. Interest rates are higher than in GO bonds since these bonds are not backed by the full faith and credit of the City. They are not subject to statutory debt limits. However, the bond market provides an effective limit to the amount of bonds that can be issued.

Levy Lid Lift

A simple majority of voters can approve a "levy lid lift" allowing the City to levy an amount of property tax approved by its voters up to the applicable statutory rate ($3.375 per $1000 assessed valuation) limitations. The City can lift its levy for the following year or for up to six consecutive years. This technique is particularly helpful in funding maintenance or property acquisition projects.

Table 6.4 Schedule of Limitation of Indebtedness: As of 12/31/2022

		Remaining Debt Capacity
Total Taxable Property Value	**$3,041,424,557**	
2.5% General purpose limit is allocated between:	76,035,614	
Up to 1.5% debt without a vote	45,621,368	
Less: Outstanding Debt	1,480,000	
Less: Excess of Debt with a Vote	0	
Add: Available Assets		
Equals remaining debt capacity without a vote		$44,141,368
Up to 1.0% debt with a vote	30,414,246	
Less: Outstanding Debt		
Add: Available Assets		
Equals remaining debt capacity with a vote		$30,414,246
2.5% Utility purpose limit, voted	76,035,614	
Less: Outstanding Debt		
Less: Contracts Payable		
Add: Available Assets		
Equals remaining debt capacity- Utility purpose, voted		$76,035,614
2.5% Open Space, park & capital facilities, voted	76,035,614	
Less: Outstanding Debt		
Less: Contracts Payable		
Add: Available Assets		
Equals remaining debt capacity - Open space, park & capital facilities voted		$76,035,614

Appendix A • Inventory of Existing Facilities

Traffic

Level of service standards (LOS) analysis serves as an indicator of the quality of operation at an intersection. The LOS grading ranges from A to F where A is assigned when there are no delays and low volumes. E, on the other hand, represents the "at capacity" condition—more vehicles could not be added to the intersection without a breakdown in traffic flow. F is an unacceptable level of service and indicates long delays and/or strained traffic flows.

Manual p.m. peak-hour traffic volume surveys were conducted by the City of Oak Harbor at 31 intersections in 2015. Average daily traffic counts were also conducted at 53 locations. The table below summarizes the existing LOS calculated for each of the intersections and roadway section surveyed.

Table A.1. 2015 Level of Service Standards for Traffic

Peak Hour Signalized Intersections	2015 LOS
SR 20/Ault Field Road	B
SR 20/Goldie Rd/Midway Boulevard	C
SR 20/NE 7th Avenue	B
SR 20/Whidbey Avenue	C
SR 20/SW 3rd Avenue	B
SR 20/SW 8th Avenue	B
SR 20/NE 16th Avenue	A
SR 20/SE Barrington Drive	B
SR 20/W Pioneer Way/Beeksma	C
SR 20/SW Erie Street	B
SR 20/Swantown Road	C
SR 20/Scenic Heights St	C
SW Barrington Drive/SW Erie St	B
Whidbey Ave/Heller Road	B
Whidbey Ave/Oak Harbor St	C
Whidbey Ave/Midway Boulevard	D
SE 8th Ave/Midway Boulevard	B
NE 7th Ave/Midway Boulevard	C
W Pioneer Way/City Beach Dr	B
W Pioneer Way/Midway Boulevard	C
Ft Nugent Rd/Swantown Road	C
Heller St/Swantown Rd	D
Heller St/NW Crosby Rd	B
SE Regatta Dr/SE Pioneer Way	C
Se Regatta Dr/E Whidbey Ave	C
NE Regatta Dr/W Crescent Harbor Rd	C

Peak Hour Signalized Intersections	2015 LOS
Loerland/Swantown Rd	A
W. Whidbey Ave/Fairhaven Dr.	D
Goldie Rd/NE 16th Ave	B
N Oak Harbor Rd/NW Crosby St.	C

Wastewater Inventory and Conditions Survey 2014

Table A.2. Distribution System

Age (yrs.)→ Size (in.) ↓	0–20	21–30	31–40	41–50	51–60	61–70
4	570	2544	1400	0	0	0
6	482	500	0	607	521	0
8	126801.47	29704	50679	26273	47194	19603
10	6110	820	820	1962	2866	511
12	3109	2106	0	0	0	4190
15	7355	0	0	2963	802	0
16	8047	0	0	0	0	0
18	4493	0	0	0	0	0
20	0	0	0	0	0	0
21	3730	0	0	0	0	807
24	85	0	0	0	0	0

Note: Numbers above are linear feet.

Table A.3. Pump List

Pump Station	Location	Size	Age
No. 1	Taftson	2 – 7.5 hp	1982
No. 2	N.E. 9th	2 – 3 hp	1984
No. 3	N.E 7th	2 – 15 hp	1993
No. 4	Crosby Road	2 – 10 hp	1994
No. 5	Cabot Street	2 – 5 hp	1986
No. 6	E. Pioneer Way	2 – 15 hp	2001
No. 7	Golf Course	2 – 30 hp	1997
No. 8	Capital Street	2 – 7.5 hp	1994

Pump Station	Location	Size	Age
No. 9	East Park	2 – 3 hp	2001
No. 10	Harbor Terrace	2 – 3 hp	2003
No. 11	Scenic heights	2 – 25 hp	2008

Note: Assumed life of sewer lines, manholes, appurtenances, etc. is 70 years.

Water System Inventory And Conditions Survey 2014

Table A.4. Distribution System

Age (yrs.)→ Size (in.) ↓	0–20	21–30	31–40	41–50	51–60
4	877	10	2029	2721	9008
6	1327	15901	25887	29661	9653
8	153117	54993	24497	10045	6445
10	14252	9065	7571	5226	349180
12	22241	23783	10270	1390	0
16	10656	1128	130	324	0
24	1067	0	0	61852	0

Note: Numbers above are linear feet.

Table A.5. Source and Pump Station List

Name	Location	Year built	Description	Initial Cost
East side Reservoir	Regatta Dr.	1959	0.5mg reservoir	$ 400,000
Westside Reservoir	Heller St.	1963	0.5mg reservoir	$ 400,000
Westside Reservoir 2mg	Heller St.	1976	2.0mg reservoir	$1,500,000
Ault Field Pump station	Ault Field	1974	pumping station	$ 253,710
Westside pump station	Heller St.	1989	booster station	$ 113,451
Redwing pump station	Redwing subdivision	2004	booster station	$ 550,000
Well # 11	Lueck Park	1977	emergency well	$ 39,004
Well # 9	Heller St.	1961	emergency well	$ 17,204
Well # 8	Heller St.	1961	Emergency well	$17,204

Note: The assumed life of water system lines and appurtenances is 50 years.

Street Inventory And Conditions Survey 2014

Table A.6. Street Conditions

Classification	100-90	89-80	79-70	69-60	59-50	<49
Major Arterial		0.38	SR 20 is State owned/maintained			
Minor Arterials	2.15	5.05	1.95	0.92	0.31	0.60
Collectors	2.62	2.23	2.71	2.32	0.37	0.44
Residential/Local	12.22	14.75	7.49	6.12	1.31	6.72

Storm Water Drainage Inventory And Conditions Survey 2014

Table A.7. Distribution System

Age (yrs.)→ Size (in.) ↓	0–20	21–30	31–70
4	24	325	0
6	2619	1413	158
8	9585	20171	5946
10	3007	12408	866
12	77926	25839	8577
15	2382	3298	842
18	0	798	2343
21	24	798	0
24	343	492	1394
36	555	65672	0
42	0	2705	0
60	80	0	0

Note: Numbers above are linear feet.

Note: The assumed design life for storm drain lines, manholes, etc. is 70-years.

City Capital Assets Inventory and Conditions Survey 2014

Table A.8. Capital Assets Inventory

Managing Department	*Description*	*Address*	*Cost*	*Size Sq. Ft.*
ADMINISTRATION				
	BIG BROTHER HOUSE	913 E. WHIDBEY AVE	$104,265	900
	CADA RENTAL HOUSE	845 SE IRELAND ST.	$55,776	800
	SWIMMING POOL	85 SE JEROME ST.	$412,500	0
	YACHT CLUB	1301 SE CATALINA	$250,000	1,000

Managing Department	Description	Address	Cost	Size Sq. Ft.
	CITY HALL	865 SE BARRINGTON DR.	$1,294,614	14,000
	LIBRARY	100 E. REGATTA DR.	$1,351,003	12,100
	RENTAL HOUSE	945 E. WHIDBEY AVE.	$75,285	900
	RENTAL HOUSE	935 E. WHIDBEY AVE.	$84,437	900
	RENTAL HOURS A & B	1045 IRELAND DR.	$124,326	400
FIRE				
	FIRE DEPARTMENT	855 E. WHIDBEY AVE.	$2,682,521	21,000
	FIRE DEPT. TRAINING TOWER	855 E. WHIDBEY AVE.	$265,302	2,100
MARINA				
	MARINA - FUEL TANK	1401 SE CATALINA DR	$382,362	
	MARINA - HARBORMASTER BUILDING	1401 SE CATALINA DR	$126,293	
	MARINA - MACHINERY & EQUIPMENT	1401 SE CATALINA DR	$1,411,513	
	MARINA - WET STORAGE	1401 SE CATALINA DR	$972,546	
	MARINAN DOCKS & BREAKWATER	1401 SE CATALINA DR	$3,374,342	
PARKS				
	BEEKSMA GATEWAY PARK	1501 BEEKSMA DR.	N/A	.5 ACRES
	BEEKSMA GATEWAY	1501 BEEKSMA DR. (.25 ACRES)	$170,410	
	FIRESIDE PARK	N/A	N/A	1.2 ACRES
	FLINTSTONE/ MINI HARBOR PARK	BAYSHORE DR.	N/A	1.5 ACRES
	FLINTSTONE PARK FLOATING DOCKS & EQUIP. (1.5 ACRES)	BAYSHORE DR.	$517,339	
	FLINTSTONE PARK RESTROOMS	BAYSHORE DR.	$95,509	
	FREUND MARSH	ERIE STREET/BEEKSMA DRIVE	N/A	35 ACRES
	FT. NUGENT PARK	2075 SE FT. NUGENT AVE.	NA	40 ACRES
	FT. NUGENT PARK BALLFIELDS	2075 SE FT. NUGENT AVE.	$129,135	
	FT. NUGENT PARK RESTROOMS	2075 SE FT. NUGENT AVE.	$211,264	
	FT. NUGENT PARK COMMUNITIY BUILT PLAYGROUND	2075 SE FT. NUGENT AVE.	$180,405	
	FT. NUGENT PARK PARKING LOT	2075 SE FT. NUGENT AVE.	$307,300	
	LUECK PARK	1270 SW BARRINGTON DR.	N/A	1.5 ACRES
	LUECK PARK EQUIPMENT	1270 SW BARRINGTON DR.	$94,461	
	KIMBALL MEMORIAL PARK	580 SW HELLER ST.	N/A	.8 ACRES
	KOETJE PARK	500 NE ELLIS	NA	3.5 ACRES
	HAL RAMALY DISPLAY PARK	526 SE BAYSHORE DR. (.5 ACRES)	$83,624	.5 ACRES
	HOLLAND GARDENS & GIRL SCOUT HUT	759 SE 4TH AVE.	$67,551	
	MARINA PARK	1401 SE CATALINA DR.	N/A	2.9 ACRES
	MEADOW RIDGE PARK	N/A	N/A	.5 ACRES
	NEIL PARK EQUIPMENT (3.5 ACRES)	500 NE ELLIS ST.	$127,345	
	NEIL WATER TOWER	NE BARRON DR.	$106,121	
	REDWING PARK			1 ACRE
	RIDGE HAVEN PARK	1000 SW KITTITAS CT.		.8 ACRES
	HAWTHORNE PARK			.35 ACRES
	HOLLAND GARDEN / NEIL PARK			3.5 ACRES
	RIDGEWOOD PARK	1587 NE NARROWS		5.8 ACRES
	RUTH COHEN MEMORIAL PARK EQUIPMENT	1678 SW 8TH AVE	$59,692	5 ACRES
	SHADOW GLEN PARK	386 NW DORY DR.	NA	.8 ACRES
	SHADOW GLEN PARK EQUIPMENT	386 NW DORY DR.	$53,060	
	SKATEBOARD PARK - NORTH WHIDBEY	175 SE JEROME ST.	$71,452	
	SMITH PARK EQUIPMENT		$161,304	9 ACRES
	SPRING TREE PARK			1.5 ACRES

Managing Department	Description	Address	Cost	Size Sq. Ft.
	SR-20 POCKET PARKS			.25 ACRES
	SUMNER PARK TENNIS COURTS & EQUIPMENT		$55,320	4 ACRES
	TYHUIS PARK			.8 ACRES
	VFW PARK			.8 ACRES
	VOLUNTEER PARK EQUIP - BALLFIELDS	175 SE JEROME ST.	$99,289	6 ACRES
	WINDJAMMER PARK	BAYSHORE DRIVE	N/A	28.5 ACRES
	WINDJAMMER PARK - BALLFIELDS	BAYSHORE DRIVE	$79,591	
	WINDJAMMER PARK BATHHOUSE & SHOWER	BAYSHORE DRIVE	$106,121	
	WINDJAMMER PARK COMFORT STATION	BAYSHORE DRIVE	$125,035	
	WINDJAMMER PARK WINDMILL	BAYSHORE DRIVE	$82,421	
	WINDJAMMER PARK KITCHEN A & B	BAYSHORE DRIVE	$79,591	
	WINDJAMMER PARK KITCHEN C	BAYSHORE DRIVE	$79,591	
	WINDJAMMER PARK RESTROOMS	BAYSHORE DRIVE	$106,121	
PUBLIC WORKS				
	NEW CITY SHOP	1400 NW 16TH AVE.	$4,841,685	
	WHIDBEY ISLAND BANK	321 SE PIONEER WAY	$2,600,000	
POLICE				
	POLICE DEPARTMENT / ICOM	860 BARRINGTON DR.	$1,872,728	
	ANIMAL SHELTER	3057 GOLDIE RD.	$267,000	
SENIOR CENTER				
	SENIOR CENTER	51 SE JEROME ST.	$758,956	
	SKYLINE GREENBRIAR MANUFACTURED HOME	917 E. WHIDBEY AVE.	$147,053	
STREETS				
	INTERSECTION LIGHTING	ALL OTHERS	$3,395,864	
	LIGHT POLES	VARIOUS LOCATIONS	$1,771,000	
	PARKING LOT	IRELAND	$63,672	
	PARKING LOT	DOCK STREET & PIONEER WAY	$63,672	
WASTEWATER				
	TREATMENT PLANT	1501 CITY BEACH ST	$2,251,671	
	TREATMENT PLANT EQUIPMENT	1501 CITY BEACH ST	$908,801	
	NE 7TH LIFTSTATION	638 NE 7TH AVE	$94,448	
	PIONEER WAY LIFT STATION		$997,756	
	CROSBY ROAD LIFT STATION	1765 NW CROSBY RD	$65,795	
	DIVERSIONN PUMP STATION	1501 CITY BEACH ST	$265,302	
	EAST PARK LIFT STATION	2330 SW ROSARIO DR	$64,733	
	GOLF COURSE LIFT STATION	980 SW UPLAND CT	$161,828	
	LAGOON NASWI		$2,251,671	
WATER				
	REDWING PUMP STATION	REDWING	$583,664	
	STORAGE TANK #2	HELLER (.5MILLION GAL.)	$424,483	
	STORAGE TANK #4		$424,483	
	STORAGE TANK BY OVE (2 MILLION GAL.)		$1,591,812	
	AULT FIELD PUMP STATION & EQUIPMENT	AULT FIELD	$269,239	
	WESTSIDE BOOSTER PUMP STATION	WESTSIDE	$120,395	
	DIVERSION PUMP STATION	1501 CITY BEACH ST.	$265,302	

Note: Replacement cost was calculated with an annual 3% inflation factor for the number of years from date built or acquired added to the cost of acquisition.

Appendix B • Financial Resources for Capital Facility Planning and Implementation[6]

1) General Planning

1.0. State grants: WA Department of Commerce

1.0.0: Community Development Block Grants (CDBG) Planning-only grants provide support to eligible small communities and rural counties carrying out planning activities leading to the implementation of priority projects that principally benefit low- and moderate-income persons including:

- Small area and neighborhood plans,
- Strategies and action programs to implement plans including development of codes, ordinances, and regulations, and
- Infrastructure planning.

2) Business Development

2.0. State grants: WA Office of Community Development (OCD)

OCD focuses on programs that develop communities, urban areas, and economic activities directly related to urban development. Funding programs include:

2.0.0: Regional Micro-enterprise Development Grant Funds: a component of the Community Development Block Grant (CDBG) Program. Funds may be used to provide assistance to public and private organizations, agencies, and other entities (including nonprofits) to enable such entities to facilitate economic development. Projects must benefit low and moderate income persons.

2.0.1: CDBG Float Loan: Community Development Block Grant Float Loans: available to businesses from the Department of Commerce (DOC) through cities and counties that are eligible to receive Small Cities CDBG program assistance. Principal and interest on the loans will be due at maturity or on demand for a normal term of 24-30 months. Interest rates are negotiated based on the contribution the project will make to job creation or retention. A City or county is eligible to apply for a grant under this program in order to extend a short-term loan to a private business entity under the following conditions:

- demonstrates that public financing of the project is necessary and appropriate to create or retain jobs,
- provides an unconditional, irrevocable Letter of Credit in the full amount of the principal and interest of the due as collateral for the loan,
- agrees to create jobs and make the majority of them available to qualified lower-income candidates (job retention may also be considered as a qualifying factor),
- agrees to enter into an agreement with DOC and the local job service center to obtain referrals of qualified lower income job candidates for new non-managerial jobs to be created.

2.0.2: Rural Washington Loan Fund (RWLF): provides gap financing for businesses that will create new jobs or retain existing jobs, particularly for lower-income persons. Only businesses in non-entitlement areas of the state are eligible for these loans. Gap is that portion of a project that cannot be financed through other sources, but which is the last portion needed before the investment can occur. The "gap" and competitive factors determine the loan amount, which cannot exceed 33% of total project costs up to $700,000. Funds can be lent for acquisition, engineering, improvement, rehabilitation, construction, operation, or maintenance of any property, real or personal that is used or is suitable for use by an economic enterprise. Priority is given to timber-dependent and distressed areas. RWLF priority projects include:

- Manufacturing and other industrial production,
- Agricultural development or food processing,
- Aquaculture development or seafood processing
- Development or improved utilization of natural resources,
- Tourism facilities,
- Transportation or freight facilities,
- Other activities that represent new technology or a type of economic enterprise needed to diversify the economic base of an area,

[6] Not an exclusive list. Funding programs change over time, and staff will respond as necessary.

- Retail or service enterprises that will expand the community's economic base rather than primarily redistribute the existing customer base.

2.1. Federal grants: Economic Development Administration (EDA)

2.1.0: Economic Adjustment Program: supports strategic planning, project implementation, and revolving loan funds. Strategy grants help organize and carry out a planning process resulting in a Comprehensive Economic Development Strategy (CEDS) tailored to a community's specific economic problems and opportunities. Implementation grants support activities identified in an approved CEDS which may include, but are not limited to, the creation or expansion of strategically targeted business development and financing programs such as, construction of infrastructure improvements, organizational development, and market or industry research and analysis. Revolving Loan Fund (RLF) grants may also be used to implement a CEDS.

2.2. Federal grants: Small Business Administration (SBA) and Housing and Urban Development (HUD)

2.2.1: Small Business Administration (SBA) Loan 7(a): the most common SBA loan or guaranty loan. The lender lends its own funds and the SBA guarantees up to 90% of the loan against default, which the lender may sell on the secondary market. The 7(a) program may be used to obtain long-term financing for business needs including working capital, machinery, equipment, furniture, fixtures, leasehold improvements, building acquisition or construction, and in some cases, debt consolidation. Maximum size limits for SBA eligibility are under $3,500,000 in retail or service business sales, less than 100 wholesale employees, and less than 500 manufacturing employees.

2.2.2: Small Business Administration Loan 504: may lend loans for economic growth on a ratio of $35,000 for each job created. Loan funds can be used for fixed asset acquisition including land, building, and equipment for more than $200,000 in project size on a below market fixed rate. The SBA loan is subordinated to the first private loan or lien.

2.2.3: HUD Section 108 Guaranteed Loans: available to businesses from DOC through cities and counties that are eligible to receive CDBG Small Cities program assistance. A City or county eligible to apply may obtain a 108 Loan Guarantee for a private business that meets the following criteria:

- Need for assistance is appropriate given the type of project,
- Project will create jobs, and if qualified lower-income candidates are available, the majority of jobs will be made available to them (job retention may be considered),
- Proposed repayment is 20 years or less,
- Other reasonable financing alternatives have been exhausted,
- Request is not less than $700,000 nor more than $7,000,000,
- The sponsoring jurisdiction has less than $7,000,000 in outstanding Section 108 Loan Guarantees.

2.3. State grants: Department of Commerce Economic Development Division Business Assistance Center

2.3.1: Business Finance: helps businesses obtain capital for start-up and expansion projects that create or retain jobs, stimulate private investment, increase local tax base, and strengthen community economic vitality.

2.3.2: Community Development Finance: combines private financial resources with federal and state lending assistance and local leadership to focus on business expansion through community development activities.

2.3.3: Business Loan Portfolio: provides capital necessary to fund loans to small businesses statewide. Federal dollars are combined with local revolving loan fund programs and private funds from banks and other sources. Local community leadership is relied upon to access the priority of proposed projects. Projects may be funded through 1 or more of the program's 8 federally funded loan programs.

2.3.4: Minority and Women Business Development (MWBD): assists minority and women-owned businesses to access resources and technical assistance to start or expand a business. MWBD provides entrepreneurial training, contract opportunities, bonding information, export assistance, and access to capital for start-ups or expanding businesses.

3) Infrastructure Planning and Implementation

3.0. Local multi-purposes levies

3.1.0: Real Estate Excise Tax (REET): RCW 82.46 authorizes local governments to enact up to 0.25% of the annual sales for real estate for capital facilities. The Growth Management Act authorizes another 0.25% for capital facilities. Revenues must be used solely for

financing new capital facilities, or maintenance and operations at existing facilities, as specified in the capital facilities plan. An additional option is available under RCW 82.46.070 for the acquisition and maintenance of conservation areas if approved by a majority of the voters of the county.

The first and second REET may be used for the planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, and storm and sanitary sewer systems, or the planning, construction, repair, rehabilitation, or improvement of parks and recreational facilities.

In addition, the second REET may be used for:

- The acquisition of parks and recreational facilities, or
- The planning, acquisition, construction, repair, replacement, rehabilitation, or improvement of law enforcement facilities, protection of facilities, trails, libraries, administrative and judicial facilities, and river and/or floodway/flood control projects and housing projects subject to certain limitations.

3.1. Local single purpose levies

3.1.0: Hotel/Motel Tax: a sales tax levy collected on certain hotel and motel business categories for the purpose of promoting tourism. Revenues may be used for planning, promotional programs, or capital facilities that directly enhance tourism and benefit the hotel and motel industry.

3.1.1: Transportation Improvement Board: the Washington State Transportation Improvement Board (TIB) disburses revenues generated from motor vehicle taxes to cities, urban counties, and transportation benefit districts for the purpose of alleviating and preventing traffic congestion caused by economic development or growth. Projects must be multi-agency, multi-modal, congestion related, related to economic development activities, and partially funded locally.

3.1.2: Local Option Vehicle License Fee: the Transportation Improvement Act (ESSB 6358 – RCW 82.80) authorizes countywide (no county levy) local option fees up to $15.00 maximum per vehicle registered in the county. Revenues are distributed back to the county and cities within the county levying the tax on a prorated per capita basis (1.0 for population in incorporated areas). Revenues must be spent for "general transportation purposes" including the construction, maintenance, and operation of county streets, country roads and state highways, policing of local roads, public transportation, high capacity transportation, transportation planning and design and other transportation related activities. The local option fee does not require voter approval.

3.1.3: Street Utility Charge: RCW 35.95.040 authorizes cities to charge for City street utilities to maintain, operate, and preserve City streets. Facilities that may be included in a street utility include street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities. Businesses and households may be charged a fee up to 50% of the actual cost of construction, maintenance, and operations, while the City provides the remainder. The fee charged to businesses is based on the number of employees and may not exceed $2.00 per full-time employee per month. Owners or occupants of residential properties are charged a fee per household that may not exceed $2.00 per month.

3.1.4: Local Option Fuel Tax (LOFT): RCW 82.80 authorizes a countywide voter approved tax equivalent to 10% of the statewide Motor Vehicle Fuel Tax and a special fuel tax of $0.023 cents per gallon. LOFT revenue is to be distributed to the City on a weighed per capita basis. Revenues must be spent for highway (City streets, county roads, and state highways) construction, maintenance, or operation; the policing of local roads; or highway related activities.

3.1.5: Transportation Benefit District: RCW 35.21.225 authorizes cities to create transportation districts with independent taxing authority for the purposes of acquiring, constructing, improving, providing, and funding any City street, county road, or state highway improvement within the district. The special district's tax base in used to finance capital facilities.

The district may generate revenues through property tax excess levies, general obligation bonds (including Councilmanic bonds), local improvement districts, and development fees. Voter approval is required for bonds and excess property tax levies. Council approval is required for Councilmanic bonds, special assessments, and development fees.

Transportation improvements funded with district revenues must be consistent with state, regional and local transportation plans; necessitated by existing or reasonable foreseeable congestion levels attributable to economic growth; and partially funded by local government or private developer contributions, or a combination of such contributions.

3.1.6: Storm Drain Utility Fee: a City or county authorized fee to support storm drainage capital improvements. The fee is usually a flat rate per residential equivalency based on an average amount of

impervious surface. Commercial property is commonly assessed a rate based on a fixed number of residential equivalencies.

3.1.7: Storm Drainage Payment in Lieu of Assessment: cities may authorize storm drainage charges in lieu of assessments that can be used for construction, maintenance, and/or repair of storm drainage facilities, acquisition of property or related debt service.

3.2. Local non-levy financing mechanisms

3.2.0: GMA Growth Impact Fees: the Washington State Growth Management Act (GMA - Chapter 36.70A of the Revised Code of Washington and RCW 82.02.050-090) authorizes cities and counties to collect growth impact fees from developers to offset the impact caused by new developments within each jurisdiction's boundaries. The growth impact fees may be collected from developers in an amount less than 100% of the cost of sustaining the jurisdiction's schools, transportation, and park facility existing level-of-service (ELOS) as a result of the developer's project impact. The growth impact fees are usually collected at the issuance of building permits or certificates of occupancy.

Impact fees authorized by ESHB 2929 do not include any other form of developer contributions or exaction. Other forms of exaction that are excluded consist of mitigation or voluntary payments authorized by the Washington State Environmental Policy Act (SEPA - RCW 43.21C), local improvement districts or other special assessment districts, linkage fees, or land donations or fees in lieu of land.

In accordance with the Washington State GMA, a City must have an adopted comprehensive plan in place that satisfies GMA requirements before the jurisdiction can implement a growth impact fee.

3.2.1: Storm water User Fees: under state law, cities may collect rate charges from each generator of storm water runoff. Impact or user fees are based on the amount of storm water generated per developed property that is not held on-site, on the assumption there is a correlation between off-site discharge and storm water improvements elsewhere in the City. Storm water utility user fees may be charged on a flat fee per account and are usually collected at the time of development, and thereafter on an assessed charge per volume of storm water generated per account. Fee revenues may be used for capital facilities as well as operating and maintenance fees.

3.2.2: Local Improvement District: property owners may petition (or vote in response to a request from a local government) to adopt an annual tax assessment for the purpose of improving the public right-of-way abutting their property.

A majority approval (the percentage to be decided by the local government) can establish an amortized payment schedule to finance sidewalk, landscaping, parking, streetscape, or other improvements to the public or private abutting properties.

3.2.3: Special Assessment District: service entities completely or partially outside of the jurisdiction. Special assessments are levied against those who directly benefit from the new service or facility. Special assessment districts include local improvement districts (LIDs), road improvement districts (RIDs), utility improvement districts (UIDs), and the collection of development fees. Funds must be used solely to finance the purpose for which the special assessment district was created.

3.2.4: Special Purpose District: RCW 67.38.130 authorizes a specified service often encompassing more than one jurisdiction. Included are districts for fire facilities, hospitals, libraries, metropolitan parks, airports, ferries, parks and recreation facilities, cultural arts/stadiums and convention centers, sewers, water flood controls, irrigation, and cemeteries.

Voter approval is required for airport, parks and recreation, and cultural arts/stadium and convention districts. Special assessment districts have the authority to impose levies or charges up to a funding limit of $0.25 per $1,000 assessed valuation. Special assessment district funds must be used solely to finance the purpose for which the special purpose district was created.

3.2.5: Parks & Recreation Service Area: RCW 36.68.400 authorizes voters to approve formation of park and recreation service areas as junior taxing districts for the purpose of financing the acquisition, construction, improvement, maintenance, or operation of any park, senior citizen activity center, zoo, aquarium, or recreational facility. PRSAs may assess up to $0.15 per $1,000 assessed valuation subject to voter approval. A PRSA can generate revenue from either the regular or excess property tax levies and through general obligation bonds, subject to voter approval. Revenue must be used for capital facilities maintenance and operation.

3.2.6: Parking & Business Improvement Areas: the Transportation Improvement Act (ESHB 6358) also authorizes a tax to be collected on commercial businesses based on gross proceeds or property acreage or the number of parking stalls or the customers similar to an admissions and operations tax. Like the PIA, the revenues must be spent for "general transportation or business improvement purposes" including those outlined under the PIA but also allowing for the management,

operation, and accomplishment of business promotional efforts including marketing studies, tenant recruitment, advertising and promotions of special events, and other promotion related activities.

A majority approval of the participating property owners (the percentage to be decided by the local government) can establish an amortized payment schedule to finance off-street parking or other business improvements of benefit to the participating properties. The assessments may be amortized over generous time periods at low interest charges, based on each property's proportionate share of the improvement cost - usually assessed on a per linear foot, acre, parking stall or other formula.

3.2.7: State Environmental Protection Act: Washington State Environmental Policy Act (SEPA - RCW 43.21C) allows local governments to impose mitigated on-site improvements or fee assessments with which to finance off-site improvements that are caused by a property's development. SEPA mitigation may cover a variety of physical improvements that are affected by the property's proposed land use including sidewalks, trails, roads and parking areas, utilities, and other supporting infrastructure systems. SEPA mitigation must be proportionately related to the property's impact on infrastructure requirements.

3.2.8: Lease Agreements: allow the procurement of a capital facility through lease payments to the owner of a facility. Several lease package methods can be used. Under the lease-purchase method, the capital facility is built by the private sector and leased back to the local government. At the end of the lease, the facility may be turned over to the municipality without any future payment. At that point, the lease payments will have paid the construction cost plus interest.

3.3. State grants and loans

3.3.0: Community Economic Revitalization Board (CERB): low interest loans (rate fluctuates with state bond rate) and occasional grants to finance infrastructure projects for a specific private sector development. CERB funding is available only for projects that will result in specific private developments or expansions in manufacturing and businesses that support the trading of goods and services outside of the state's borders. CERB projects must create or retain jobs. The Department of Trade and Economic Development distributes CERF funds primarily to applicants who indicate prior commitment to project. CERB revenue is restricted in the type of project and may not be used for maintenance and operations.

CERB supports the following business sectors: manufacturing, production, food processing, assembly, warehousing, industrial distribution, advanced technology and research and development, recycling facilities or businesses that substantially support the trading of goods and services outside of Washington State borders.

In rural counties, CERB can support tourism development projects that meet the program's primary goal of supporting business growth and job creation.

3.3.1: Historic Preservation Grants: available on an annual basis from the Office of Archaeology and Historic Preservation (OAHP) to local historic preservation programs. Historic preservation grants may be used for:

- historic preservation planning;
- cultural resource survey and inventory;
- nomination of properties to the National Register of Historic Places; and
- public education and awareness efforts.

To be eligible for grants, communities must be a Certified Local Government (CLG) as approved by OAHP. In addition, when funds are available, OAHP awards grants for the acquisition or rehabilitation of National Register listed for eligible properties. Grant awards are predicated on the availability of funds and require a match.

3.3.2: Historic Preservation Tax Certification Program: a federal investment tax credit available for buildings in Washington that are listed on the National Register of Historic Places. National Register properties must be income producing, which includes commercial, retail, office, residential, rental or industrial uses, to be eligible.

3.3.3: Certified Local Government (CLG): can be awarded to a local government that establishes a historic preservation program meeting federal and state standards. CLG status requires a local government to encourage, develop, and maintain its local preservation efforts with development plans. CLGs may also apply for special grants from the State Historic Preservation Office (SHPO), obtain technical assistance and training from the SHPO, participate in the National Register nomination process, and assist with statewide preservation programs and planning. CLGs may also quality for a Special Tax Valuation available for both commercial and residential properties that have rehabilitation costs equaling 25% of more of the buildings assessed value. The rehabilitation costs may be subtracted from the assessed value of the property for a period of 10 years.

3.3.4: Public Works Trust Fund (PWTF): low interest loans for financing capital facility construction, public works emergency planning, and capital improvement planning. To apply for the loans, the City must have a

capital facilities plan in place and must be levying the original 0.25% real estate excise tax (REET). The Washington State Department of Community Development distributes Public Works Trust Funds. Public works trust fund loans for construction projects require matching funds generated only from local revenues or state shared entitlement revenues. Public works emergency planning loans are at a 5% interest rate, and capital improvement planning loans are no interest loans with a 25% match. Public works trust fund revenue may be used to finance new capital facilities, or maintenance and operations at existing facilities. PWTF funds may be used for domestic water, storm sewer, solid waste recycling, and sanitary sewer, road, and bridge projects.

3.3.5: Washington State Interagency Committee for Outdoor Recreation: federal monies available for the construction of outdoor park and trail facilities from the National Park Service's Land and Water Conservation Fund (LWCF). The Washington State Interagency Committee (IAC) for Outdoor Recreation administers NPS grants.

NPS grants usually do not exceed $150,000 per project and must be matched on an equal basis by the local jurisdiction. The IAC assigns each project application a priority on a competitive statewide basis according to each jurisdiction's need, population benefit, natural resource enhancements, and a number of other factors.

3.3.6: Aquatic Lands Enhancement Act: the 1985 Aquatic Lands Enhancement Act (ALEA) initiated on a trial basis, and since renewed and expanded, uses revenues obtained by the Washington Department of Natural Resources from the lease of state owned tidal lands. The ALEA program is administered by the IAC for the development of shoreline related trail improvements and may be applied for the full cost of the proposal.

3.3.7: Motor Vehicle Excise Tax (MVET): Paths and Trails Reserve Washington State (RCW 82.44) collects an annual excise tax that is paid by motor vehicle owners and administered by the Washington State Department of Licensing. Cities receive 17% of the base allocation. Cities are required to spend these funds for police and fire protection and the preservation of public health. The revenues may also be spent on capital facilities including roadway improvements.

RCW 47.30.050 requires that local governments collect and dedicate not less than 0.005 of the total amount of MVET funds received during the fiscal year for the purpose of developing paths and trails (the Paths and Trails Reserve). The Paths and Trails Reserve was established under State of Washington RCW 47.30 to provide for the establishment and maintenance of paths and trails within the right-of-way of public roads.

3.3.8: Safe, Accountable, Flexible, Efficient Transportation Equity Act (TEA-21–SAFETEA-W): The grants, which may total up to 86.5% of a project's cost, are decided on a competitive basis on a regional level for the purpose of expanding the inter-modal use of and transportation enhancement of roadways for other than vehicular activities, including bicycle, pedestrian, and transit. Transportation enhancement activities may include improvements to any of the following surface transportation facilities:

- Facilities for pedestrians and bicycles,
- Safety and educational activities for pedestrians and bicycles,
- Acquisition of scenic easements and scenic or historic sites,
- Scenic or historic highway programs including the provision of tourist and welcome center facilities,
- Landscaping and other scenic beautification,
- Historic preservation,
- Rehabilitation and operation of historic transportation buildings, structures or facilities including historic railroad facilities and canals,
- Preservation of abandoned railway corridors including the conversion and use thereof for pedestrian or bicycle trails,
- Control and removal of outdoor advertising,
- Archaeological planning and research,
- Environmental mitigation to address water pollution due to highway runoff,
- Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity, and
- Establishment of transportation museums.

3.3.9: Surface Transportation Program (STP): provides flexible funding that may be used by states and localities for projects on any Federal- aid highway, including the NHS, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. An average of $700k is available annually for the Island County sub-regional transportation planning organization (RTPO)

3.3.10: Transportation Improvement Board (TIB): invests state gas tax funds in local community through grant

programs serving cities, urban counties, and transportation benefit districts in Washington State. The TIB identifies and funds the highest-ranking transportation projects based on criteria established by the Board. TIB programs include:

- Urban Arterial Program: best suited for roadway projects that improve safety and mobility
- Urban Corridor Program: best suited for roadway projects with multiple funding partners that expand capacity.
- Sidewalk Program: suited for sidewalk projects that improve safety and connectivity.
- Road Transfer Program: provides state funding to offset extraordinary costs associated with the transfer of state highways to cities.
- Pedestrian Safety & Mobility Program: funds pedestrian improvements for safety, pedestrian generators, convenience, public acceptance, and project cost.
- New Streets for Small Cities

3.3.11 Centennial Clean Water Fund (CCWF): grants and loans administered by the Department of Ecology under the Centennial Clean Water Program (Referendum 39), a water quality program that provides grants for up to 75% of the cost of water quality/fish enhancement studies. CCWF monies can be applied to public and park developments that propose to restore, construct or otherwise enhance fish producing streams, ponds or other water bodies. CCWF funds are limited to the planning, design and construction of water pollution control facilities, storm water management, ground water protection, and related projects.

3.3.12: Water Pollution Control State Revolving Fund: low interest loans and loan guarantees for water pollution control projects. The Washington State Department of Ecology distributes WPCSRF loans. The applicant must show water quality need, have a facility plan for treatment works, and show a dedicated source of funding for repayment.

3.3.13: Building for the Arts: provides state grants through DOC to performing arts, art museums, and cultural organizations to defray up to 20% of the cost of new facilities or major renovation projects to match monies raised locally from non-state sources. The program intent is to fund temporary construction jobs as well as permanent arts-related jobs and employment opportunities in businesses that support new arts facilities.

3.3.14: Local Capital Projects: provides state appropriates for capital construction projects that benefit local governments and nonprofit organizations. Each appropriate, sponsored by the Governor or the Legislature, is tailored to the needs of the recipient organization.

3.3.15: Job Creation & Infrastructure (JCIP): provides targeted capital facilities funding for local governments and community nonprofits to stabilize and stimulate the state's long-term economic through infrastructure development. Previous JCIP projects have funded a wide range of capital facilities including small business incubators, ball fields, wastewater treatment plants, parks, and museums.

3.3.16: Department of Health Water Systems Support (DOHWSS): grants for upgrading existing water systems, ensuring effective management, and achieving maximum conservation of safe drinking water. The Washington State Department of Health (DOH) distributes DOHWSS grants through intergovernmental review and with a 60% local match requirement.

3.4. Direct Federal grants and loans

3.4.0: Federal Aid Urban System (FAUS): revenues available for the construction and reconstruction improvements to arterial and collector roads that are planned for by an MPO and the Federal Highway Administration. FAUS funds may also be used for non-highway related public mass transit projects. The Washington State Department of Transportation distributes FAUS funds with a 16.87% local match requirement.

3.4.1: Federal Aid Safety Programs (FASP): revenues available for improvements at specific locations that constitute a danger to vehicles or pedestrians as shown by frequency of accidents. The Washington State Department of Transportation distributes FASP funds from a statewide priority formula with a 10% local match requirement.

3.4.2: Community Development Block Grants: the U.S. Department of Housing and Urban Development's (HUD) Community Development Block Grant (CDBG) program dispense discretionary funds to local governments for the development of local public facilities or services assisting low income or disadvantaged neighborhoods.

CDBG grants are available through DOC for non-entitlement cities and towns of less than 50,000 population and counties with less than 200,000 population. Projects must principally benefit low- and

moderate-income persons (less than 80% of county median income) under 8 different programs dealing with:

- General Purpose Grants,
- Planning-Only Grants,
- Housing Enhancement Grants,
- Float-Funded Activity Grants,
- Community Investment Fund,
- Public Service Grant,
- Imminent Threat Grant
- Section 108 Loan Guarantees

CDBG funds are primarily intended for facility construction and may not be used to finance operation and maintenance costs. The program is authorized and funded by annual federal appropriations that have fluctuated widely in recent years due to other federal budgetary needs and philosophies. Eligible activities include:

- New housing construction and rehabilitation projects,
- Economic development revolving loan funds, infrastructure, and incubators,
- Community facilities including community centers, health care facilities, and ECEAP/Headstart facilities,
- Public facilities including water, wastewater, storm sewer, and streets,
- Comprehensive projects requiring a combination of activities such as housing rehabilitation and infrastructure improvements,
- Public services providing counseling, job training, or other benefits,
- Barrier removal for handicap accessibility.

Appendix C • Project Descriptions and other Details

Spreadsheet will begin on the next page.

MASTER FILE LINKED

4/3/2024

City of Oak Harbor
6 Year Project/Equipment Plan 2024-2029
Biennial Budget (2023-2024)

2024-2029 SUMMARY

PAGE	Priority #	Fund or Department	NEW PROJECT FUND	BARS #	Project code	Project/Equipment Name	Total Requested Funds	Spent to Date (12/31/23)	PROJECT STATUS	FY 24 CIP	FY 25 CIP	FY 26 CIP	FY 27 CIP	FY 28 CIP	FY 29 CIP	General Fund	Council Priority Projects	Proprietary	Project BFB	Grants/ Unsecured Funding	Specialty Funds	Total	101 Streets	105 Transp Impact	106 Paths & Trails	107 TBD	127 Park Impact Fees	311 REET 1	312 REET 2	Total:
GOVERNMENTAL FUNDS																			Financing Sources for Capital Cost				Detailed Breakdown						
4	4 of 4	Police Department		001.50.521.50.4800		PD Building Remodel	$ 700,000	$ -	NEW 23	$ -	$ -	$ -	$ -	$ 700,000	$ -	$ -	$ -	$ -	$ 700,000	$ -	$ -	$ 700,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
6	2 of 6	Dev Services		001.38.558.60.4100	dev 2301	CERB Broadband Study	$ 50,000	$ -	NEW 23	$ -	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,000	$ 45,000	$ -	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
7	3 of 6	Dev Services		001.38.558.60.4100	dev2302	Central Development Area Study & Implementation Plan	$ 448,609	$ 1,391	NEW 23	$ 148,609	$ 150,000	$ 150,000	$ -	$ -	$ -	$ 35,000	$ -	$ -	$ 13,609	$ 400,000	$ -	$ 448,609	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
8	4 of 6	Dev Services		007.38.594.58.6300	dev2303	EPA Pioneer Way Revitalization/Reuse Study	$ 1,000,000	$ -	NEW 23	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,000,000	$ -	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9	5 of 6	Dev Services		001.38.558.60.4100	dev2304	State Mandated 2025 Comp Plan Update	$ 175,000	$ -	NEW23	$ 175,000	$ -	$ -	$ -	$ -	$ -	$ 50,000	$ -	$ -	$ -	$ 125,000	$ -	$ 175,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
10	6 of 6	Dev Services		001.38.558.60.4100	dev2401	State Mandated Climate sub-elements	$ 150,000	$ -		$ 75,000	$ 75,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 150,000	$ -	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
13	2 of 3	City Hall		001.45.518.30.4800	ch2302	City Hall Upstairs Remodel	$ 100,000	$ -	NEW 23	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 50,000	$ -	$ 50,000	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 50,000	$ -	$ 50,000
14	3 of 3	City Hall		001.45.518.30.4800	ch2303	City Hall Downstairs Remodel	$ 270,000	$ -	NEW 23	$ 270,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 270,000	$ 270,000	$ -	$ -	$ -	$ -	$ -	$ 270,000	$ -	$ 270,000
16	2 of 2	Fire Department	007	007.56.594.22.6***	fir2301	West Side Fire Station	$ 7,950,480	$ 1,249,520	NEW23	$ 5,950,480	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 750,480	$ 7,200,000	$ -	$ 7,950,480	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
17	1 of 10	Parks	007	007.70.594.76.6300	gen2101	Pickleball Courts	$ 250,000	$ -		$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 50,000	$ 200,000	$ -	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
18	2 of 10	Parks		001.70.576.80.4800	gen2301	Smith Park Improvements	$ 60,948	$ -		$ 10,948	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 10,948	$ -	$ -	$ -	$ 50,000	$ 60,948	$ -	$ -	$ -	$ -	$ 25,000	$ 25,000	$ 50,000
19	10 of 10	Parks	007	007.70.594.76.6300	gen1901	Park Plan Implementation	$ 5,087,930	$ 195,069	on hold 22	$ 125,000	$ 4,962,930	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 407,129	$ 3,795,801	$ 885,000	$ 5,087,930	$ -	$ -	$ -	$ -	$ -	$ 650,000	$ 235,000	$ 885,000
20	3 of 10			001.70.576.80.4100/594.76.6xxx	gen2402	Urban Forestry Management Plan	$ 1,680,140	$ -		$ 400,140	$ 320,000	$ 320,000	$ 320,000	$ 320,000	$ -	$ -	$ -	$ -	$ -	$ 1,680,140	$ -	$ 1,680,140	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
21	4 of 10	Parks		007.70.594.76.6300	gen2401	Athletic Fields Renovation	$ 300,000	$ -	NEW 23	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000	$ -	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
22	5 of 10			001.70.576.80.4100	gen2403	Parks Recreation Open Space Plan Update	$ 80,000	$ -		$ 80,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 80,000	$ 80,000	$ -	$ -	$ -	$ -	$ 80,000	$ -	$ -	$ 80,000
23	6 of 10	Parks		001.70.576.80.4100		7th Avenue Wetlands Trail Feasibility Study	$ 110,000	$ -		$ -	$ 10,000	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 100,000	$ 10,000	$ 110,000	$ -	$ -	$ -	$ 10,000	$ -	$ -	$ -	$ 10,000
24	7 of 10	Parks		001.70.594.76.6400		Ridgehaven Park Playground Equipment Renovation	$ 68,250	$ -	NEW 22	$ -	$ -	$ -	$ 68,250	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 68,250	$ 68,250	$ -	$ -	$ -	$ -	$ 34,125	$ 34,125	$ 68,250
25	8 of 10	Parks		001.70.594.76.6400		Sumner Park Playground Equipment Renovation	$ 68,250	$ -	NEW 22	$ -	$ -	$ -	$ 68,250	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 68,250	$ 68,250	$ -	$ -	$ -	$ -	$ 34,125	$ 34,125	$ 68,250
26	9 of 10	Parks		001.70.594.76.6400		Volunteer Park Skate Park Renovation	$ 68,250	$ -	NEW 22	$ -	$ -	$ -	$ 68,250	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 68,250	$ 68,250	$ -	$ -	$ -	$ -	$ 34,125	$ 34,125	$ 68,250
27	1 of 6	Shared Project	102	102.00.595.31.6300	str1902	Shoreline Restoration	$ 1,999,075	$ 825		$ 300,000	$ 1,399,075	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 675,000	$ 1,099,075	$ -	$ 225,000	$ 1,999,075	$ 135,000	$ -	$ -	$ -	$ -	$ 45,000	$ 45,000	$ 225,000
28	2 of 6	Streets	102	102.00.595.31.6300	str##02	Annual Street Improvements	$ 4,322,071	$ 470,352		$ 1,272,071	$ 550,000	$ 600,000	$ 600,000	$ 650,000	$ 650,000	$ -	$ -	$ -	$ 519,571	$ 202,500	$ 3,600,000	$ 4,322,071	$ 2,050,000	$ -	$ -	$ -	$ -	$ -	$ 1,550,000	$ 3,600,000
31	5 of 6	Streets		101.00.542.64.4100	str2302	Street Traffic Calming	$ 600,000	$ 15,000	NEW 23	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 600,000	$ 600,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 600,000	$ 600,000
32	6of 6	Streets	102	102.00.595.31.6300	str2201	North Whidbey Access Roads	$ 6,370,000	$ -	on hold 22	$ -	$ 250,000	$ 6,120,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 220,000	$ 6,120,000	$ 30,000	$ 6,370,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 30,000	$ 30,000
33	1 of 8	Arterials	103	103.00.595.30.6300	str1904	NE 7th Ave Improvement	$ 2,774,432	$ 465,492		$ 2,774,432	$ -	$ -	$ -	$ -	$ -	$ 71,500	$ -	$ -	$ 508,036	$ 2,161,908	$ 32,988	$ 2,774,432	$ -	$ -	$ 32,988	$ -	$ -	$ -	$ -	$ 32,988
34	2 of 8	Arterials	103	103.00.595.30.6300	art2201	NW Heller Street Overlay	$ 383,740	$ -		$ -	$ -	$ -	$ 383,740	$ -	$ -	$ -	$ -	$ -	$ 71,813	$ 311,927	$ -	$ 383,740	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
35	3 of 8	Arterials	103	103.00.595.30.6300	art2101	Active Transportation Plan	$ 33,215	$ 116,785		$ 33,215	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,484	$ 28,731	$ -	$ 33,215	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
36	4 of 8	Arterials	103	103.00.595.30.6300	art 2202	Serendipity Lane (joint 106, 116, 126)	$ 99,514	$ 486	NEW 22	$ 99,514	$ -	$ -	$ -	$ -	$ -	$ -	$ 99,514	$ -	$ -	$ -	$ -	$ 99,514	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
37	7 of 8	Arterials	103	103.00.595.30.6300		Pioneer Way-SR20 to City beach street	$ 3,000,000	$ -		$ -	$ -	$ 600,000	$ 2,400,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,500,000	$ 1,500,000	$ 3,000,000	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
38	8 of 8	Arterials	103	103.00.595.30.6300		West Whidbey Ave-Heller to Jib	$ 5,000,000	$ -		$ -	$ -	$ -	$ 1,000,000	$ 4,000,000	$ -	$ -	$ -	$ -	$ -	$ 2,500,000	$ 2,500,000	$ 5,000,000	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,500,000
39	6 of 8	Arterials	103	103.00.595.30.6300		SR20-SW Eagle Vista Ave to SW 24th Ave	$ 5,000,000	$ -		$ -	$ 1,000,000	$ 4,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,000,000	$ 1,000,000	$ 5,000,000	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,000,000
40	5 of 8	Arterials	103	103.00.595.30.6300		Midway Blvd Reconstruction	$ 950,000	$ -		$ -	$ -	$ -	$ -	$ 950,000	$ -	$ -	$ -	$ -	$ -	$ 821,750	$ 128,250	$ 950,000	$ 128,250	$ -	$ -	$ -	$ -	$ -	$ -	$ 128,250
41	1 of 1	TBD	108	108.00.595.31.6300	tbd##01	Transportation Benefit District (TBD) Overlays	$ 5,400,000	$ 952,027		$ 900,000	$ 900,000	$ 900,000	$ 900,000	$ 900,000	$ 900,000	$ -	$ -	$ -	$ -	$ -	$ 5,400,000	$ 5,400,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,400,000
43	2 of 2	Senior Center		129.00.594.69.6300	snr2401	Parking Lot-The Center	$ 420,500	$ -	NEW 22	$ -	$ 420,500	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 420,500	$ -	$ 420,500	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
44	1 of 1	WINDJAMMER PARK	325	325.10.594.76.6300	eng1701	Windjammer Park Improvements	$ 1,317,636	$ 13,071,792		$ 1,067,636	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 441,532	$ -	$ 876,104	$ 1,317,636	$ -	$ -	$ -	$ 100,000	$ 651,104	$ 125,000	$ 876,104
						Governmental Total:	$ 56,288,040	$ 16,538,738	$ -	$ 15,432,045	$ 12,237,505	$ 13,190,000	$ 6,158,490	$ 7,620,000	$ 1,650,000	$ 156,500	$ 110,462	$ 675,000	$ 4,140,729	$ 33,763,257	$ 17,442,092	$ 56,288,040	$ 7,313,250	$ 32,988	$ 10,000	$ 5,400,000	$ 100,000	$ 1,873,479	$ 2,712,375	$ 17,442,092
PROPRIETARY FUNDS																			Financing Sources for Capital Cost										
48	1 of 16	Water	431	431.00.594.34.6300	wtr1905	Well 9 Replacement	$ 290,664	$ 10,536		$ 290,664	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 290,664	$ -	$ -	$ 290,664	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
49	2 of 16	Water		401.00.594.34.6400	22afp	Ault Field Pump Station VFD Replacement	$ 88,002	$ 11,998		$ 88,002	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 88,002	$ -	$ -	$ 88,002	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
51	4 of 16	Water	431	431.00.594.34.6300	wtr2101	SR20/Campbell Lake Rd Roundabout/ Fish passage watermain replacement	$ 2,266,893	$ 33,107		$ 95,568	$ -	$ 2,171,325	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,116,893	$ 1,150,000	$ -	$ 2,266,893	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
52	5 of 16	Water		401.00.534.00.4100	wtr2201	Water System Plans and Studies	$ 746,841	$ 16,159		$ 746,841	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 280,000	$ 466,841	$ -	$ -	$ 746,841	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
53	6 of 16	Water	431	431.00.594.34.6300	wtr##02	Water System Telemetry Upgrades	$ 327,268	$ 72,732		$ 327,268	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 327,268	$ -	$ -	$ 327,268	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
54	7 of 16	Water	431	431.00.594.34.6300	wtr##01	Annual Steel/AC Water Main Replacements	$ 4,393,405	$ 856,595		$ 2,393,405	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ -	$ -	$ -	$ 643,405	$ 2,000,000	$ 1,750,000	$ -	$ -	$ 4,393,405	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
55	8 of 16	Water	431	431.00.594.34.6300	wtr2102	Glencoe Street Fire Flow Improvements	$ 470,000	$ -		$ 470,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 470,000	$ -	$ -	$ 470,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
56	9 of 16	Water	431	431.00.594.34.6300	wtr2301	NE Regatta Drive Pipeline Replacement	$ 250,000	$ -		$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 250,000	$ -	$ -	$ -	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
57	10 of 16	Water	431	431.00.594.34.6300	wtr2401	West 384 Zone Development	$ 365,000	$ -		$ 73,000	$ 292,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 365,000	$ -	$ 365,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
58	11 of 16	Water	431	431.00.594.34.6300		West 384 Zone Extension Phase	$ 3,015,000	$ -		$ -	$ 3,015,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,015,000	$ -	$ -	$ 3,015,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
59	12 of 16	Water	431	431.00.594.34.6300	wtr2001	East Side Reservoir Demolition	$ 110,000	$ -		$ -	$ 110,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 110,000	$ -	$ 110,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
60	13 of 16	Water	431	431.00.594.34.6300	wtr2103	Erin Park Main Road Extension/Tie-In	$ 755,000	$ -	COMBINED 22	$ -	$ 755,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 755,000	$ -	$ 755,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
61	14 of 16	Water	431	431.00.594.34.6300	wtr2105	Industrial Avenue Tie-In	$ 60,000	$ -		$ -	$ 60,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 60,000	$ -	$ 60,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
							$ 13,138,073	$ 1,001,127	$ -	$ 4,734,748	$ 4,732,000	$ 2,671,325	$ 500,000	$ 500,000	$ -	$ -	$ 893,405	$ 5,660,000	$ 5,434,668	$ 1,150,000	$ -	$ 13,138,073	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
62	1 of 10	Sewer	432	432.00.594.35.6300	swr2001	Slip Line Replacements in SE Oak Harbor	$ 317,055	$ 7,945		$ 317,055	$ -	$ -	$ -	$ -	$ -	$ -	$ 317,055	$ -	$ -	$ -	$ -	$ 317,055	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
63	2 of 10	Sewer	432	432.00.594.35.6300	swr2302	Federal Inflow & Infiltration Grant	$ 1,950,000	$ -		$ 300,000	$ 1,650,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,950,000	$ -	$ 1,950,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
64	3 of 10	Sewer		402.20.535.00.4800	swr2303	Sewer Lagoon -Decomissioning	$ 550,000	$ -		$ 550,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 550,000	$ -	$ -	$ -	$ -	$ 550,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
65	4 of 10	Sewer	422	422.60.594.35.6400	cwf2301	Clean Water Facility-Screens	$ 300,000	$ -		$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000	$ -	$ -	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
68	7 of 10	Sewer	422	422.60.594.35.6300	cwf2401	Clean Water Facility-Major O&M	$ 300,000	$ -		$ 150,000	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000	$ -	$ -	$ -	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
69	8 of 10	Sewer	422	422.60.594.35.6400	cwf2402	Clean Water Facility Washer/Compactor	$ 300,000	$ -		$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000	$ -	$ -	$ -	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
70	10 of 10	Sewer	432	432.00.594.35.6300	swr2201	North Whidbey Sewer Expansion	$ 250,000	$ -		$ -	$ -	$ -	$ 125,000	$ 125,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 250,000	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
71	9 of 10	Sewer	432	432.00.594.35.6300	swr##01	Sewer Line Replacements	$ 370,670	$ 509,330		$ -	$ 370,670	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 110,000	$ 260,670	$ -	$ 370,670	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						Sewer Total:	$ 4,337,725	$ 517,275	$ -	$ 1,917,055	$ 2,170,670	$ -	$ 125,000	$ 125,000	$ -	$ -	$ 867,055	$ 710,000	$ 560,670	$ 2,200,000	$ -	$ 4,337,725	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
73	1 of 3	Storm Drain	434	434.00.594.31.6300	stm1901	Harbor East Outlet Repair	$ 294,737	$ 80,263		$ -	$ 294,737	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 294,737	$ -	$ -	$ 294,737	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
74	2of 3	Storm Drain	434	434.00.594.31.6300	stm1902	Conveyance from Goldiie St to Koetje St & Easy St	$ 150,000	$ 317,623		$ 150,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 150,000	$ -	$ -	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
75	3of 3	Storm Drain	434	434.00.594.31.6300	stm2001	West Side Ourtfall Pump Study	$ 100,000	$ -		$ -	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 100,000	$ -	$ -	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						Storm Drain Total:	$ 544,737	$ 397,886	$ -	$ 150,000	$ 394,737	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 544,737	$ -	$ -	$ 544,737	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
76	1 of 5	Marina	440	440.00.594.75.6300	mar2301	Marina Additional Improvements	$ 250,000	$ -	NEW 23	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 250,000	$ -	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
77	2 of 5	Marina	440	440.00.594.75.6300	mar2302	F Dock Storm Damage Repair-Phase 3	$ 441,890	$ 7,229	NEW 23	$ -	$ 441,890	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,000	$ 9,890	$ 426,000	$ -	$ 441,890	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
78	3 of 5	Marina	440	440.00.594.75.6300	mar2202	Marina Dredging Pre-Design Study & Dredging	$ 11,838,412	$ 161,588	NEW 22	$ 138,412	$ 11,700,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 138,412	$ 11,700,000	$ -	$ 11,838,412	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
80	5 of 5	Marina	440	440.00594.75.6300		Marina Breakwater Replacement	$ 18,000,000	$ -		$ -	$ -	$ -	$ 18,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 18,000,000	$ -	$ 18,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						Marina Total:	$ 30,530,302	$ 168,817	$ -	$ 388,412	$ 12,141,890	$ -	$ 18,000,000	$ -	$ -	$ -	$ -	$ 6,000	$ 398,302	$ 30,126,000	$ -	$ 30,530,302	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						Proprietary Funds Total:	**$ 48,550,837**	$ 2,085,105	$ -	$ 7,190,215	$ 19,439,297	$ 2,671,325	$ 18,625,000	$ 625,000	$ -	$ -	**$ 1,760,460**	**$ 6,376,000**	**$ 6,938,377**	**$ 33,476,000**	$ -	**$ 48,550,837**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						Governmental Funds Total:	$ 56,288,040	$ 16,538,738	$ -	$ 15,432,045	$ 12,237,505	$ 13,190,000	$ 6,158,490	$ 7,620,000	$ 1,650,000	$ 156,500	$ 110,462	$ 675,000	$ 4,140,729	$ 33,763,257	$ 17,442,092	$ 56,288,040	$ 7,313,250	$ 32,988	$ 10,000	$ 5,400,000	$ 100,000	$ 1,873,479	$ 2,712,375	$ 17,442,092
						Proprietary Funds Total:	$ 48,550,837	$ 2,085,105	$ -	$ 7,190,215	$ 19,439,297	$ 2,671,325	$ 18,625,000	$ 625,000	$ -	$ -	$ 1,760,460	$ 6,376,000	$ 6,938,377	$ 33,476,000	$ -	$ 48,550,837	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						City Wide Grand Total:	**$ 104,838,877**	$ 18,623,843	$ -	$ 22,622,260	$ 31,676,802	$ 15,861,325	$ 24,783,490	$ 8,245,000	$ 1,650,000	**$ 156,500**	**$ 1,870,922**	**$ 7,051,000**	**$ 11,079,106**	**$ 67,239,257**	**$ 17,442,092**	**$ 104,838,877**	**$ 7,313,250**	**$ 32,988**	**$ 10,000**	**$ 5,400,000**	**$ 100,000**	**$ 1,873,479**	**$ 2,712,375**	**$ 17,442,092**

FUND 001.50 CAPITAL

Police Dept Remodel

PROJECT DESCRIPTION: Project to connect two separate OHPD buildings, add office space and provide for a safer and more efficient workspace/building and environment.

PROJECT NEED: -OHPD currently has two building spaces which are not connected. To enter the conference / training room section of the building, staff must exit the main building through the front or rear door and then enter the other section through a front or rear door of that section. OHPD no longer maintains an inmate housing facility (jail) and the current "night lobby" is no longer needed as it was when we had a jail. The new plan would be to add a new covered interior area to the front of the building, connecting the two sections of OHPD. This would connect the area around the night lobby entrance and the front door of the conference/training room area. The new addition would join these two areas, thus providing a fluid connection and in essence, making one OHPD building/office space area. It would also provide space for a new room or two, to be used as an office or as otherwise allocated. This would extend the life of the building and provide enclosed space between these two sections, providing for more safe passage in an environmentally controlled area - as well as provide additional workspace. This would add approximately 1000 square feet of usable indoor office and hallway space, and connect the buildings.

DEVELOPMENT PLAN & STATUS: Plan for a future expenditure for this project, allocate money for the design process (architect) and project based on design and building costs, put the project out for bid and award, begin and complete the project and utilize the space.

COST & FINANCING DATA: .

COST ASSUMPTIONS	001.50.521.50.4800?	
Pre-Design/Feasibility		$40,000
Engineering/Design Services		$0
Land		$0
Machinery & Equipment		$0
Construction Services		$660,000
Subtotal:		$700,0000
Contingency Fees		$0
TOTAL:		$700,0000

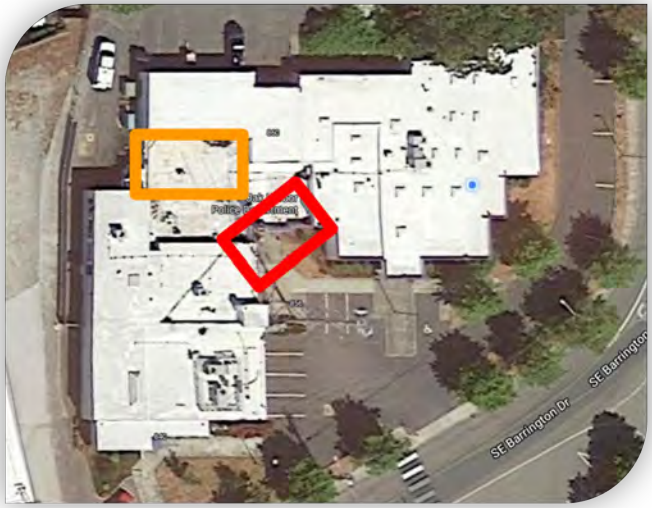
ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2028

Purchase/Construction: FY 2028

Estimated Completion: FY 2028



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Grant-Unsecured	-					$700,000		$700,000
TOTAL REQUESTED FUNDS:	-					$700,000		$700,000

**Spent to Date is posted amounts through 12/31/23*

FUND 001.38 DEV. SERVICES

CERB Broadband Study

PROJECT DESCRIPTION: The City of Oak Harbor will conduct a digital equity study to assess the broadband needs of north Whidbey Island. The study will encompass the southern city limits north to Deception Pass bridge. The main goal of the study is to determine if there are underserved or unserved areas that might benefit from the city's installation of wet fiber.

PROJECT NEED: The City will hire a consultant to conduct a digital equity and inclusion study for North Whidbey Island, from the southern city limits to Deception Pass Bridge. The study will focus on underserved or unserved homes throughout this area. It will measure broadband speeds to compare with Washington State's broadband speed goals. It will identify low-income households and/or neighborhoods that could benefit from subsidies. The study will have five goals: 1. Map broadband availability directly to homes throughout north Whidbey Island including within the City of Oak Harbor. 2. Identify low-income households and/or neighborhoods and determine broadband usage and needs in those areas. 3. Identify potential sources for subsidized broadband service. 4. Identify line cap and line extension opportunities for broadband throughout north Whidbey Island. 5. Create a Digital Equity & Inclusion Plan that can be implemented over the next 3-5 years.

DEVELOPMENT PLAN & STATUS: Funding is available through the state's Community Economic Revitalization Board (CERB). CERB can grant $50,000 with a $12,500 match from the City. The plan is to apply for the grant in FY2023 and conduct the study over the course of 9-12 months.

COST & FINANCING DATA: .

COST ASSUMPTIONS	001.38.558.60.4100	dev2301
Pre-Design/Feasibility	dev2301.pre.001	$50,000
Engineering/Design Services		$0
Machinery & Equipment		$0
Construction Services		$0
Subtotal:		$50,000
Contingency Fees		$ -
TOTAL:		$50,000

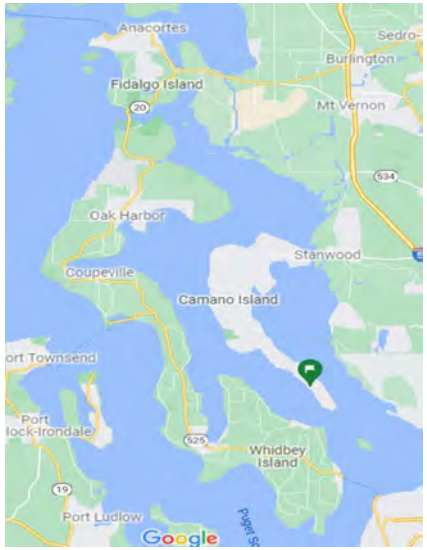
ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023

Purchase/Construction: FY 2023-2025

Estimated Completion: FY 2025



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
CERB Grant-unsecured	-			$45,000					$45,000
General Fund		$5,000							
Project BFB				$5,000					$5,000
TOTAL REQUESTED FUNDS:	-			$50,000					$50,000

**Spent to Date is posted amounts through 12/31/23*

FUND 001.38 DEV. SERVICES

Central Development Area Study & Implementation Plan

PROJECT DESCRIPTION: Creation of a comprehensive development subarea plan for older sections of the City that includes the Marina, the Downtown, and the Midtown District to create the Central Development Area Study & Implementation Plan.

PROJECT NEED: This is an opportunity to combine these areas into a Central Development Area and create a Vision for 2045 that will enable the City to meet the needs of its future, facilitate economic growth, and increase the standard of living for the residents of our community. The goals would be to foster a robust, active community and marina, develop the infrastructure for the future, be able support both available and affordable housing, enhance livability, and ensure fiscal sustainability.

DEVELOPMENT PLAN & STATUS: The plan would include, but not be limited to:- Stakeholder Task Force . Development of a schedule and funding opportunities. Establish community outreach and engagement. Subarea Plan and Zoning Code. Completing a market study. Development of design standards. Conduct programmatic Environmental Impact Statements (EIS) as required.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023-2026

Purchase/Construction:

Estimated Completion: FY 2026

COST & FINANCING DATA: .

COST ASSUMPTIONS	001.38.558.60.4100	dev2302
Pre-Design/Feasibility	dev2302.pre.001	$450,000
Engineering/Design Services		$0
Machinery & Equipment		$0
Construction Services		$0
Subtotal:		$450,000
Contingency Fees		$ -
TOTAL:		$450,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
EDA grant unsecured	-		$100,000	$150,000	$150,000				$400,000
General Fund	$1,391	$13,609	$35,000						$50,000
Project BFB			$13,609						$13,609
TOTAL REQUESTED FUNDS:	$1,391		$148,609	$150,000	$150,000				$448,609

**Spent to Date is posted amounts through 12/31/23*

FUND 007.38 CAPITAL

EPA Pioneer Way Revitalization/Reuse Study

PROJECT DESCRIPTION: The City of Oak Harbor will conduct a site clean up of 1081 and 1091 Pioneer Way in conjunction with a revitalization / reuse study focused on the downtown corridor.

PROJECT NEED: The property is considered a Brownfield project. The property will need to be assessed for hazardous materials and then cleaned up, depending on what pollutants are found. In conjunction with the clean up, a reuse / revitalization study will be conducted with the involvement of the surrounding community and business owners.

DEVELOPMENT PLAN & STATUS: Funding is available through the Environmental Protection Agency (EPA) Multipurpose Grant. The plan is to apply for the grant in FY2023 and conduct the clean up and revitalization study over the course of 24-36 months.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023

Purchase/Construction: FY 2023-2024

Estimated Completion: FY 2024

COST & FINANCING DATA: .

COST ASSUMPTIONS	007.38.594.58.6300	dev2303
Pre-Design/Feasibility	dev2303.pre.001	$225,000
Engineering/Design Services	dev2303.des.010	$325,000
Land		$0
Machinery & Equipment		$0
Construction Services	dev2303.con.070	$300.000
Subtotal:		$850,000
Contingency Fees		$150,000
TOTAL:		$1,000,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
EPA grant unsecured	-	$800,000						$800,000
Ecology IPG grant (DOE) secured		$200,000						$200,000
TOTAL REQUESTED FUNDS:	-	$1,000,000						$1,000,000

**Spent to Date is posted amounts through 12/31/23*

FUND 001.38 DEV. SERVICES

State Mandated 2025 Comp Plan Update

PROJECT DESCRIPTION: This is a project will update the Comprehensive Plan with state requirements.

PROJECT NEED: This is an opportunity to renew all of the elements in the Comprehensive Plan. Elements may include: transportation, utilities, Urban Growth Area, etc.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023-2024

Purchase/Construction:

Estimated Completion: FY 2024

DEVELOPMENT PLAN & STATUS:

COST & FINANCING DATA: .

COST ASSUMPTIONS	001.38.558.60.4100	dev2304
Pre-Design/Feasibility	dev2304.pre.001	$125,000
Engineering/Design Services	dev2304.des.010	$50,000
Machinery & Equipment		$0
Construction Services		$0
Subtotal:		$175,000
Contingency Fees		$ -
TOTAL:		$175,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Commerce Grant-secured	-	$125,000						$125,000
General Fund		$50,000						$50,000
TOTAL REQUESTED FUNDS:	-	$175,000						$175,000

**Spent to Date is posted amounts through 12/31/23*

FUND 001.38 DEV. SERVICES

State Mandated Climate Sub Elements

PROJECT DESCRIPTION: **Legislation passed and signed into law in 2023 (HB 1181) adds a climate goal to the Growth Management Act (GMA) and requires local comprehensive plans to have a climate element with resilience and greenhouse gas emissions mitigation sub-elements. The resilience sub-element must include goals and polices to improve climate preparedness, response and recovery efforts. This is mandatory for all counties and cities fully planning under the GMA and encouraged for others. Climate elements must maximize economic, environmental, and social co-benefits and prioritize environmental justice in order to avoid worsening environmental health disparities.**

PROJECT NEED: **This furthers goals and policies in the Environmental Element of the Comprehensive Plan. Since this is an issue that needs to be tackled at all levels to make a difference, it is being mandated by the State for inclusion into the City's Comprehensive Plan.**

DEVELOPMENT PLAN & STATUS:

COST & FINANCING DATA: .

COST ASSUMPTIONS	**001.38.558.60.4800**	**dev2401**
Pre-Design/Feasibility	**dev2401.pre.001**	$100,000
Engineering/Design Services	**dev2401.des.053**	$50,000
Machinery & Equipment		$0
Construction Services		$0
Subtotal:		$150,000
Contingency Fees		$ -
TOTAL:		$150,000

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2024-2025

Purchase/Construction:

Estimated Completion: FY 2025

REVENUE SOURCE	**FISCAL YEAR FUNDING REQUESTS**							
	SPENT TO DATE	**FY 2024**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**6 YR TOTAL**
Grant-secured	-	$75,000	$75,000					$150,000
TOTAL REQUESTED FUNDS:	-	$75,000	$75,000					$150,000

**Spent to Date is posted amounts through 12/31/23*

FUND 001.45 GENERAL GOV

City Hall Upstairs Remodel

PROJECT DESCRIPTION: This capital project includes changes to the Council Chambers, moving the copy/mail room, creating two more offices in the old copier room, and the previous reception area as you enter City Hall.

PROJECT NEED: Staff has identified a need for two more offices. This proposal is to create them in the existing copier room. This would move the copier, mailer and boxes to the waiting area outside admin. Electrical work may be needed. Staff has identified a need to move the council chamber equipment and video system into the room next to HR. A door/window will need to be constructed to be able to view during meetings. Once this has been completed the dias will be reconstructed and moved. Electrical work may be needed**.** Staff has identified a need to remove the old reception counter and make this area more friendly to the public to gain information. Flooring will need to be redone in this area. Electrical work may be needed.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023-2024

Purchase/Construction: FY 2023-2024

Estimated Completion: FY 2024

DEVELOPMENT PLAN & STATUS:

COST & FINANCING DATA: .

COST ASSUMPTIONS	001.45.518.30.4800	ch2302
Pre-Design/Feasibility		$0
Engineering/Design Services	ch2302.des.130	$10,000
Land		$0
Machinery & Equipment	ch2032.mac.049	$40,000
Construction Services	ch2302.con.070	$50,000
Subtotal:		$100,000
Contingency Fees		$ -
TOTAL:		$100,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-Memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
REET 1	-	$50,000	$50,000						$50,000
Project BFB			$50,000						$50,000
TOTAL REQUESTED FUNDS:	-		$100,000						$100,000

**Spent to Date is posted amounts through 12/31/23*

FUND 001.45 GENERAL GOV

City Hall Downstairs Remodel

PROJECT DESCRIPTION: This capital project is to remodel the downstairs portion of City Hall. Planning has created a scope of work and estimated numbers have been obtained from a contractor. Included are the upgrades to the IT/Server room.

PROJECT NEED: This is necessary to create more office spaces and will include security upgrades for downstairs staff. Included in this project are the upgrades to the IT and server rooms. These are necessary to ensure the stability and sustainability of the city's network system.

DEVELOPMENT PLAN & STATUS: Planning has developed a floor plan. Contractor has provided an estimate. IT/Server room upgrades have been included. HVAC and electrical components have been included.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2024

Purchase/Construction: FY 2024

Estimated Completion: FY 2024

COST & FINANCING DATA: .

COST ASSUMPTIONS	001.45.518.30.4800	ch2303
Pre-Design/Feasibility		$0
Engineering/Design Services	ch2303.des.130	$100,000
Land		$0
Machinery & Equipment	ch2303.mac.049	$20,000
Construction Services	ch2303.con.070	$150,000
Subtotal:		$270,000
Contingency Fees		$ -
TOTAL:		$270,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
REET 1	-	$270,000						$270,000
TOTAL REQUESTED FUNDS:	-	$270,000						$270,000

**Spent to Date is posted amounts through 12/31/23*

FUND 007.56—FIRE CAPITAL

West Side Fire Station

PROJECT DESCRIPTION: Construct a 3 bay fire station on the southwest side of the City to include a new Quint ladder truck.

PROJECT NEED: As the latest report has shown, the City is in need of a fire station on the southwest side. Preliminary work on a feasibility study and conceptual design was completed in 2016 and 2017. With the continued growth in the south and southwest areas of the City, the level of emergency service will diminish. Response times will continue to rise. This is a multiple phased project, not only is a facility required, an additional pieceof fire apparatus may be necessary, and additional staffing is required. This plan was put on hold November 2017 due to the high cost. Staffing could be as high as $750,000.00 per year.

DEVELOPMENT PLAN & STATUS: If voter's approve a levy lid lift for operations and an excess levy for the construction, the city will proceed.

COST & FINANCING DATA: The project will be funded by a GO Bond.
Land-6100, Bldg-6200, Ladder truck-6400

COST ASSUMPTIONS		007.56.594.22.6xxx	fir2301
Pre-Design/Feasibility	6200	fir2301.pre.054	$200,000
Engineering/Design Services	6200	fir2301.des.053	$300,000
Land	6100	fir2301.lnd.060	$ 500,000
Machinery & Equipment	6400	fir2301.mac.lad	$1,400,000
Construction Services-bldg	6200	fir2301.con.xxx	$6,800,000
Subtotal:			$9,200,000
Contingency Fees			$ -
TOTAL:			$9,200,000

ESTIMATED PROJECT & PURCHASE TIMELINE
Pre-Design: FY
Engineering/Design: FY 2023
Purchase/Construction: FY 2023-2025
Estimated Completion: FY 2025

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
GO Bond	$1,249,520	$750,480	$5,200,000	$2,000,000					$7,200,000
Project BFB			$750,480						$750,480
TOTAL REQUESTED FUNDS:	$1,249,520		$5,950,480	$2,000,000					$7,950,480

**Spent to Date is posted amounts through 12/31/23*

FUND 007.70—PARKS CAPITAL

Pickleball Courts

PROJECT DESCRIPTION: Renovation of existing pickle ball courts at Rotary Park. The project will include renovation of asphalt pad, nets and post, painting and striping and reorientation of two more courts.

PROJECT NEED: This project will increase the number of pickle ball courts from 4 to 6. Pickle-ball has grown in popularity over the past few years.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2021-2023

Purchase/Construction: FY 2021-2024

Estimated Completion: FY 2024

DEVELOPMENT PLAN & STATUS: N/A

COST & FINANCING DATA: The project will be funded by REET 2.

COST ASSUMPTIONS	007.70.594.76.6300	gen2101
Engineering Services	gen2101.des.053	$5,000
Other Professional Services		$ -
Machinery & Equipment	gen2101.mac.049	$4,000
Construction Services	gen2101.con.xxx	$241,000
Subtotal:		$250,000
Contingency Fees		$ -
TOTAL:		$250,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
REET 2	-	$50,000							
Unsecured			$200,000						$200,000
Project BFB			$50,000						$50,000
TOTAL REQUESTED FUNDS:	-		$250,000						$250,000

**Spent to Date is posted amounts through 12/31/23*

FUND 001.70 PARKS

Smith Park Improvements

PROJECT DESCRIPTION: Renovate park planters and information signage, install new historic park sign, complete maintenance to existing fences and gazebo, installation of historical aesthetic elements and safety lighting and electrical access at the gazebo, install ADA pathway, and remove 30 year old playground equipment scattered though out park.

PROJECT NEED: Smith Park has received State Historical designation. Stone pillars that have been saved for the sign will be etched and installed with the park's inception date. The pedestrian path needs to be upgraded to be accessible and safety lighting is needed in the park and gazebo, as well as electrical access for special events. Lighting and all future improvements will maintain a historic aesthetic and feel the reflects the City's founding centered at the park.

DEVELOPMENT PLAN & STATUS: 023 $10,948 Grant –ARPA (2021) Fence and Gazebo painting, historic park sign, information sign, renovate planters and install garden club centennial planting area and plaque.2024-Remove Playground Equipment, Replace furnishings/benches. 2025-$25,000 REET 1 (311), $25,000 REET 2 (312) ADA Pathways, Lighting, Electrical .

COST & FINANCING DATA: The project will be primarily funded by REET.

COST ASSUMPTIONS	**001.70.576.80.4800**	**gen2301**
Engineering Services	**gen2301.des.053**	$ 1,000
Other Professional Services		$ -
Machinery & Equipment	**001.70.594.76.6400 gen2301.att.spn**	$ -
Construction Services	**gen2301.con.070**	$59,948
Subtotal:		$60,948
Contingency Fees		$ -
TOTAL:		$ 60,948

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023-2025

Purchase/Construction: FY 2024-2025

Estimated Completion: FY 2025

REVENUE SOURCE	**FISCAL YEAR FUNDING REQUESTS**							
	SPENT TO DATE	**FY 2024**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**TOTAL**
REET 1 (311)			$25,000					$25,000
REET 2 (312)			$25,000					$25,000
Council Priority Proj	-	$10,948						$10,948
TOTAL REQUESTED FUNDS:	-	$10,948	$50,000					$60,948

**Spent to Date is posted amounts through 12/31/23*

FUND 007.70—PARKS CAPITAL

Park Plan Implementation

PROJECT DESCRIPTION: To construct two soccer fields and 50 parking stalls as part of the first phase in developing the 75 acres of land to be used for a regional park .

PROJECT NEED: The regional park is necessary to meet the communities needs for sports fields. Approximately 1800 children participate in outdoor sports. Many of the existing sports fields are on school district property which the school district could decide to use for their own needs.

DEVELOPMENT PLAN & STATUS: Grant applications for future funding are forth-coming. A preliminary master plan has been developed for the regional park. Phase 1 of the regional park includes two soccer fields and 50 parking stalls. The estimated cost for the development of the master plan, that includes an access roadway is approximately $60.7 million.

ESTIMATED PROJECT & PURCHASE TIMELINE
Engineering/Design: FY 2021-2022
Purchase/Construction: FY 2023-2025
Estimated Completion: FY 2025

COST & FINANCING DATA: The project will be funded by a combination of grants, REET, Impact Fees, and donations.

COST ASSUMPTIONS	007.70.594.76.6300	gen1901
Engineering/Design Services	gen1901.des.053	$ 175,000
Land Purchase	Land has been capitalized	
Machinery & Equipment		
Construction Services	gen1901.con.171	$5,108,000
Subtotal:		$5,283,000
Contingency Fees		$ -
TOTAL:		$5,283,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
REET 1/2	$123,752	$300,449		$885,000					$885,000
Park Impact Fees	$44,875	$94,696							
Grants-Unsecured	-			$3,795,801					$3,795,801
General Fund	$26,443	$11,984							
Project BFB	-		$125,000	$282,129					$407,129
TOTAL REQUESTED FUNDS:	$195,070		$125,000	$4,962,930					$5,087,930

ON HOLD 2022

**Spent to Date is posted amounts through 12/31/23*

FUND 001.70—PARKS

Urban Forestry Management Plan

PROJECT DESCRIPTION: The City has been awarded $1,680,140 to develop and implement an Urban and Community Forestry Program. The Forestry Program will include a Forestry Management Plan, Green Careers promotion through a Full-Time Arborist Apprentice and Seasonal Internships, and a series of Forestry Projects to improve access to green spaces, increase and beatify the urban canopy, and other forestry resiliency projects that will be informed by the Forestry Management Plan over the 5 year life of the grant 2024-2029.

PROJECT NEED: The City does not have an urban and community forestry management program. This project seeks to develop and implement an urban and community forestry program over the life of the project, building capacity within the Parks and Recreation Department during the process to ensure that the program is sustained beyond the project period. Oak Harbor is the only community on Whidbey Island that meets the requirements for the Justice40 initiative. This project aligns with and will directly support Washington State's Forest Action Plan Goal 2. Oak Harbor is a designated Tree City USA and the project will gather all data regarding the current state of Oak Harbor's urban forests. It will provide a comprehensive vision for short and long-term resiliency of the City's forests which does not currently exist. The UCFMP will be the basis for policy and program decisions for the new Parks & Recreation Department, especially as urban forests continue to face threats from development, climate change, storms, disease and pests. It will support proper planting, immediate aftercare and sustained maintenance of trees. It also will educate community members and leadership about the importance of a healthy tree canopy in urban areas.

DEVELOPMENT PLAN & STATUS: The Grant has been awarded and we are currently working with the US Forest Service to finalized the agreement.

ESTIMATED PROJECT & PURCHASE TIMELINE
Engineering/Design: FY 2024
Purchase/Construction: FY 2024-2028
Estimated Completion: FY 2028

COST & FINANCING DATA:

COST ASSUMPTIONS		001.70.576.80.xxxx	gen2402
Engineering/Design Services	576.80.4100	gen2402.des.053	$75,000
Staff/Train & Operating Costs 576.80.1100/2100/3xxx/4x00		gen2402.xxx.xxx	$611,840
Machinery & Equipment	594.76.6400	gen2402.mac.xxx	$300,000
Construction Services	594.76.6300	gen2402.con.xxx	$693,300
	Subtotal:		$1,680,140
Contingency Fees			$ -
	TOTAL:		$1,680,140

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Unsecured	-		$400,140	$320,000	$320,000	$320,000	$320,000		$1,680,140
TOTAL REQUESTED FUNDS:			$400,140	$320,000	$320,000	$320,000	$320,000		$1,680,140

**Spent to Date is posted amounts through 12/31/23*

FUND 007.70—PARKS CAPITAL

Athletic Fields Renovation

PROJECT DESCRIPTION: Purchase of equipment and supplies to rehabilitate the City's baseball, football, and soccer fields.

PROJECT NEED: The purpose of these improvements is to give the citizens a sense of pride in our community and positive places to play baseball, football, and soccer in Oak Harbor. City athletic fields need serious attention with specialized aeration equipment, specialized dirt, and supplies to ensure that children and adults have safe playing fields.

DEVELOPMENT PLAN & STATUS:

ESTIMATED PROJECT & PURCHASE TIMELINE
Engineering/Design: FY 2024
Purchase/Construction: FY 2024
Estimated Completion: FY 2024

COST & FINANCING DATA:

COST ASSUMPTIONS	007.70.594.76.6300	gen2401
Engineering/Design Services		$0
Land Purchase		
Machinery & Equipment	gen2401.mac.049	$150,000
Construction Services	gen2401.con.070	$150,000
Subtotal:		$300,000
Contingency Fees		$ -
TOTAL:		$300,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Unsecured	-		$300,000						$300,000
TOTAL REQUESTED FUNDS:			$300,000						$300,000

**Spent to Date is posted amounts through 12/31/23*

FUND 001.70 PARKS

Parks Recreation Open Space Plan Update

PROJECT DESCRIPTION: Development of a Parks and Recreation Master Plan to guide facility improvements and planning, program development, and assess community needs for the new Parks and Recreation Department.

PROJECT NEED: With the creation of the new Parks and Recreation Department, the City's 2019 Parks, Recreation and Open Space (PROS) plan needs to be updated to reflect the restructure, new recreation programs, and new priorities of the Department and Council.

DEVELOPMENT PLAN & STATUS: RFP set to go out in 2024 and a planner will be selected.

COST & FINANCING DATA: The project will be primarily funded by REET.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2024

Purchase/Construction: FY 2024

Estimated Completion: FY 2024

COST ASSUMPTIONS	001.70.576.80.4100	gen2403
Engineering Services		$ -
Other Professional Services	gen2403.pre.xxx	$ 80,000
Machinery & Equipment		$ -
Construction Services		$ -
Subtotal:		$80,000
Contingency Fees		$ -
TOTAL:		$ 80,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
REET 1 (311)		$80,000						$80,000
TOTAL REQUESTED FUNDS:		$80,000						$80,000

**Spent to Date is posted amounts through 12/31/23*

FUND 001.70—PARKS

7th Avenue Wetlands Trail Feasibility Study

PROJECT DESCRIPTION: Planning and feasibility study costs to construct trials in the 7th Avenue Wetlands.

PROJECT NEED: This project will provide planning and feasibility studies required to construct trails on city owned property in the Northern section of the city. Currently there are few recreational opportunities within this location of the city . A trail network will provide passive recreation and will also provide pedestrian access to local residents, service providers and businesses in the area.

DEVELOPMENT PLAN & STATUS: N/A

COST & FINANCING DATA: The study will be funded by a TAP (Transportation Alternative Program) Grant and Paths & Trails funds.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY 2024

Engineering/Design: FY 2024-2026

Purchase/Construction: FY 2024-2026

Estimated Completion: FY 2026

COST ASSUMPTIONS	001.70.576.80.4100	
Engineering Services		$ 100,000
Other Professional Services (Feasibility)		$10,000
Machinery & Equipment		$ -
Construction Services		$ -
Subtotal:		$110 000
Contingency Fees		$ -
TOTAL:		$110 000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Grant-TAP-unsecured	-			$100,000				$100,000
Paths & Trails	-		$10,000					$10,000
TOTAL REQUESTED FUNDS:	-		$10,000	$100,000				$110,000

**Spent to Date is posted amounts through 12/31/23*

FUND 001.70 PARKS

Ridgehaven Park Playground Equipment Renovation

PROJECT DESCRIPTION: To replace old and deteriorating playground equipment for Ridgehaven Park.

PROJECT NEED: Installation of playground equipment at Ridgehaven Park. This replaces existing playground equipment that is over 30 years old. Replacing the equipment will help raise the level attention in this park equal to the playgrounds in new developments and helps meet the six year comprehensive Park Plan goals.

DEVELOPMENT PLAN & STATUS: Project to be completed in 2027

COST & FINANCING DATA: The project will be primarily funded by REET.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2027

Purchase/Construction: FY 2027

Estimated Completion: FY 2027

COST ASSUMPTIONS	001.70.594.76.6400	
Engineering Services		$ -
Other Professional Services		$ -
Machinery & Equipment		$ 65,000
Construction Services		$ -
Subtotal:		$ 65,000
Contingency Fees		$ 3,250
TOTAL:		$ 68,250

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
REET 1 (311)					$34,125			$34,125
REET 2 (312)					$34,125			$34,125
TOTAL REQUESTED FUNDS:					$68,250			$68,250

**Spent to Date is posted amounts through 12/31/23*

FUND 001.70 PARKS

Sumner Park Playground Equipment Renovation

PROJECT DESCRIPTION: To replace old and deteriorating playground equipment for Sumner Park.

PROJECT NEED: Installation of playground equipment at Sumner Park. This replaces existing playground equipment that is over 30 years old. Replace the equipment will raise the level of attention in this park equal to the playgrounds in the new developments and helps meet the six year comprehensive Park Plan goals.

DEVELOPMENT PLAN & STATUS: Project to be completed in 2027

COST & FINANCING DATA: The project will be primarily funded by REET.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2027

Purchase/Construction: FY 2027

Estimated Completion: FY 2027

COST ASSUMPTIONS	001.70.594.76.6400	
Engineering Services		$ -
Other Professional Services		$ -
Machinery & Equipment		$ 65,000
Construction Services		$ -
Subtotal:		$ 65,000
Contingency Fees		$ 3,250
TOTAL:		$ 68,250

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
REET 1 (311)					$34,125			$34,125
REET 2 (312)					$34,125			$34,125
TOTAL REQUESTED FUNDS:					$68,250			$68,250

**Spent to Date is posted amounts through 12/31/23*

FUND 001.70 PARKS

Volunteer Park Skate Park Renovation

PROJECT DESCRIPTION: Refurbish Skate Park Surface and remove excess graffiti.

PROJECT NEED: Volunteer Skate Park must be resurfaced to remove graffiti and safety issues. Will meet six year comprehensive Park Plan goals.

DEVELOPMENT PLAN & STATUS: Project to be completed in 2027

COST & FINANCING DATA: The proposed funding comes from REET

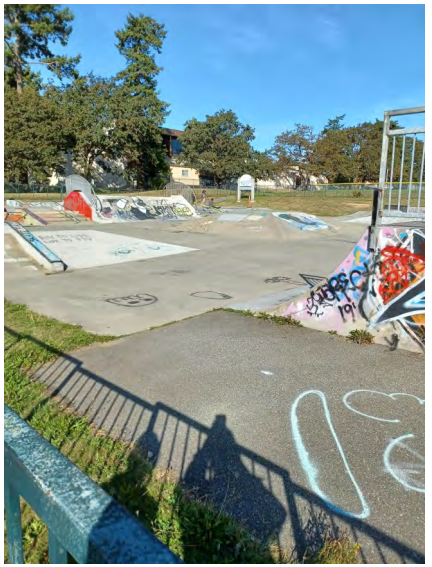
ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2027

Purchase/Construction: FY 2027

Estimated Completion: FY 2027



COST ASSUMPTIONS	001.70.594.76.6400	
Engineering Services		$ -
Other Professional Services		$ -
Machinery & Equipment		$ 65,000
Construction Services		$ -
Subtotal:		$ 65,000
Contingency Fees		$ 3,250
TOTAL:		$ 68,250

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
REET 1 (311)					$34,125			$34,125
REET 2 (312)					$34,125			$34,125
TOTAL REQUESTED FUNDS:					$68,250			$68,250

**Spent to Date is posted amounts through 12/31/23*

FUND 102—STREETS CAPITAL

Shoreline Restoration

PROJECT DESCRIPTION: This project would be a combined effort from Streets, Sewer, Storm Drain and Streets to improve our infrastructure from Midway to Regatta.

PROJECT NEED: The need is to make improvements to shoreline to reduce erosion and protect vital City infrastructure.

DEVELOPMENT PLAN & STATUS: N/A

COST & FINANCING DATA: This project will be fully funded by a combination Streets & REET 1/2, Water, Wastewater, & Storm Drain Funds.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY 2019-2024
Engineering/Design: FY 2019-2024
Purchase/Construction: FY 2022-2026
Estimated Completion: FY 2026

COST ASSUMPTIONS (2019-2024)	102.00.595.31.6300	str1902
Pre-Design/Feasibility Services	str1902.pre.001	$200,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	Str1902.con.171	$1,800,000
Subtotal:		$2,000,000
Contingency Fees		$ -
TOTAL:		$2,000,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Street Operations/REET	$925	$274,075	$75,000	$75,000	$75,000				$225,000
Water Operations	-	$275,000	$75,000	$75,000	$75,000				$225,000
Wastewater Operations	-	$275,000	$75,000	$75,000	$75,000				$225,000
Storm Drain Operations	-	$275,000	$75,000	$75,000	$75,000				$225,000
Project BFB			$1,099,075						$1,099,075
TOTAL REQUESTED FUNDS:	$925		$1,399,075	$300,000	$300,000				$1,999,075

**Spent to Date is posted amounts through 12/31/23*

FUND 102—STREETS CAPITAL

Annual Street Improvements

PROJECT DESCRIPTION: Street maintenance overlays and other street improvements

PROJECT NEED: City Streets have deteriorated to the point of needing an asphalt overlay or Chip Seal to restore surface to prolong Street service life.

DEVELOPMENT PLAN & STATUS: Design. Bid out or inter agency agreement with Island County Public Works to include on their asphalt overlay projects. Monitor project.

COST & FINANCING DATA: Annual project will be funded by a combination of REET 1 & 2 and Street Operation funds.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2023-2029

Estimated Completion: FY 2029

COST ASSUMPTIONS (2019-2026)	102.00.595.31.6300	str##02
Engineering Services		$ -
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	str##02.con.xxx	$4,778,282
Subtotal:		$4,778,282
Contingency Fees		$ -
TOTAL:		$4,778,282

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	Spent 2023	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Street Operations	$222,852	$329,373	$50,000	$400,000	$400,000	$400,000	$400,000	$400,000	$2,050,000
REET 1									
REET 2	$29,615	$28,143	$500,000	$150,000	$200,000	$200,000	$250,000	$250,000	$1,550,000
Arterials		$162,055							
TIB grant	$217,885		$202,500						$202,500
Project BFB			$519,571						$519,571
TOTAL REQUESTED FUNDS:	$470,352	More avail BFB	$1,272,071	$550,000	$600,000	$600,000	$650,000	$650,000	$4,322,071

**Spent to Date is posted amounts through 12/31/23*

FUND 101—STREETS

Street Traffic Calming

PROJECT DESCRIPTION: These funds will be used to address speed and traffic complaints utilizing speed bumps, humps, signage, counters, radar devices, etc.

PROJECT NEED: Speed and associated traffic complaints are common, not only in Oak Harbor, but in most communities. Extensive research on traffic calming has developed a number of good choices that engineers can use to help reduce traffic impacts in residential neighborhoods. This is a continued effort and is necessary for both budget years.

DEVELOPMENT PLAN & STATUS:

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023-2029

Purchase/Construction: FY 2023-2029

Estimated Completion: FY 2029

COST & FINANCING DATA: .

COST ASSUMPTIONS	101.00.542.64.4100	str2302
Pre-Design/Feasibility		$0
Engineering/Design Services	str2302.des.053	$615,000
Land		$0
Machinery & Equipment		$0
Construction Services		$0
Subtotal:		$615,000
Contingency Fees		$ -
TOTAL:		$615,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Reet 2	$15,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$600,000
TOTAL REQUESTED FUNDS:	$15,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$600,000

**Spent to Date is posted amounts through 12/31/23*

102—STREETS CAPITAL

North Whidbey Access Roads

PROJECT DESCRIPTION: Construct a new roadway from N Heller Rd to N Oak Harbor St in-line with the existing NW 16th Ave.

PROJECT NEED: This new road was identified as a future arterial road in the City of Oak Harbor's 2016 Comprehensive Transportation Plan. This will create a new east -west roadway connection. The development of the Harbor Heights Sports complex creates a need for this roadway

DEVELOPMENT PLAN & STATUS:

Option 1: Phase 1: Gun Club Road to Harbor Heights Sports Complex – Design improvements 2022 / Construct improvements 2023. Phase 2: NW 16th Ave from N Heller Rd to Harbor Heights Sports complex - Design 2022 / Construct 2025. Phase 3: NW 16th Ave within Harbor Heights Sports complex — Design 2026 / Construct 2027. **Option 2:** Phase 1: NW 16th Ave from N Heller Rd to Harbor Heights Sports complex - Design 2022 / Construct 2023. Phase 2: NW 16th Ave within Harbor Heights Sports complex—Design 2022 / Construct 2025. Phase 3: NW 16th Ave from Harbor Heights Sports complex to N Oak Harbor Rd—Design 2026 / Construct 2027.

COST & FINANCING DATA: The project will be funded by grants and impact fees.

COST ASSUMPTIONS	102.00.595.31.6300	str2201
Engineering Services	str2201.des.053	$650,000
Right of Way Acquisition		$-
Machinery & Equipment		$ -
Construction Services		$5,720,000
Subtotal:		$6,370,000
Contingency Fees		$ -
TOTAL:		$6,370,000

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2022

Purchase/Construction: FY 2022-2026

Estimated Completion: FY 2026

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY2028	FY 2029	6 YR TOTAL
REET 1 (311)		$220,000							
REET 2 (312)				$30,000					$30,000
Grants (unsecured)		ON HOLD 2022			$6,120,000				$6,120,000
Project BFB				$220,000					$220,000
TOTAL REQUESTED FUNDS:	-			$250,000	$6,120,000				$6,370,000

**Spent to Date is posted amounts through 12/31/23*

FUND 103—ARTERIALS CAPITAL

NE 7th Avenue Improvements

PROJECT DESCRIPTION: Street Improvement project to design, purchase right of way and construct NE 7th Ave from SR 20 to N Oak Harbor St.

PROJECT NEED: NE 7th Ave is a sub standard arterial street with no sidewalks which has been identified in the transportation plan as not meeting level of service.

DEVELOPMENT PLAN & STATUS: Design; Right of Way acquisition; Construction

COST & FINANCING DATA: The project will be funded by grants, impact fees and General Fund.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2021

Purchase/Construction: FY 2022-2024

Estimated Completion: FY 2024

COST ASSUMPTIONS	103.00.595.30.6300	str1904
Engineering Services	str1904.des.053	$498,035
Right of Way Acquisition		$ -
Machinery & Equipment		$ -
Construction Services	str1904.con.xxx	$2,741,889
Subtotal:		$3,239,924
Contingency Fees		$ -
TOTAL:		$3,239,924

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
IRTPO Grant-secured	$401,773	$223,201	$1,324,723						$1,324,723
TIB Grant-secured			$837,185						$837,185
105 Impact fees	$62,705	$284,835	$32,988						$32,988
101 Streets	$1,014								
General Fund			$71,500						$71,500
Project BFB			$508,036						$508,036
TOTAL REQUESTED FUNDS:	$465,492	More available	$2,774,432						$2,774,432

**Spent to Date is posted amounts through 12/31/23*

FUND 103—ARTERIALS CAPITAL

NW Heller Street Overlay

PROJECT DESCRIPTION: This project will apply maintenance overlay to NW Heller St. Using federal funds to an overlay project requires that the pedestrian facilities and intersections along this roadway to be updated to meet the ADA standards and requirements. The ADA improvements are not covered by the grant and will be required from local funds.

PROJECT NEED: The ADA designs will need to be done prior to the overlay project and will therefore require engineering and design work. No ROW acquisition is expected for the project.

DEVELOPMENT PLAN & STATUS: The project is scheduled for grant funding through the IRTPO in 2023.

COST & FINANCING DATA: The project will primarily be funded by grants and a portion of Arterials funds.

COST ASSUMPTIONS	103.00.595.30.6300	art2201
Engineering Services	art2201.des.053	$39,200
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	art2201.con.171	$344,540
Subtotal:		$383,740
Contingency Fees		$ -
TOTAL:		$383,740

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2026

Purchase/Construction: FY 2026-2027

Estimated Completion: FY 2027

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB –memo	FY 2024	FY 2025	FY2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
IRTPO Grant	-					$311,927			$311,927
Arterials	-	$71,813							
BFB						$71,813			$71,813
TOTAL REQUESTED FUNDS:	-					$383,740			$383,740

**Spent to Date is posted amounts through 12/31/23*

FUND 103—ARTERIALS CAPITAL

Active Transportation Plan

PROJECT DESCRIPTION: Develop an Active Transportation Plan

PROJECT NEED: Active Transportation is an active means of travel such as walking, biking, roller blading, or skateboarding to get from one place to another. Almost everyone uses active transportation at some point in a trip, whether walking to a bus stop, bicycling to work or rolling home from a ferry terminal. An active transportation network has an underlying functionality that supports recreation. Having a plan to support these activities has many benefits, and recreation is one component. Recreation is increasingly becoming an avenue to promote wellness, health, transportation, and boost the micro econmy. Cities across the country are looking for opportunities to improve access to recreation. One of the easiest ways to do this is to look at the existing street network and see if there is a potential to provide active transportation opportunities for its citizens every day and in front of their house.

DEVELOPMENT PLAN & STATUS: The City would like to development a plan that will include an assessment of the existing conditions of infrastructure, signage, parking and whatever else is in the rights-of-way. Recommendations will be developed after taking public participation and input from various local interest groups, users, commuters, residents, transit, businesses, offices, county, state, NAS Whidbey, etc. The plan will identify safety enhancements and striping and signage recommendations. The Plan will also include recommendations of developing programs, policy changes, development regulations, and other steps to keep the street network open to safe recreation.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2022-2024

Purchase/Construction: FY 2022-2024

Estimated Completion: FY 2024

COST & FINANCING DATA: The project will be funded by grants, arterials, and paths & trails.

COST ASSUMPTIONS	103.00.595.30.6300	art2101
Professional/Engineering Services	art2101.des.053	$150,000
Right of Way Acquisition		$ -
Machinery & Equipment		$ -
Construction Services		$ -
Subtotal:		$150,000
Contingency Fees		$ -
TOTAL:		$150,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
STBG/IRTPO Grant	$101,019		$28,731						$28,731
Arterials	$7,250								
Paths & Trails	$8,516	$4,484							
Project BFB			$4,484						$4,484
TOTAL REQUESTED FUNDS:	$116,785		$33,215						$33,215

**Spent to Date is posted amounts through 12/31/23*

FUND 103—ARTERIALS CAPITAL

Serendipity Lane (joint 106, 116, 126)

PROJECT DESCRIPTION: work with Main Street Group to plan, design, install and maintain new "trail" on city-owned property known as Serendipity Lane.

PROJECT NEED: 1. Linear trail/lane project to connect Pioneer to Bayshore. The project will include: raised planters along both sides of the trail, plants, water for the landscaping, power to connect to individual light poles. There is power and water in the area (see attached drawing). 2. Project will include a 20'wide strip that will have the asphalt removed and replaced with scored, tinted concrete. 3. Seating areas will be integrated into the raised planters. 4. Maintenance to be provided by the city parks department

DEVELOPMENT PLAN & STATUS: Survey has been completed and corners are marked.

COST & FINANCING DATA: The project will be funded by grants or impact fees.

COST ASSUMPTIONS	103.00.595.30.6300	art2202
Engineering Services		$ -
Right of Way Acquisition		$ -
Machinery & Equipment		$ -
Construction Services	art2202.con.171	$100,000
Subtotal:		$100,000
Contingency Fees		$ -
TOTAL:		$100,000

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2022

Purchase/Construction: FY 2022-2024

Estimated Completion: FY 2024

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Grant-CPP (2022)	$486	$99,514						$99,514
TOTAL REQUESTED FUNDS:	$486	$99,514						$99,514

**Spent to Date is posted amounts through 12/31/23*

FUND 103—ARTERIALS CAPITAL

Pioneer Way-SR20 to City Beach Street

PROJECT DESCRIPTION: Water main replacement and other utility upgrades. Mult-modal improvements including re-channelizing the road and full repaving of the street.

PROJECT NEED: Known AC water main in need of replacement and road has already reached the end of its life. This is also na identified active transportation route.

DEVELOPMENT PLAN & STATUS:

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2026

Purchase/Construction: FY 2026-2027

Estimated Completion: FY 2027

COST & FINANCING DATA: The project will be funded by grants and Arterial funds.

COST ASSUMPTIONS	103.00.595.30.6300	
Engineering Services		$600,000
Right of Way Acquisition		$ -
Machinery & Equipment		$ -
Construction Services		$2,400,000
Subtotal:		$3,000,000
Contingency Fees		$ -
TOTAL:		$3,000,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Streets				$300,000	$1,200,000			$1,500,000
Grant-unsecured				$300,000	$1,200,000			$1,500,000
TOTAL REQUESTED FUNDS:	-			$600,000	$2,400,000			$3,000,000

**Spent to Date is posted amounts through 12/31/23*

FUND 103—ARTERIALS CAPITAL

West Whidbey Ave-Heller to Jib

PROJECT DESCRIPTION: Installation of sidewalk, bicycle facility, and repaving the roadway.

PROJECT NEED: This project is necessary because there are gaps in the sidewalks and there are no bicycle facilities on a known route to school. Additionally, the roadway is reaching its life and has been identified as a candidate for replacement.

DEVELOPMENT PLAN & STATUS:

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

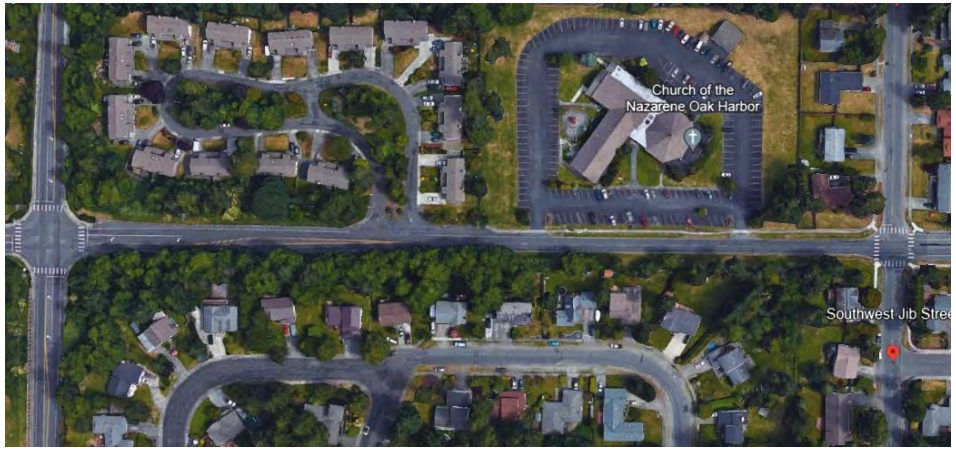
Engineering/Design: FY 2027

Purchase/Construction: FY 2027-2028

Estimated Completion: FY 2028

COST & FINANCING DATA: The project will be funded by grants and arterial funds.

COST ASSUMPTIONS	103.00.595.30.6300	
Engineering Services		$1,000,000
Right of Way Acquisition		$ -
Machinery & Equipment		$ -
Construction Services		$4,000,000
Subtotal:		$5,000,000
Contingency Fees		$ -
TOTAL:		$5,000,000



-REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Streets					$500,000	$2,000,000		$2,500,000
Grant-unsecured					$500,000	$2,000,000		$2,500,000
TOTAL REQUESTED FUNDS:	-				$1,000,000	$4,000,000		$5,000,000

**Spent to Date is posted amounts through 12/31/23*

FUND 103—ARTERIALS CAPITAL

SR20-SW Eagle Vista Ave to SW 24th Ave

PROJECT DESCRIPTION: Pedestrian and safety improvements, including providing crossings on SR20, improved access to transit and traffic calming treatments. Work may include construction of roundabouts at the intersections and speed limits reductions to promote a safe transition from rural highway to an urban setting.

PROJECT NEED: Necessary to promote a safe transition from rural highway to an urban setting.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2025

Purchase/Construction: FY 2025-2026

Estimated Completion: FY 2026

DEVELOPMENT PLAN & STATUS:

COST & FINANCING DATA: The RAISE Grant from Island county.

COST ASSUMPTIONS	103.00.595.30.6300	
Engineering Services		$1,000,000
Right of Way Acquisition		$ -
Machinery & Equipment		$ -
Construction Services		$4,000,000
Subtotal:		$5,000,000
Contingency Fees		$ -
TOTAL:		$5,000,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Streets			$200,000	$800,000				$1,000,000
Grant-unsecured			$800,000	$3,200,000				$4,000,000
TOTAL REQUESTED FUNDS:	-		$1,000,000	$4,000,000				$5,000,000

**Spent to Date is posted amounts through 12/31/23*

FUND 103—ARTERIALS CAPITAL

Midway Blvd Reconstruction

PROJECT DESCRIPTION: Pavement Preservation/ADA upgrades on Midway Boulevard

PROJECT NEED: Project will grind 2-inches existing asphalt pavement and place 3-inches of new pavement. All sidewalk ADA ramps will be upgraded to the latest standards. Re-stripe to a 3-lane section with bicycle lanes/markings/signage. Up-grade traffic signal controls to camera controls.

DEVELOPMENT PLAN & STATUS:

COST & FINANCING DATA: The project will be funded by grants and impact fees.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2028

Purchase/Construction: FY 2028

Estimated Completion: FY 2028

COST ASSUMPTIONS	103.00.595.30.6300	
Engineering Services		$100,000
Right of Way Acquisition		$ -
Machinery & Equipment		$ -
Construction Services		$850,000
Subtotal:		$950,000
Contingency Fees		$ -
TOTAL:		$950,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
STBG/IRTPO Grant						$821,750		$821,750
Streets						$128,250		$128,250
TOTAL REQUESTED FUNDS:	-					$950,000		$950,000

**Spent to Date is posted amounts through 12/31/23*

FUND 108—TBD CAPITAL

Transportation Benefit District (TBD) Overlays

PROJECT DESCRIPTION: Street maintenance overlays

PROJECT NEED: City streets have deteriorated to the point of needing an asphalt overlay or chip seal to restore the surface to prolong street service life .

DEVELOPMENT PLAN & STATUS: Design; Bid out or inter agency agreement with Island County Public Works to include on their asphalt overlay projects Monitor project

COST & FINANCING DATA: The project will be funded by TBD funds.

ESTIMATED PROJECT & PURCHASE TIMELINE

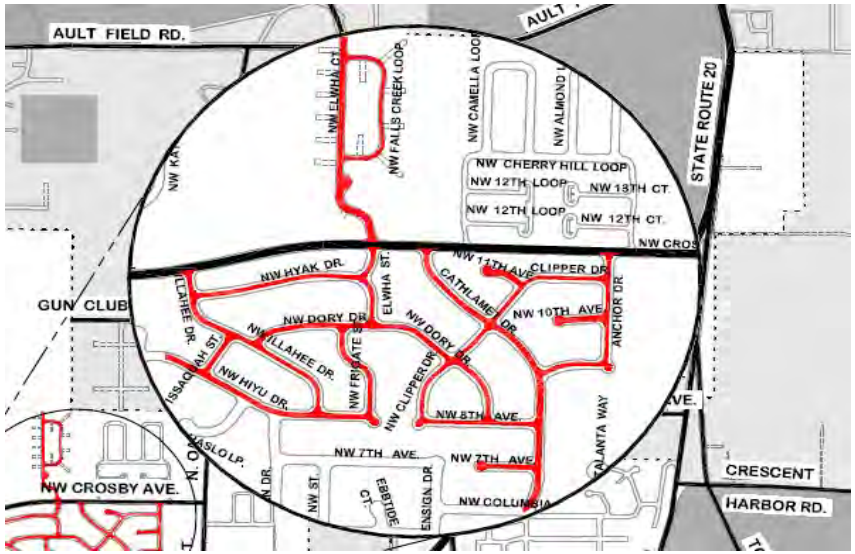
Pre-Design: FY

Engineering/Design: FY 2024-2029

Purchase/Construction: FY 2024-2029

Estimated Completion: FY 2029

COST ASSUMPTIONS	108.00.595.31.6300	tbd##01
Engineering Services		$ -
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	tbd##01.con.024	$5,400,000
Subtotal:		$5,400,000
Contingency Fees		$ -
TOTAL:		$5,400,000



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	Spent 2023	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
TBD Funds (Fund 107)	$952,027		$900,000	$900,000	$900,000	$900,000	$900,000	$900,000	$5,400,000
Unspent 2021_		$721,625							
Unspent 2022_		$72,962							
TOTAL REQUESTED FUNDS:	$952,027		$900,000	$900,000	$900,000	$900,000	$900,000	$900,000	$5,400,000

**Spent to Date is posted amounts through 12/31/23*

FUND 129—SENIOR SERVICES

Parking Lot-The Center

PROJECT DESCRIPTION: Updating the parking lot located at city property 51 SE Jerome Street.

PROJECT NEED: The current parking lot is not in line with current ADA guidelines. This has resulted in incidents, falls and injuries. A needs assessment is requested to identify and correct key areas to update for safety. An expansion of the existing lot is also needed as the parking lot is utilized by community members visiting The Center, the modular building, the Rock and Gem Club, the pool and the elementary school.

DEVELOPMENT PLAN & STATUS: Design, engineering, and construction.

COST & FINANCING DATA: The funding has not been secured at this time.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2024-2025

Estimated Completion: FY 2025

COST ASSUMPTIONS	129.10.594.69.6300	snr2401
Engineering Services		$36,000-
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services		$384,500
Subtotal:		$420,500
Contingency Fees		$ -
TOTAL:		$420,500

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Unsecured	-		$420,500					$420,500
TOTAL REQUESTED FUNDS:	-		$420,500					$420,500

**Spent to Date is posted amounts through 12/31/23*

FUND 325—WINDJAMMER PARK

Windjammer Park Improvements

PROJECT DESCRIPTION: Funds proposed to address WJP phases 2-3. 2022 will include Phase 2 scoping. 2022 will be design and 2023 will be for construction.

PROJECT NEED: This project is part of the Clean Water Facility. These funds will be used for phase 2-3 of the project.

DEVELOPMENT PLAN & STATUS: N/A

COST & FINANCING DATA: The equipment will be funded by REET 1/2, Impact fees, Grants, and the General Fund.

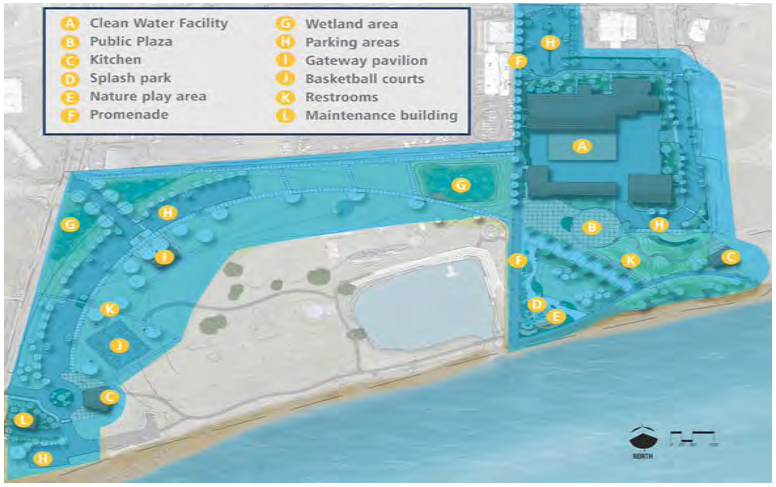
ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY 2021

Engineering/Design: FY 2022

Purchase/Construction: FY 2023-2027 (P2)

Estimated Completion: FY 2027



COST ASSUMPTIONS	325.10.594.76.6300	eng1701
Engineering/Pre-Design Services	eng1701.psd.010	$450,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	eng1701.con.xxx	$1,019,272
Subtotal:		$1,469,272
Contingency Fees		$ -
TOTAL:		$1,469,272

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
General Fund		$24,486							
Park Impact Fees (127)		$197,467	$100,000						$100,000
REET 1			$526,104			$125,000			$651,104
REET 2		$140,000				$125,000			$125,000
Fund 422		$79,579							
21/22/23 expenditures	$151,636								
Project BFB			$441,532						$441,532
TOTAL REQUESTED FUNDS:	$151,636		$1,067,636			$250,000			$1,317,636

**Spent to Date is posted amounts through 12/31/23*

FUND 431—WATER CAPITAL

Well 9 Replacement

PROJECT DESCRIPTION: Replace Well 9.

PROJECT NEED: Project includes removing the existing pumping equipment from well #9. Abandonment of existing casing. Drill new 10 inch diameter well adjacent to existing well location and casing and screens and reinstall pumping equipment if possible.

DEVELOPMENT PLAN & STATUS: The project is in progress and is expected to be completed in 2022.

COST & FINANCING DATA: The project will be funded by Water Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2020-2024

Estimated Completion: FY 2024

COST ASSUMPTIONS	431.00.594.34.6300	wtr1905
Engineering Services	wtr1905.des.053	$ 60,240
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	wtr1905.con.171	$240,960
Subtotal:		$301,200
Contingency Fees		$ -
TOTAL:		$301,200

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Water (401)	$10,536	$290,664							
Project BFB			$290,664						$290,664
TOTAL REQUESTED FUNDS:	$10,536		$290,664						$290,664

**Spent to Date is posted amounts through 12/31/23*

FUND 401—WATER

Ault Field Pump Station VFD Replacement

PROJECT DESCRIPTION: Replace variable frequency drives (VFD) for pumps 1 and 2 at Ault Field Pump Station.

PROJECT NEED: The VFD's for pumps #1 and #2 are obsolete and inoperable. The manufacturer of the VFD's no longer exists and they are no longer supported. Currently our Ault Field Pump Station is running at 50% capacity. The City relies on these pumps at the AFPS to boost water to maintain water storage capacities.

DEVELOPMENT PLAN & STATUS: Design and construct.

COST & FINANCING DATA: The purchase will be funded by Water Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2021-2024

Estimated Completion: FY 2024

COST ASSUMPTIONS	401.00.594.34.6400	22afp
Engineering Services		$ -
Other Professional Services		$ -
Machinery & Equipment	22afp.mac	$60,000
Construction Services	22afp.con	$40,000
Subtotal:		$100,000
Contingency Fees		$ -
TOTAL:		$100,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Water Operations	$11,998	$88,002							
Project BFB			$88,002						$88,002
TOTAL REQUESTED FUNDS:	$11,998		$88,002						$88,002

*Spent to Date is posted amounts through 12/31/23

FUND 431—WATER CAPITAL

SR20/Campbell Lake Rd Roundabout/Fish passage watermain replacement

PROJECT DESCRIPTION: Relocate the City's 24" water transmission main out of the WSDOT roundabout project at SR 20 and Campbell Lake Road with fish culvert installed.

PROJECT NEED: The City was made aware of the possible installation of a traffic roundabout at the intersection of SR 20 and Campbell Lake Rd. Although preliminary, WSDOT may require the City to re-locate its 24 inch water transmission main outside of the project. Fish culvert is critical to this project and must be done.

DEVELOPMENT PLAN & STATUS: Project needs to be designed with WSDOT proposed plans. Construction will be prior to the WSDOT project or during the project.

COST & FINANCING DATA: The project will be funded by Water Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2022-206

Purchase/Construction: FY 2022-2026

Estimated Completion: FY 2026

COST ASSUMPTIONS	431.00.594.34.6300	wtr2101
Engineering Services	wtr2101.des.053	$ 460,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	wtr2101.con.171	$1,840,000
Subtotal:		$2,300,000
Contingency Fees		$ -
TOTAL:		$2,300,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Water (401) (2021)	$33,107	$1,116,893							
Navy Contribution (50%)					$1,150,000				$1,150,000
Project BFB			$95,568		$1,021,325				$1,116,893
TOTAL REQUESTED FUNDS:	$33,107		$95,568		$2,171,325				$2,266,893

**Spent to Date is posted amounts through 12/31/23*

FUND 401—WATER

Water System Plans and Studies

PROJECT DESCRIPTION: Project consists of 3 separate plans and studies: 1. Emergency Water Supply Study; 2. Water System Plan Update; 3. Risk Assessment & Emergency Response Plan Update

PROJECT NEED: 1. Emergency Water Supply Study: Investigate the potential for additional groundwater sources for emergency supply (~1,000 gpm). It is anticipated that the investigation will determine the feasibility and potential locations of new emergency supply wells. **2. Strategic Plan:** This plan will re-evaluate existing water components for future sustainability and growth. **3. 2025 Water System Plan Update**: To align with the CIP, staff will be updating the Water System Plan in 2025, creating a 10-year plan.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2021-2024

Estimated Completion: FY 2024

DEVELOPMENT PLAN & STATUS: Hire consultant to conduct study and update plans.

COST & FINANCING DATA: Funded by Water Operations and Cumulative Reserves.

COST ASSUMPTIONS	401.00.534.00.4100	wtr2201
Engineering Services		$ -
Other Professional Services	wtr2201.psd.053	$763,000
Machinery & Equipment		$ -
Construction Services		$ -
Subtotal:		$763,000
Contingency Fees		$ -
TOTAL:		$763,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Water Ops (Proj #1) (401)	-	$78,200	$168,000						$168,000
Cumulative Res (Proj #1) (411)	$16,159	$78,641	$112,000						$112,000
Water Ops (Proj #2)	-	$200,000							
Water Ops (Proj #3)	-	$110,000							
Project BFB			$466,841						$466,841
TOTAL REQUESTED FUNDS:	$16,159		$746,841						$746,841

**Spent to Date is posted amounts through 12/31/23*

FUND 431—WATER CAPITAL

Water System Telemetry Upgrades

PROJECT DESCRIPTION: Upgrade water system telemetry. Existing telemetry is out dated and hardware is obsolete and no longer supported by inter-grater or marketplace.

PROJECT NEED: Existing telemetry hardware is obsolete and no longer supported. The system uses outdated MOSCAD RTU technology that is no longer supported by the inter-grater and marketplace. The only way to acquire replacement hardware for current system is through third party private sellers (eBay). Our current inter-grater has managed to keep the system running using used parts on hand.

Program software also needs to be updated to allow remote access to SCADA system by water division after hours duty staff.

DEVELOPMENT PLAN & STATUS: Consultation and Construct

COST & FINANCING DATA: The project will be funded by Water Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2022-2024

Estimated Completion: FY 2024

COST ASSUMPTIONS	431.00.594.34.6300	wtr##02
Engineering Services		$ -
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	wtr##02.con.171	$400,000
Subtotal:		$400,000
Contingency Fees		$ -
TOTAL:		$400,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Water Operations (401)	$72,732	$327,268							
Project BFB			$327,268						$327,268
TOTAL REQUESTED	$72,732		$327,268						$327,268

*Spent to Date is posted amounts through 12/31/23

FUND 431—WATER CAPITAL

Annual Steel/AC Water Main Replacements

PROJECT DESCRIPTION: To replace existing water mains that have deteriorated or are undersized.

PROJECT NEED: This project will systematically replace the existing steel and asbestos-cement (AC) water pipes located throughout the City's distribution system. The City currently has approximately 100,000 linear feet of old steel and AC pipes, where are typically undersized. Steel and AC pipe deteriorate over time and constitute a major fraction of the City's distribution system leakage. These pipes also have higher regular maintenance requirements than currently specified ductile iron pipes. In this project, design for replacement of a portion of the City's AC pipe will occur one year, and will be followed the next year by construction of the design replacement. The design/construction process will then be repeated.

DEVELOPMENT PLAN & STATUS: Design & Construct.

COST & FINANCING DATA: The project will be funded by Water Operations.

COST ASSUMPTIONS	431.00.594.34.6300	wtr##01
Engineering Services	wtr##01.des.053	$600,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	wtr##01.con.171	$4,650,000
Subtotal:		$5,250,000
Contingency Fees		$ -
TOTAL:		$5,250,000

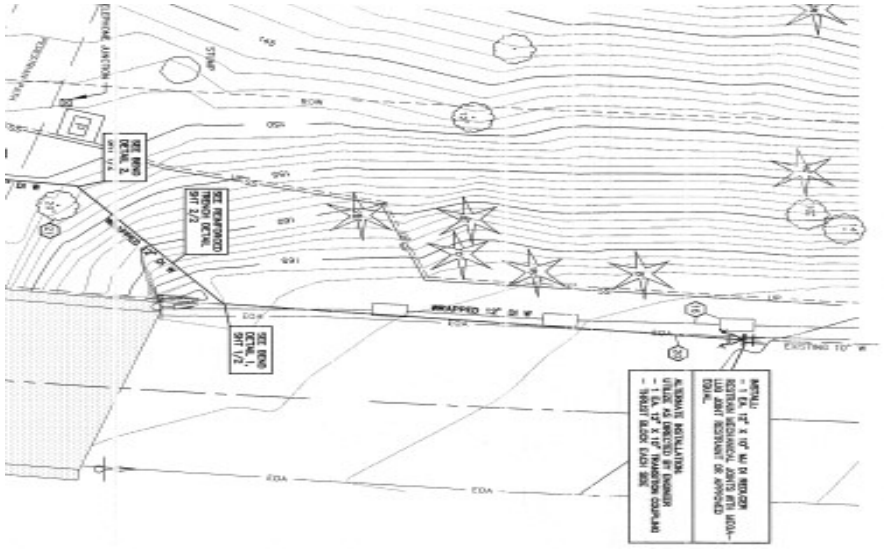
ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2022-2028

Purchase/Construction: FY 2022-2028

Estimated Completion: FY 2022-2028



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Water Operations	-	1,750,000		$29,000	$500,000	$500,000	$500,000		$1,529,000
Water Cum Res (411)				$471,000					$471,000
Council Priority Project	$856,595	$643,405							
Project BFB			$2,393,405						$2,393,405
TOTAL REQUESTED FUNDS:	$856,595		$2,393,405	$500,000	$500,000	$500,000	$500,000		$4,393,405

**Spent to Date is posted amounts through 12/31/23*

FUND 431—WATER CAPITAL

Glencoe Street Fire Flow Improvements

PROJECT DESCRIPTION: This project will replace 4-inch-diameter asbestos-cement pipe on SE Glencoe Street with new 8-inch-diameter ductile iron pipe. This project includes installation of approximately 2,400 feet of 8-inch ductile iron pipe along SE 4th Avenue between SE Midway Boulevard and SE Glencoe Street, and along SE Glencoe Street between 4th Avenue and 40th NW Street. This project will increase available fire flow in the immediate vicinity to levels above the required 1,000 gpm.

PROJECT NEED: Project has been identified in the Water System Plan and the Capital Improvement Plan.

DEVELOPMENT PLAN & STATUS: Design and Construction in 2022-2023.

COST & FINANCING DATA: The project will be funded by Water Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2021-2024

Purchase/Construction: FY 2021-2024

Estimated Completion: FY 2024

COST ASSUMPTIONS	431.00.594.34.6300	wtr2102
Engineering Services	wtr2102.des.053	$95,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	wtr2102.con.171	$375,000
Subtotal:		$470,000
Contingency Fees		$ -
TOTAL:		$470,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Water Operations	-	$470,000							
Project BFB			$470,000						$470,000
TOTAL REQUESTED FUNDS:	-		$470,000						$470,000

**Spent to Date is posted amounts through 12/31/23*

FUND 431—WATER CAPITAL

NE Regatta Drive Pipeline Replacement

PROJECT DESCRIPTION: Replace existing 6 Inch Asbestos Cement Main with 8 Inch Ductile Iron Main (DS-1).

PROJECT NEED: This project includes installation of 300 feet of 8-inch DI pipe to replace the existing 6-inch asbestos cement pipe between East Whidbey Avenue and NE 1st Avenue. This project is part of the City's regular pipe replacement schedule and will improve local pressures and fire flow in the area surrounding the project.

DEVELOPMENT PLAN & STATUS: Design and construct 2023.

COST & FINANCING DATA: The project will be funded by Water Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023

Purchase/Construction: FY 2023-2024

Estimated Completion: FY 2024

COST ASSUMPTIONS	431.00.594.34.6300	wtr2301
Engineering Services	wtr2301.des.053	$27,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	wtr2301.con.171	$223,000
Subtotal:		$250,000
Contingency Fees		$ -
TOTAL:		$250,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Water Operations	-								
Grant-CPP			$250,000						$250,000
TOTAL REQUESTED FUNDS:	-		$250,000						$250,000

*Spent to Date is posted amounts through 12/31/23

FUND 431—WATER CAPITAL

West 384 Zone Development

PROJECT DESCRIPTION: This is one part of two small projects are part of a larger project that will help fully develop the West 384 Zone.

PROJECT NEED: The first is the installation of a 6-inch PRV station along SW 6th Avenue between SW Judson Drive and SW Harrier Street. The second includes approximately 780 feet of new 8-inch-diameter ductile iron water pipe will replace the existing 6-inch asbestos-cement water pipe and connect SW Barrington Drive and SW London Terrace. A new PRV station will also be included at this location. This project also includes installation of an 8-inch check valve between the future west 384 Zone and the existing 307 Zone (Mainland Zone) break to provide additional fire flow to Oak Harbor High School from the 307 Zone. The valve will be installed near the intersection of NW 2nd Avenue and SW Jib Street and will include a vault.

DEVELOPMENT PLAN & STATUS: Project identified in the Water System plan and the Capital Improvement Plan.

COST & FINANCING DATA: The project will be funded by Water Operations.

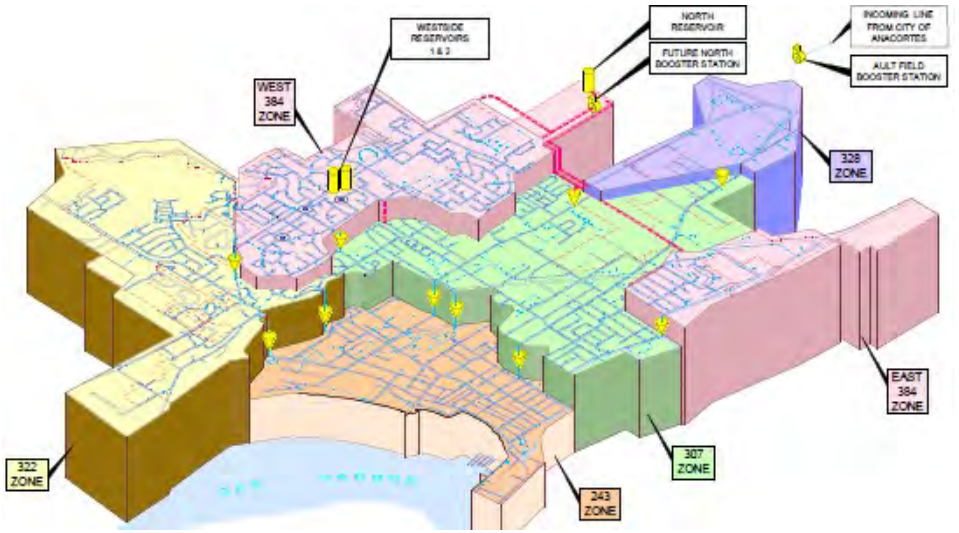
ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023

Purchase/Construction: FY 2024-2025

Estimated Completion: FY 2025



COST ASSUMPTIONS	431.00.594.34.6300	wtr2401
Engineering Services	wtr2401.des.053	$73,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	wtr2401.con.171	$292,000
Subtotal:		$365,000
Contingency Fees		$ -
TOTAL:		$365,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Water Operations (401)	-	$43,800	$175,200					$219,000
Water Cum Res (411)		$29,200	$116,800					$146,000
TOTAL REQUESTED FUNDS:	-	$73,000	$292,000					$365,000

**Spent to Date is posted amounts through 12/31/23*

FUND 431—WATER CAPITAL

West 384 Zone Extension Phase

PROJECT DESCRIPTION: This project includes piping and appurtenances that would help create the West 384 pressure zone.

PROJECT NEED: The project includes approximately 5,300 feet of 24-inch ductile iron transmission main from the new North Reservoir across undeveloped land west of the termination of Gun Club Road to North Heller Road. The pipe would then continue south to the intersection of NW Heller Street and NW Crosby Avenue.

DEVELOPMENT PLAN & STATUS: Project identified in the Water System Plan and the Capital Improvement Plan.

COST & FINANCING DATA: The project will be funded by Water Operations.

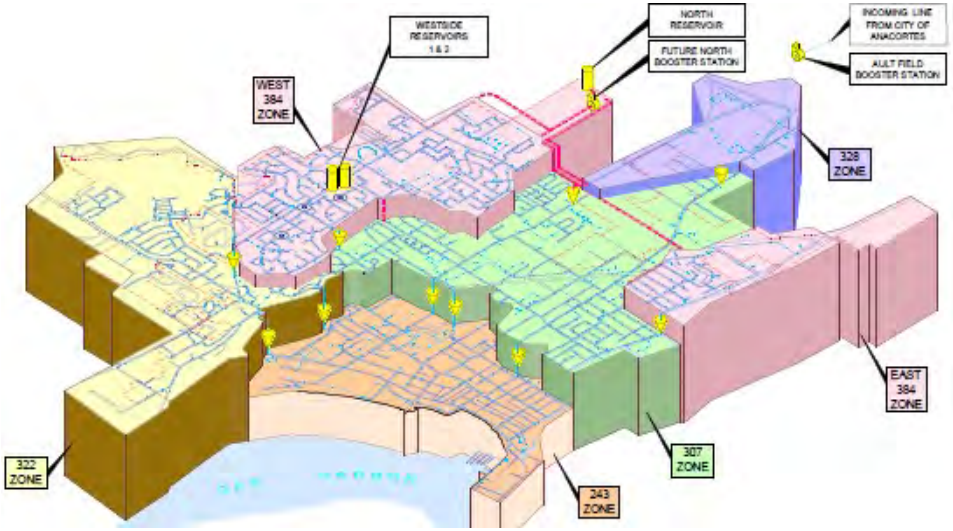
ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2024-2025

Purchase/Construction: FY 2024-2025

Estimated Completion: FY 2025



COST ASSUMPTIONS	431.00.594.34.6300	
Engineering Services		$603,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services		$2,412,000
Subtotal:		$3,015,000
Contingency Fees		$ -
TOTAL:		$3,015,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Water Operations (401)	-		$1,809,000					$1,809,000
Cumulative Reserves (411)	-		$1,206,000					$1,206,000
TOTAL REQUESTED FUNDS:	-		$3,015,000					$3,015,000

**Spent to Date is posted amounts through 12/31/23*

FUND 431—WATER CAPITAL

East Side Reservoir Demolition

PROJECT DESCRIPTION: To demolish east side Reservoir and replace with pressure reducing valve.

PROJECT NEED: This project includes decommissioning and demolition of the existing Eastside Reservoir. The reservoir was constructed in 1949 and does not have a foundation structure. Retrofitting this reservoir or modifications to meet current seismic requirements are not cost-effective.

DEVELOPMENT PLAN & STATUS: Design. Demolition and installation of a PRV Valve.

COST & FINANCING DATA: The project will be funded by Water Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design/Feasibility: FY 2023

Engineering/Design: FY

Purchase/Construction: FY 2023-2025

Estimated Completion: FY 2025

COST ASSUMPTIONS	431.00.594.34.6300	wtr2001
Engineering Services	wtr2001.des.053	$22,000
Other Professional Services	wtr2001.con.053	$88,000
Machinery & Equipment		$ -
Construction Services		$ -
Subtotal:		$110,000
Contingency Fees		$ -
TOTAL:		$110,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Water (401)	-	$110,000							
Project BFB				$110,000					$110,000
TOTAL REQUESTED FUNDS:	-			$110,000					$110,000

**Spent to Date is posted amounts through 12/31/23*

FUND 431—WATER CAPITAL

Erin Park Main Road Extension/Tie In

PROJECT DESCRIPTION: This project includes the installation of approximately 1,100 feet of 12-inch water pipe along West Erin Park Road between North Painters Way and North Oak Harbor Road and includes a tie-in connection between the 12-inch ductile iron pipe in the North Goldie Road right-of-way to the existing C900 parallel line at West Erin Park Road. It also includes approximately 350 feet of new 12-inch pipe from the of West Oak Street to the new main along West Erin Park Road. This project will provide adequate fire flow to meet the 3,500 gpm requirement for businesses in this region of the City.

PROJECT NEED: This project was added to the 2021-2022 budget to align with the City Council's budget goal to expand Goldie Road/Industrial area through extension of utilities.

DEVELOPMENT PLAN & STATUS: Design and construct

COST & FINANCING DATA: The project will be funded by Water Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY 2023

Engineering/Design: FY 2023-2025

Purchase/Construction: FY 2023-2025

Estimated Completion: FY 2025

COST ASSUMPTIONS	431.00.594.34.6300	wtr2103
Engineering Services	wtr2103.des.053	$190,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	wtr2103.con.171	$565,000
Subtotal:		$755,000
Contingency Fees		$ -
TOTAL:		$755,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Water Operations	-	$302,000							
Cumulative Reserves		$453,000							
Project BFB				$755,000					$775,000
TOTAL REQUESTED	-			$755,000					$755,000

**Spent to Date is posted amounts through 12/31/23*

FUND 431—WATER CAPITAL

Industrial Avenue Tie-In

PROJECT DESCRIPTION: This project includes a tie-in connection between the 12 -inch water pipe in the Goldie Road right-of-way to the existing 8-inch PVC parallel line at Industrial Avenue. This project will help provide adequate fire flows to meet the 3,500 gpm requirement for businesses in this region of the City.

PROJECT NEED: This project was added to the 2021-2022 budget to align with the City Council's budget goal to expand Goldie Road/Industrial area through extension of utilities.

DEVELOPMENT PLAN & STATUS: Design and construct

COST & FINANCING DATA: The project will be funded by Water Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023-2025

Purchase/Construction: FY 2023-2025

Estimated Completion: FY 2025

COST ASSUMPTIONS	431.00.594.34.6300	wtr2105
Engineering Services	wtr2105.des.053	$15,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	wtr2105.con.171	$45,000
Subtotal:		$60,000
Contingency Fees		$ -
TOTAL:		$60,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Water Operations	-	$24,000							
Cumulative Reserves		$36,000							
Project BFB				$60,000					$60,000
TOTAL REQUESTED FUNDS:	-			$60,000					$60,000

**Spent to Date is posted amounts through 12/31/23*

FUND 432—SEWER CAPITAL

Slip Line Replacements in SE Oak Harbor

PROJECT DESCRIPTION: Many of the sewer lines in the SE part of town are made of tile and in the winter time the joints leak creating Inflow and infiltration

PROJECT NEED: This is for Maylor and 8th specifically.

DEVELOPMENT PLAN & STATUS: N/A

COST & FINANCING DATA: The project will be funded by Sewer Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2021-2024

Estimated Completion: FY 2024

COST ASSUMPTIONS	432.00.594.35.6300	swr2001
Engineering Services		$ -
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	swr2001.con.171	$325,000
Subtotal:		$325,000
Contingency Fees		$ -
TOTAL:		$325,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Sewer (402)									
CPP (2022)	$7,945		$317,055						$317,055
TOTAL REQUESTED FUNDS:	$7,945		$317,055						$317,055

**Spent to Date is posted amounts through 12/31/23*

FUND 432—SEWER CAPITAL

Federal Inflow & Infiltration Grant

PROJECT DESCRIPTION: The intent of this project with the grant funding awarded is to create an annual program to assist citizens to upgrade there lines to help the city control the water that enters the sanitary sewer collection pipes.

PROJECT NEED: Inflow and infiltration (I&I) is when uncontaminated water enters the sanitary sewer collection pipes. This typically occurs from ground water entering leaks in sewer pipes and structures, surface water draining into manhole and clean-out lids, and drains lines being directly connected into the sewer system. The results of I&I are the unnecessary treatment of uncontaminated water entering the Waste Water Treatment Plant (WWTP), the associated cost impact to the WWTP, and increase risk of exceeding the capacity of the WWTP. When capacity is exceeded, the release of untreated effluent can occur**.** The city has performed I&I testing (smoke, video, and visual) and identified the primary locations. Testing revealed that a majority of the I&Iis located in older parts of the city which includes a large collection of low-income housing. This includes3.4 miles of leaking mainlines, several leaking lateral lines (private side sewers), rain gutter and private drain connections, and localized flood areas at manhole locations. These funds will assist citizens with this **solution.**

DEVELOPMENT PLAN & STATUS: SW 6th & Erie & Ely St.: Lines: 2023 Design; 2023 Construction. NE 9th to Taftson: 2023 Design; 2024-2025 Construction.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2022-2024

Purchase/Construction: FY 2022-2025

Estimated Completion: FY 2025

COST & FINANCING DATA: The project will be funded by Sewer Operations.

COST ASSUMPTIONS	432.00.594.35.6300	swr2302
Engineering Services	swr2301.des.130	$200,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	swr2301.con.070	$1,750,000
Subtotal:		$1,950,000
Contingency Fees		$ -
TOTAL:		$1,950,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Fed Govt Assistance-unsecured	-		$300,000	$1,650,000					$1,950,000
TOTAL REQUESTED FUNDS:	-		$300,000	$1,650,000					$1,950,000

**Spent to Date is posted amounts through 12/31/23*

FUND 402—SEWER

Sewer Lagoon-Decommissioning

PROJECT DESCRIPTION: Repairs to the Lagoon outfall, cleaning and manhole plugging.

PROJECT NEED: The Lagoon outfall will need to be repaired. This project is a joint project with the Navy with the City paying a majority share.

DEVELOPMENT PLAN & STATUS: N/A

COST & FINANCING DATA: The project will be funded by Sewer Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2022-2024

Estimated Completion: FY 2024

COST ASSUMPTIONS	402.20.535.00.4800	swr2303
Engineering Services		$ -
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	swr2303.con.070	$550,000
Subtotal:		$550,000
Contingency Fees		$ -
TOTAL:		$550,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Sewer Operations	-								
Grant-CPP			$550,000						$550,000
TOTAL REQUESTED FUNDS:	-		$550,000						$550,000

**Spent to Date is posted amounts through 12/31/23*

FUND 422—WWTP CAPITAL

Clean Water Facility-Screens

PROJECT DESCRIPTION: Current coarse screens will need to be reconfigured to add a second finer screen to the system.

PROJECT NEED: Coarse screen upgrade-The current coarse screen configuration does not give a viable option in the event of a screen failure or needing to take it out of service for repair. The current "back up" screen is manually raked, from 15 feet below grade onto the floor and then shoveled into a dumpster. This will require 24/7 attendance by a human operator. Adding the second screen will not only add the redundancy but installing a screen with finer pass through will take some load off downstream equipment ultimately increasing its service life and the MBR process.

DEVELOPMENT PLAN & STATUS:

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2023-2024

Estimated Completion: FY 2024

COST & FINANCING DATA:

COST ASSUMPTIONS	422.60.594.35.6400	cwf2301
Engineering Services		$ -
Other Professional Services		$ -
Machinery & Equipment	cwf2301.mac.049	$300,000
Construction Services		$0,000
Subtotal:		$300,000
Contingency Fees		$ -
TOTAL:		$300,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Clean Water Facility (422)		$300,000							
BFB			$300,000						$300,000
TOTAL REQUESTED FUNDS:			$300,000						$300,000

Spent to Date is posted amounts through 12/31/23

FUND 422—WWTP CAPITAL

Clean Water Facility-Major O&M

PROJECT DESCRIPTION: During the 2023-2024 budget process, it was decided that funds will be needed to fix major components that are failing or not working properly at the Clean Water Facility. Those items are not fully identified at this time, but the process has begun to identify them.

PROJECT NEED: Necessary to ensure the Clean Water Facility is operational at all times.

DEVELOPMENT PLAN & STATUS:

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

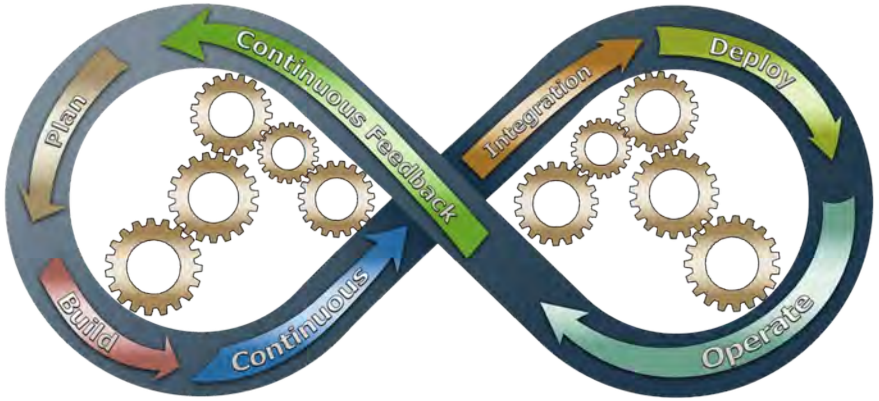
Engineering/Design: FY

Purchase/Construction: FY 2024-2025

Estimated Completion: FY 2025

COST & FINANCING DATA:

COST ASSUMPTIONS	422.60.594.35.6300	cwf2401
Engineering Services		$ -
Other Professional Services		$ -
Machinery & Equipment	cwf2401.mac.049	$300,000
Construction Services		$0,000
Subtotal:		$300,000
Contingency Fees		$ -
TOTAL:		$300,000



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Clean Water Facility (422)	-		$150,000	$150,000					$300,000
TOTAL REQUESTED FUNDS:	-		$150,000	$150,000					$300,000

**Spent to Date is posted amounts through 12/31/23*

FUND 422—WWTP CAPITAL

Clean Water Facility-Washer/Compactor

PROJECT DESCRIPTION: Current fine screen washer/compactor is a critical component of the plant operation. When this goes down, there is a potential for failure. Staff is requesting a second washer/compactor for redundancy and for maintenance purposes.

PROJECT NEED: Fine screen Washer compactor-The current fine screen washer/compactor starts and stops between 200-400 times per day. This is a critical piece of equipment with no redundancy and no option to bypass. All screenings from the fine screen process pass through this. During times of equipment repair or service the screenings back up and over flow onto the floor and make their way to the MBR Process. This can potentially damage the MBR filters. There is no way to add a second compactor to the system so having a second unit onsite would minimize downtime.

DEVELOPMENT PLAN & STATUS:

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2024

Estimated Completion: FY 2024

COST & FINANCING DATA:

COST ASSUMPTIONS	422.60.594.35.6400	cwf2402
Engineering Services		$ -
Other Professional Services		$ -
Machinery & Equipment	cwf2402.mac.049	$ 300,000-
Construction Services		$-
Subtotal:		$300,000
Contingency Fees		$ -
TOTAL:		$300,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Clean Water Facility (422)	-		$200,000						$200,000
System Development Fees (411)			$100,000						$100,000
TOTAL REQUESTED FUNDS:	-		$300,000						$300,000

*Spent to Date is posted amounts through 12/31/23

FUND 432—SEWER CAPITAL

North Whidbey Sewer Expansion

PROJECT DESCRIPTION: This project is to begin the design process for the installation of a lift station and all related infrastructure to serve the North Enterprise Zone.

PROJECT NEED: Needed to provide infrastructure to the North Enterprise Zone.

DEVELOPMENT PLAN & STATUS: Because of the size and scope of the project, the city will need to retain a consultant to determine the service area, size the lift station, and sewer main locations. The scope of this work may change and result in a reduction in project cost.

COST & FINANCING DATA: The project will be funded by Grants and System Development Fees (Fund 412).

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY 2027

Engineering/Design: FY 2028

Purchase/Construction: FY 2027-2028

Estimated Completion: FY 2028

COST ASSUMPTIONS	432.00.594.35.6300	swr2201
Engineering Services		$350,000
Pre-Design/Feasibility		$100,000
Machinery & Equipment		$ -
Construction Services		$4,200,000
Subtotal:		$4,650,000
Contingency Fees		$840,000
TOTAL:		$5,490,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Unsecured	-				$125,000	$125,000		$250,000
TOTAL REQUESTED FUNDS:	-				**$125,000**	**$125,000**		**$250,000**

**Spent to Date is posted amounts through 12/31/23*

FUND 432—SEWER CAPITAL

Sewer Line Replacements

PROJECT DESCRIPTION: Replace Portions of Sewer Lines per the CIP on the following lines-NE 9th to Taftson Line installation, Ely Street line replacement, SW 6th Ave & Erie St. line replacement and in various other locations in the city.

PROJECT NEED: A portion of sewer line on Ely Street has a hump /belly in it and is causing grease to form on the backside of the flow, City crews spend a lot of extra time Cleaning this line through out the year. Sewer line on SW 6th has a belly in it causing maintenance problems. And installation of a line at NE 9th to Taftson.

DEVELOPMENT PLAN & STATUS: SW 6th & Erie & Ely St.: Lines: 2023 Design; 2023 Construction. NE 9th to Taftson: 2023 Design; 2024-2025 Construction.

COST & FINANCING DATA: The project will be funded by Sewer Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2022-2025

Purchase/Construction: FY 2022-2025

Estimated Completion: FY 2025

COST ASSUMPTIONS	432.00.594.35.6300	swr##01
Engineering Services	swr##01.des.053	$88,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	swr##01.con.171	$792,000
Subtotal:		$880,000
Contingency Fees		$ -
TOTAL:		$880,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FT 2029	6 YR TOTAL
Sewer Operations	$179,330	$260,670		$110,000					$110,000
CPP (2022)	$330,000								
Project BFB				$260,670					$260,670
TOTAL REQUESTED FUNDS:	$509,330			$370,670					$370,670

**Spent to Date is posted amounts through 12/31/23*

FUND 434—STORM DRAIN CAPITAL

Harbor East Outlet Repair

PROJECT DESCRIPTION: The outfall needs to be extended to fix the issues that it is having.

PROJECT NEED: Since the repairs were conducted at the outfall near the boat ramp to stop the sand from covering the outfall. The material that used to cover that outfall has now moved to the east outfall creating the same problem that existed by the one at the boat ramp. The outfall to the east needs to be extended about 30 to 40 feet to eliminate the problem.

DEVELOPMENT PLAN & STATUS: N/A

COST & FINANCING DATA: The project will be funded by Storm Drain Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design/Feasibility: FY 2021

Engineering/Design: FY 2022

Purchase/Construction: FY 2022-2025

Estimated Completion: FY 2025

COST ASSUMPTIONS	434.00.594.31.6300	stm1901
Engineering Services		$ -
Pre-Design/Feasibility	stm1901.pre.001	$125,000
Machinery & Equipment		$ -
Construction Services	stm1901.con.171	$250,000
Subtotal:		$375,000
Contingency Fees		$ -
TOTAL:		$375,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Storm Drain	$80,263	$294,737							
Project BFB				$294,737					$294,737
TOTAL REQUESTED FUNDS:	$80,263			$294,737					$294,737

**Spent to Date is posted amounts through 12/31/23*

FUND 434—STORM DRAIN CAPITAL

Conveyance from Goldie ST to Koetje St & Easy St

PROJECT DESCRIPTION: A 24 inch pipe with no treatment improvements will be installed from Goldie Street to the Koetje and Easy Streets.

PROJECT NEED: This project would improve the drainage conveyance system between NE Goldie Street and NE Koetje Street and NE Easy Street. The project may require acquisition of easements and/or property.

Cost and timing:

Property/Easement acquisition and design in 2019 and possible start of construction in 2024.

DEVELOPMENT PLAN & STATUS: N/A

COST & FINANCING DATA: The project will be funded by Storm Drain Operations.

COST ASSUMPTIONS	434.00.594.31.6300	stm1902
Engineering Services	Stm1902.des.053	$ -
Pre-Design/Feasibility	stm1902.pre.001	$ -
Acquisition-Right of Way	stm1902.acq.030	$ -
Machinery & Equipment		$ -
Construction Services	stm1902.con.171	$921,300
Subtotal:		$921,300
Contingency Fees		$ -
TOTAL:		$921,300

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2019-2024

Purchase/Construction: FY 2019-2024

Estimated Completion: FY 2024

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Storm Drain Operations	$317,623	$503,677							
Project BFB			$150,000						$150,000
TOTAL REQUESTED FUNDS:	$317,623	More avail	$150,000						$150,000

**Spent to Date is posted amounts through 12/31/23*

FUND 434—STORM DRAIN CAPITAL

West Side Outfall Pump Feasibility Study

PROJECT DESCRIPTION: Feasibility Study and drainage report for Freund Marsh. Depending on results of study, the city may need to install a stormwater pump station at the NW corner of Windjammer Park.

PROJECT NEED: This study would determine if/how Freund Marsh could be used as a detention/Pretreatment pond. This study would also determine if the bypass on HWY 20 could be diverted to the marsh. During heavy rain events and high tides the storm drain system backs up and causes flooding near Burger King/ HWY 20.

DEVELOPMENT PLAN & STATUS: N/A

COST & FINANCING DATA: The project will be funded by Storm Drain Operations.

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design/Feasibility: FY 2025
Engineering/Design: FY
Purchase/Construction: FY 2025
Estimated Completion: FY 2025

COST ASSUMPTIONS	434.00.594.31.6300	stm2001
Engineering Services		$ -
Other Professional Services	stm2001.des.053	$100,000
Machinery & Equipment		$ -
Construction Services		$ -
Subtotal:		$100,000
Contingency Fees		$ -
TOTAL:		$100,000

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Storm Drain Operations	-	$100,000							
Project BFB				$100,000					$100,000
TOTAL REQUESTED	-			$100,000					$100,000

Spent to Date is posted amounts through 12/31/23

FUND 440—MARINA CAPITAL

Marina Additional Improvements

PROJECT DESCRIPTION: This project will consist of removing and replacing the whalers on the north and south side of the main walkway. It will also consist of upgrading or replacing 2-3 electrical junction boxes along the main walkway as well.

PROJECT NEED: 1.The whalers and rub boards along the main walkway are original from the 1974 marina build. These whalers and rub boards hold the individual floats together and support the water, electrical and fire main utilities. They also have cleats for boats to securely tie to. Over the course of the past 48 years, these whalers and rub boards have become rotten and are no longer structurally sound enough to support the utilities and cleats. In some instances they have rotted through and broken. 2. Along the whalers and rub boards are electrical junction boxes that stick up over the dock. These electrical junction boxes have been hit by docking boats and have been damaged on a couple of occasions. As part of the whaler and rub board project, these electrical junction boxes can be relocated on the dock which may reduce the likelihood of them being hit by boats. 3. It should be noted that the cost estimate for this project is derived from a RFP received from American Construction in August 2021 for $172,000. Additional funds were added to this project for the electrical work and inflation.

DEVELOPMENT PLAN & STATUS: The development plan would be as follows: 1. Create a bid packet and hire a marine engineering firm to create design plans.2. Obtain City Council approval to award the engineering contract 3. Create a bid packet and hire a marine construction company to facilitate the construction of the beach soft shore armoring and to perform the actual work.4. Obtain City Council approval to award the construction contract.

COST & FINANCING DATA: Project will be completely funded by Marina Rates and Dept of Commerce Grant.

COST ASSUMPTIONS	440.00.594.75.6300	mar2301
Engineering Services	mar2301.des.053	$30,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	mar2301.con.171	$200,000
Subtotal:		$230,000
Contingency Fees		$ 20,000
TOTAL:		$250,000

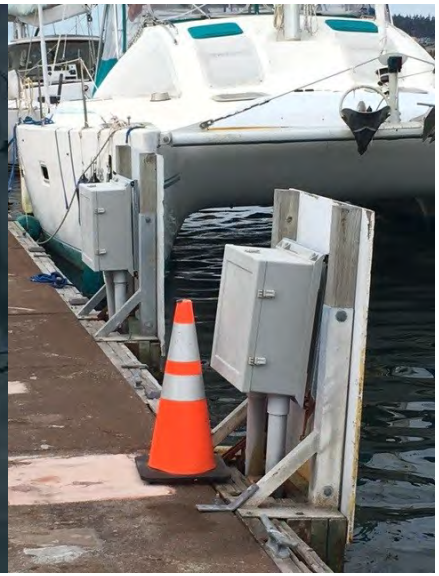
ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023

Purchase/Construction: FY 2024

Estimated Completion: FY 2024



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Marina	-	$250,000							
BFB			$250,000						$250,000
TOTAL REQUESTED FUNDS:	-		$250,000						$250,000

*Spent to Date is posted amounts through 12/31/23

FUND 440—MARINA CAPITAL

F Dock Storm Damage Repair-Phase 3

PROJECT DESCRIPTION: On November 15, 2021 a windstorm swept through the area and damaged some F dock patios and wall panels on the north and south side of the dock. American Construction was on site repairing other storm damage, but was unable to work on repairing this new damage.

PROJECT NEED: On 11/15/2021 a major wind storm came through the area and damaged some F dock patios and wall panels on the north and south side of the dock. These walls are part of the breakwater and protect the marina from tidal surge and debris entering the marina. This damage consists of broken rods, fasteners and brackets. The only way to complete the repairs is to have a barge with a crane lift the wall section off of the remaining brackets. It should be noted that this is an insurance claim with a $25,000.00 deductible.

DEVELOPMENT PLAN & STATUS: The development plan would be as follows:1. Create a bid packet and hire a marine engineering firm to create design plans and obtain permits. 2. Obtain City Council approval to award the engineering contract 3. Create a bid packet and hire a marine construction company to repair the broken patios and wall panels. 4. Obtain City Council approval to award the construction contract.

COST & FINANCING DATA: Project will be completely funded by Marina Rates and Insurance Proceeds

COST ASSUMPTIONS	440.00.594.75.6300	mar2302
Engineering Services	mar2302.des.053	$30,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	mar2302.con.171	$427,000
Subtotal:		$457,000
Contingency Fees		$ -
TOTAL:		$457,000

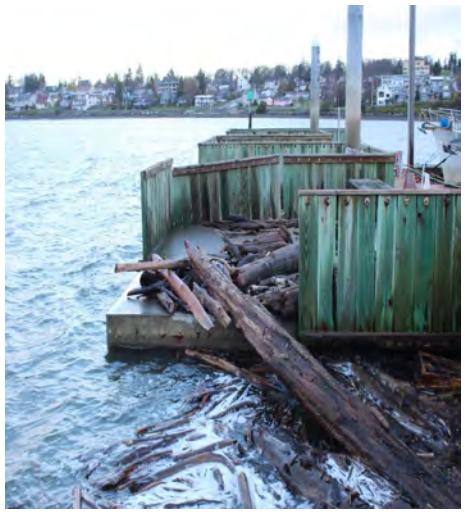
ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023

Purchase/Construction: FY 2025

Estimated Completion: FY 2025



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	Memo-BFB	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Marina	$7,229	$9,890		$6,000					$6,000
Insurance Proceeds		$426,000							
BFB				$435,890					$435,890
TOTAL REQUESTED FUNDS:	$7,229			$441,890					$441,890

**Spent to Date is posted amounts through 12/31/23*

FUND 440—MARINA CAPITAL

Marina Dredging Pre-Design Study & Dredging

PROJECT DESCRIPTION: The first step in the dredging process is to complete a predesign study to determine the parts of the marina that need to be dredged and how deep to dredge them.

PROJECT NEED: Approximately 1/2 of the marina was dredged in 2010 to a depth of -12. Since 2010 the areas that were dredged have started silting in and some are now at -5. Some of the areas (Covered B and E docks, south ends of the fair-ways and etc.), that were not dredged in 2010 are now much shallower and during the extreme low tides in the summer are at a depth of -2 or -3. The shallower depths make it difficult to attract and retain large deeper draft boats.

DEVELOPMENT PLAN & STATUS: The development plan would be as follows: Issue an RFP and select a marine environmental consultant to conduct a dredging predesign study.

COST & FINANCING DATA: The project will be funded by an unsecured grants, bonds and Marina Reserves.

COST ASSUMPTIONS	440.00.594.75.6300	mar2202
Engineering/Pre-Design Services	mar2202.des.053	$400,000
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services	mar2202.con.xxx	$ 9,800,000
Subtotal:		$10,200,000
Contingency Fees		$ 100,000
TOTAL:		$10,300,000

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY 2022

Engineering/Design: FY 2022-2025

Purchase/Construction: FY 2022-2025

Estimated Completion: FY 2025

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-Memo	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	6 YR TOTAL
Rates	$11,588	$138,412							
Council Priority Project	$150,000								
Bonds				$11,700,000					$11,700,000
BFB			$138,412						$138,412
TOTAL REQUESTED FUNDS:	$161,588		$138,412	$11,700,000					$11,838,412

*Spent to Date is posted amounts through 12/31/23

FUND 440—MARINA CAPITAL

Marina Breakwater Replacement

PROJECT DESCRIPTION:

PROJECT NEED:

DEVELOPMENT PLAN & STATUS:

ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY 2027

Engineering/Design: FY 2027

Purchase/Construction: FY 2027

Estimated Completion: FY 2027

COST & FINANCING DATA:

COST ASSUMPTIONS		
Engineering/Pre-Design Services		
Other Professional Services		$ -
Machinery & Equipment		$ -
Construction Services		
Subtotal:		
Contingency Fees		
TOTAL:		$18,000,000

REVENUE SOURCE	**FISCAL YEAR FUNDING REQUESTS**								
	SPENT TO	**BFB-Memo**	**FY 2024**	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**6 YR TOTAL**
Unsecured						$18,000,000			$18,000,000
TOTAL REQUESTED FUNDS:						$18,000,000			$18,000,000

**Spent to Date is posted amounts through 12/31/23*

Appendix D • Capital Improvement Projects 2015-2036 (Years 2021-2035)

Table D.1 Streets (Non-Enterprise Funded)

Projects	Total Project Costs
Midway Blvd Road Diet & Reconstruction	$10,100,000
SR 20 Corridor Improvements	$27,000,000
Whidbey Avenue Reconstruction	10,200,000
Whidbey Road Diet between N. Oak Harbor St./SR 20	375,000
Whidbey Avenue Crossing Improvement	200,000
Whidbey Avenue Pedestrian Refuge Island at Fairhaven Dr. and Jib St.	140,000
Fort Nugent Avenue Sidewalks	788,000
SR 20 Sidewalks	500,000
Fairhaven Drive Sidewalks	78,000
Freund Marsh Trail Improvements	156,000
SW Fort Nugent Ave Bike Lane	154,000
Midway Blvd./Goldie Road Bike Lane	180,000
Barrington Drive Bike Lane	154,000
Citywide Wayfinding Program	200,000
Total	**$50,225,000**

Table D.2 Parks and Recreation (Non-Enterprise Funded)

Projects	Total Project Costs
Waterfront Trail System improvements	$1,250,000
NW Regional Park Development	$20,000,000
Reuse of School District Facilities	$500,000
7th Avenue Wetland Trail	$2,000,000
Trail Extension at Freund Marsh	200,000
Windjammer Park Integration Plan Phase 3	3,786,000
Windjammer Park Integration Plan Phase 4	2,573,000
Windjammer Park Integration Plan Phase 5	3,497,000
Neighborhood Park Improvements	450,000
Trail Development/Link Opportunities - Park Plan	300,000
Total	**$34,556,000**

Table D.3 Wastewater System (Enterprise Funded)

Projects	Total Project Costs
Goldie Road Sewer Expansion Phase 2	$2,350,000
Total	**$2,350,000**

Table D.4 Water System (Enterprise Funded)

Projects	Total Project Costs
Cross City Transmission Main (T-1B)	$1,809,000
Westside Water Main Extension (T-5)	7,609,000
East 384 Zone Development (PZ-3)	90,000
North Booster Pump Station (BS-3)	2,398,000
North-end Trunk Main: Phases1 and 2 (T-2)	1,767,000
Heller Reservoir Extension (DS-8)	696,000
SW 10th Court Pipe Replacement (DS-3) - design	45,000
SW 11th Court Pipe Replacement (DS-4) - design	45,000
Steel/AC line replacement (DS-9) - design	174,000
Campbell Lake Main Replacement (T-6) - design	457,000
SW 10th Court Pipe Replacement (DS-3) -construction	180,000
SW 11th Court Pipe Replacement (DS-4) - construction	180,000
Steel/AC line replacement (DS-9) - construction	1,015,000
Campbell Lake Main Replacement (T-6) - construction	1,882,000
Erin Park Main Road Extension (DS-5)	691,000
Erin Park Road Tie-In (DS-6)	60,000
Industrial Avenue Tie-In (DS-7)	60,000
322 Zone Development (PZ-5)	580,000
Total	**$19,738,000**

Table D.5 Stormwater System (Enterprise Funded)

Projects	Total Project Costs
Freund Marsh Stormwater Improvements	$238,000
Total	**$238,000**

Table D.6 General Government

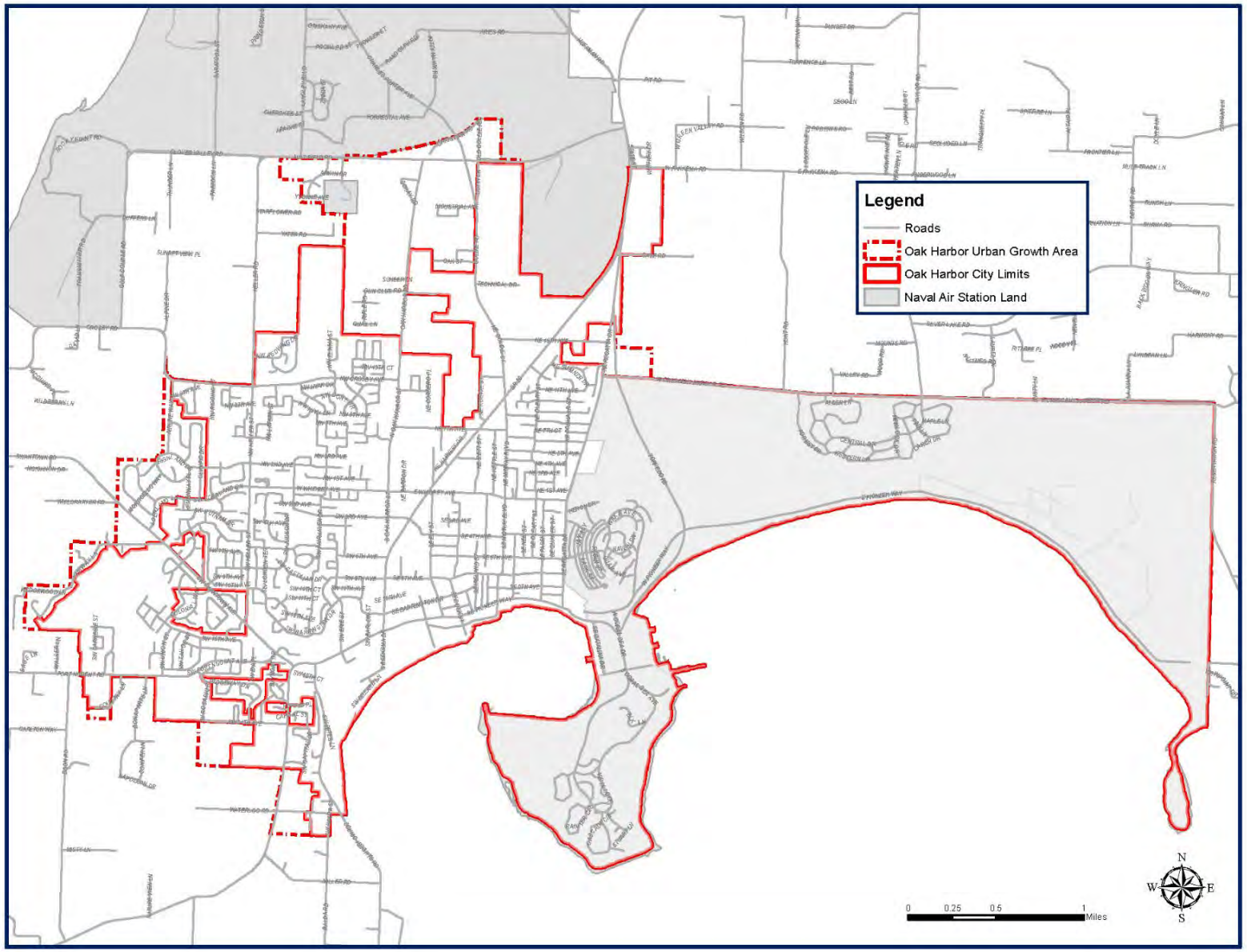
Projects	Total Project Costs
New Senior Center	$5,200,000
Special Events Center	$10,030,000
Total	**$15,230,000**

Table D.7 Marina (Enterprise Funded)

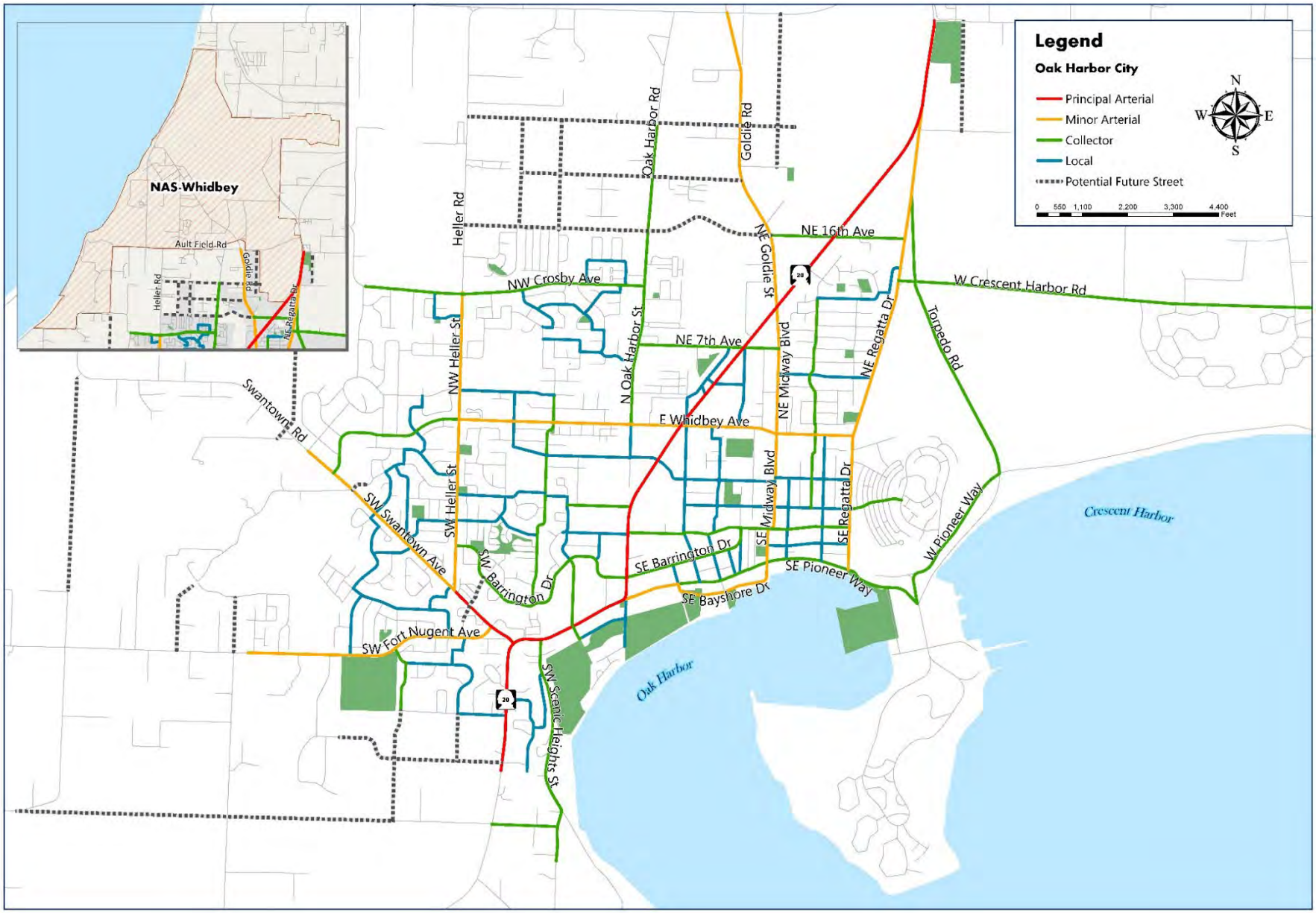
Projects	Total Project Costs
Marina Redevelopment	$16,285,745
Total	**$16,285,745**

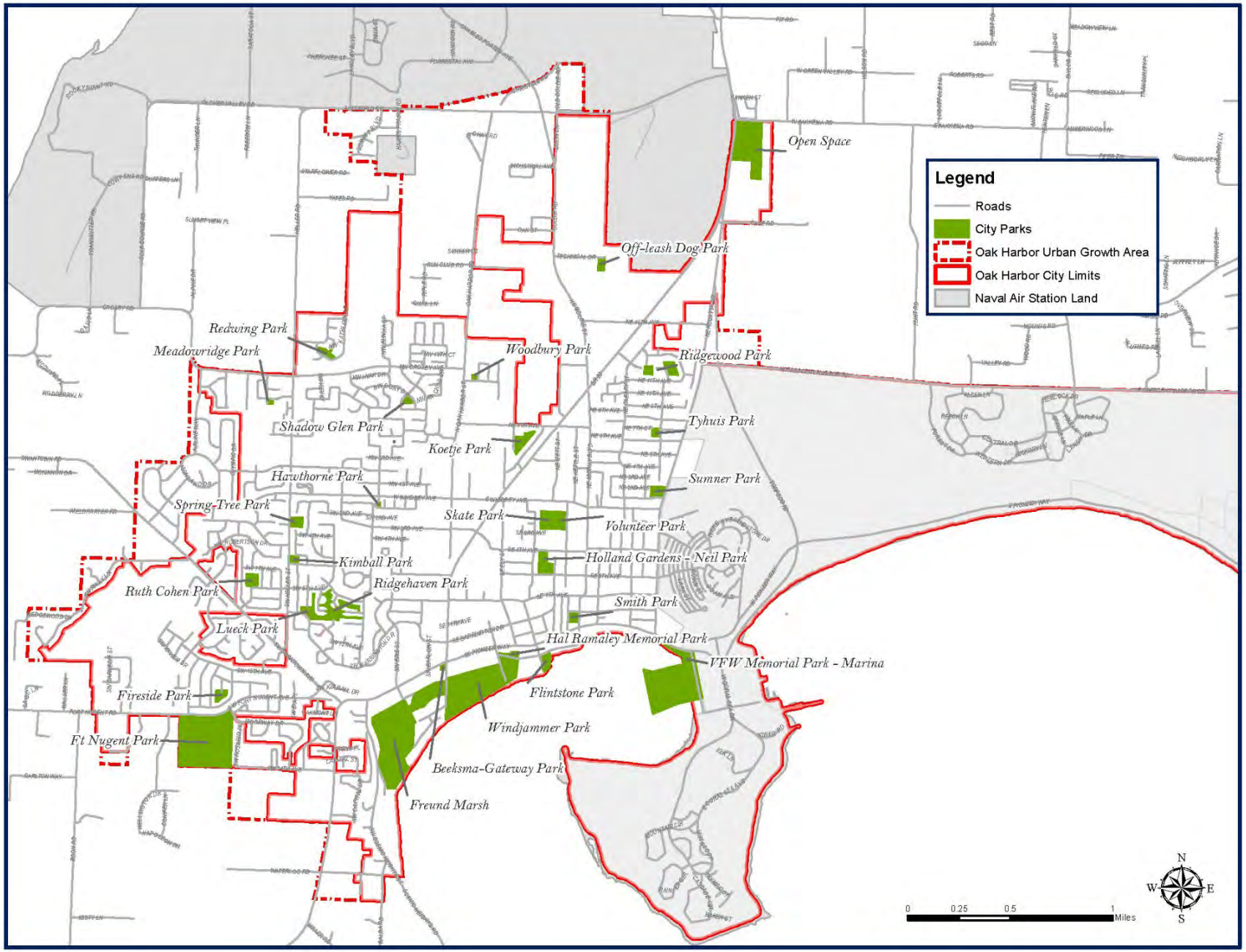
Appendix E • Maps

Map 1. City of Oak Harbor Boundaries

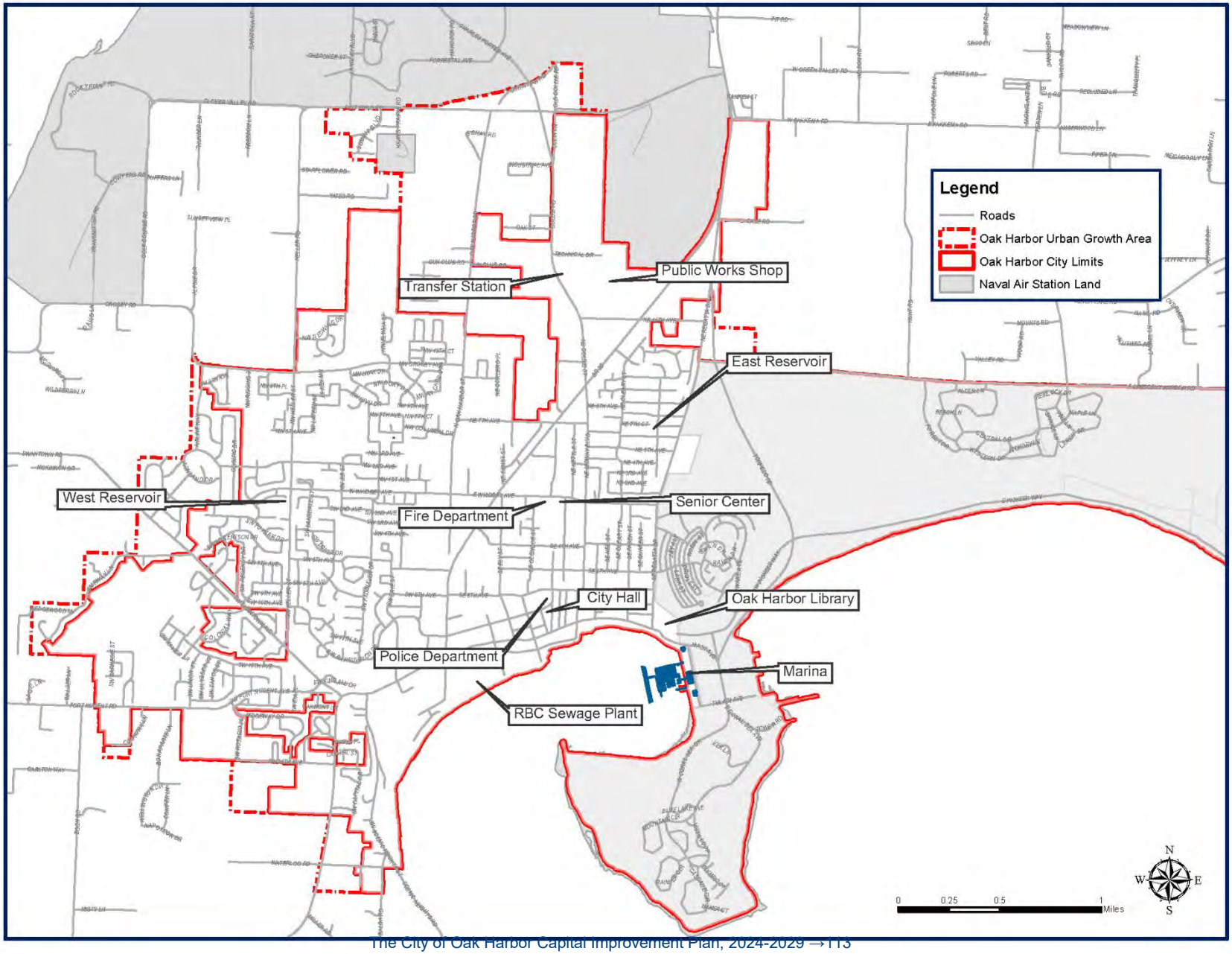


Map 2. City of Oak Harbor Street Classification

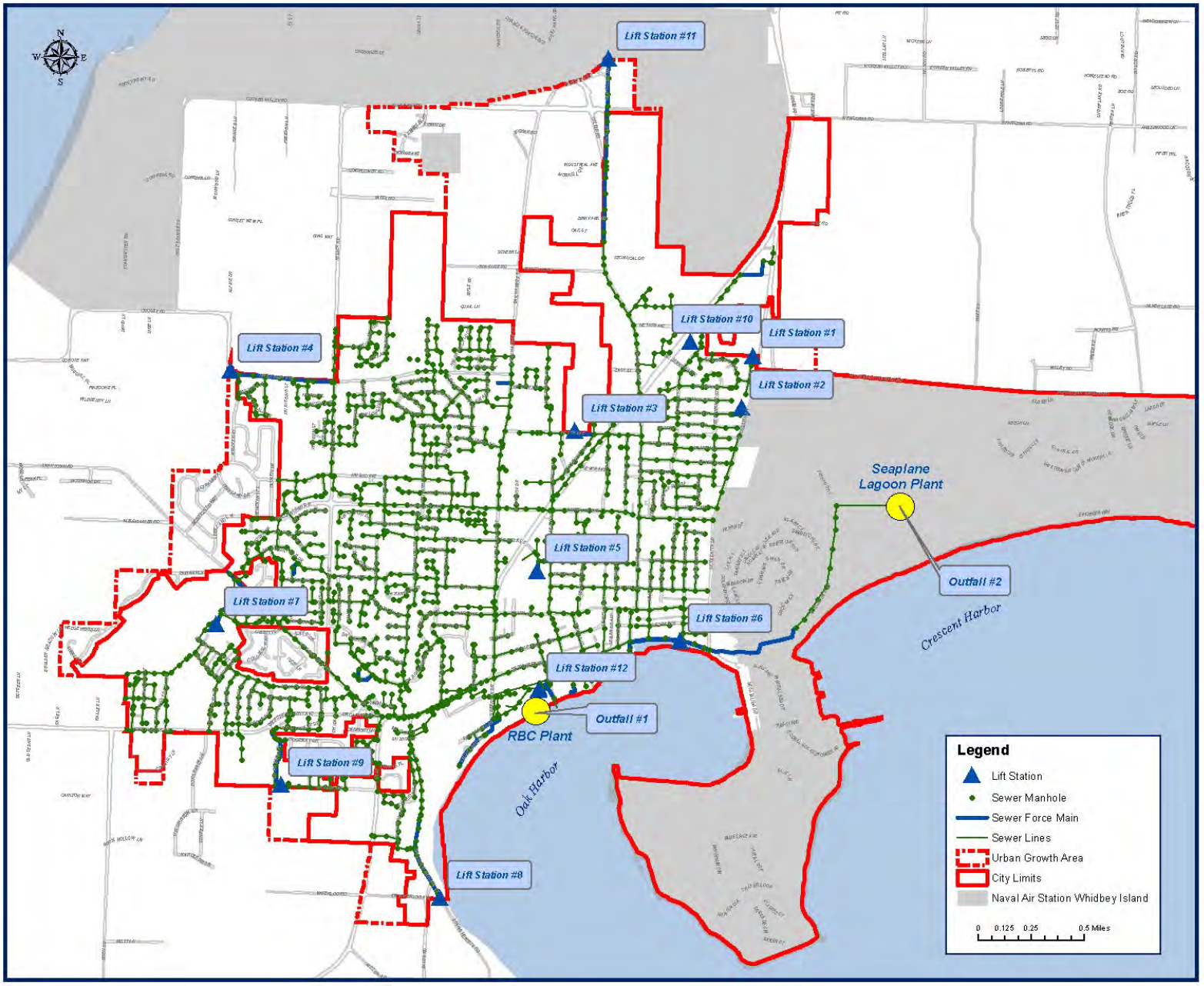



Legend
Roads
City Parks
Oak Harbor Urban Growth Area
Oak Harbor City Limits
Naval Air Station Land
Open Space
Off-leash Dog Park
Redwing Park
Meadowridge Park
Woodbury Park
Ridgewood Park
Shadow Glen Park
Koetje Park
Tyhuis Park
Hawthorne Park
Sumner Park
Spring-Tree Park
Skate Park
Volunteer Park
Kimball Park
Holland Gardens - Neil Park
Ruth Cohen Park
Ridgehaven Park
Smith Park
Lueck Park
Hal Ramaley Memorial Park
VFW Memorial Park - Marina
Fireside Park
Flintstone Park
Windjammer Park
Ft Nugent Park
Beeksma-Gateway Park
Freund Marsh
0 0.25 0.5 1 Miles
N
W
E
S

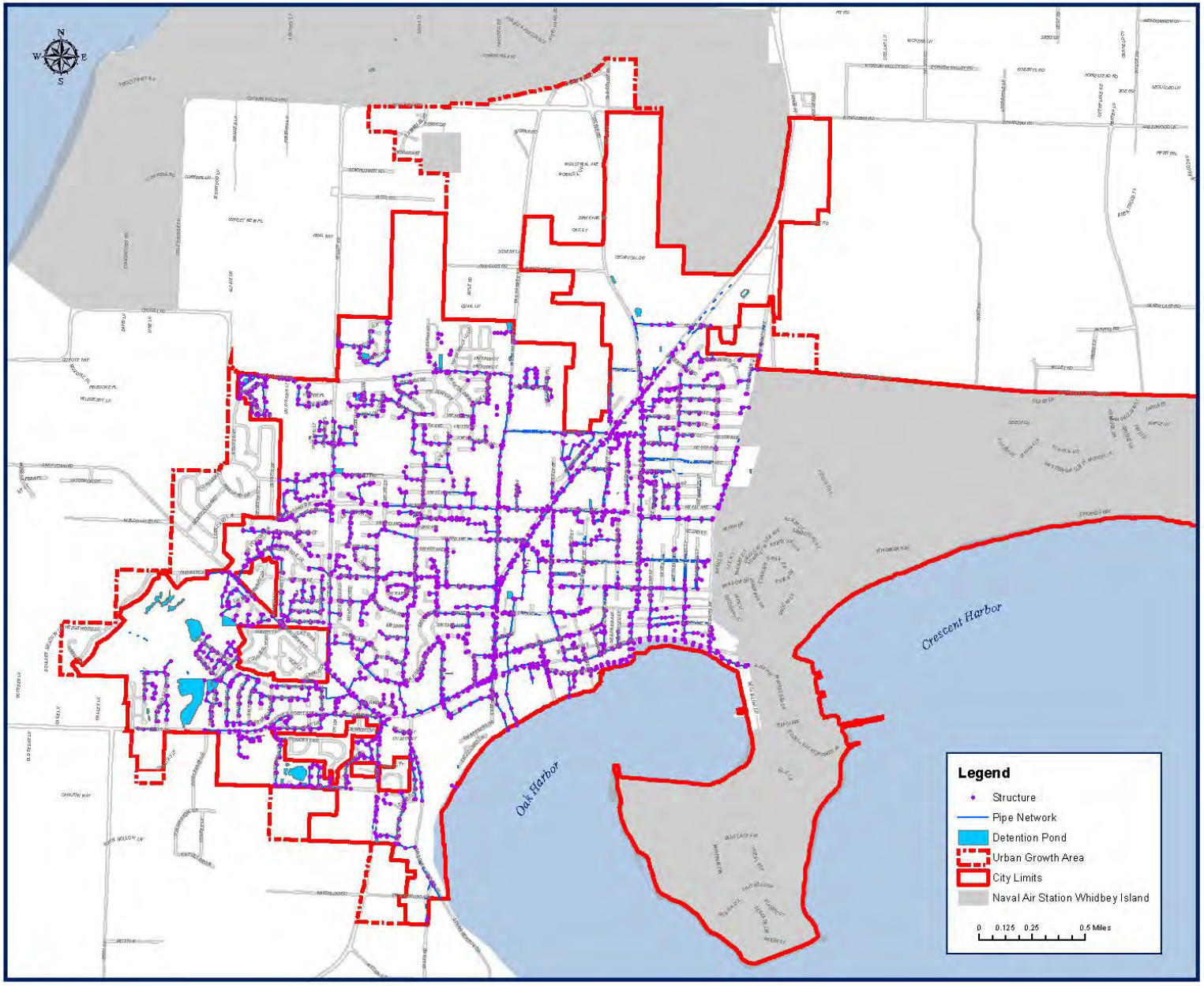
Map 4. City of Oak Harbor Public Facilities Inventory



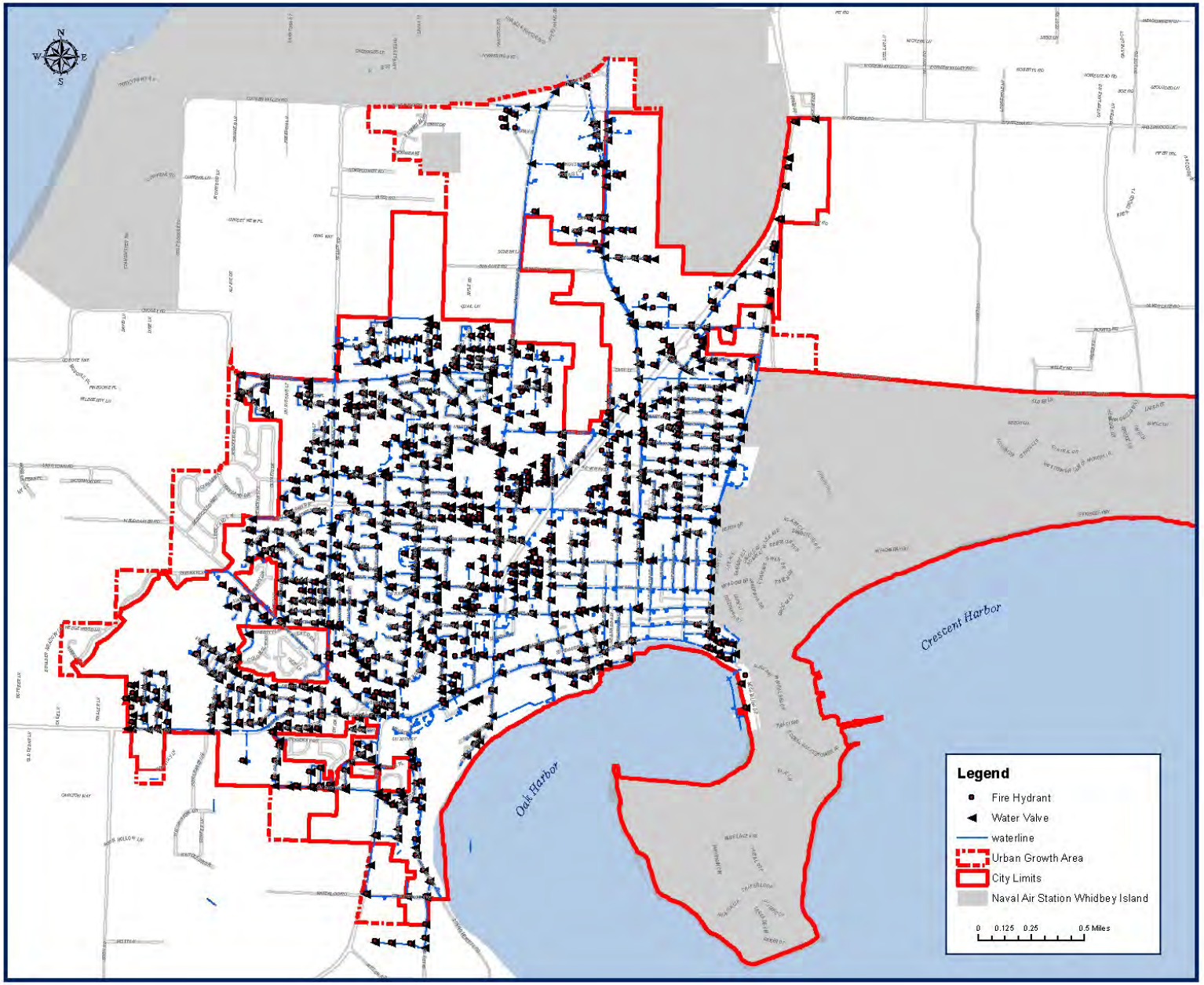
Map 5. Existing Wastewater Collection System, City of Oak Harbor Comprehensive Sewer Plan



Map 6. Existing Stormwater System



Map 7. Existing Water System



Washington State Department of Transportation

Northwest Region/Mount Baker Area
Skagit, Island, San Juan, &
Whatcom Counties
1019 Andis Road
Burlington, WA 98233
360-757-5999
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 5, 2024

Cac Kamak, Principal Planner
City of Oak Harbor, Development Services
RE: Capital Improvements Plan 2024-2029 (January 2024 Draft)
865 SE Barrington Drive
Oak Harbor, WA 98277

Dear Mr. Kamak:

Thank you for the opportunity to review the Oak Harbor Capital Improvements Plan 2024-2029. We would like to bring the following items to your attention to encourage regular collaboration during these projects.

Table 5.1 Streets (non-Enterprise Funded) of the Capital Improvements Plan (CIP) looks identical to the draft submitted in November 2023 with one exception, the **SR20-SW Eagle Vista Ave to SW 24th** project, which was absent from the November draft. Being that this project is on a state highway, it is of great importance to us.

According to the Project Description page (Appendix C, p. 40), this project appears to be fully funded through a RAISE grant and Island County. The estimated design work is scheduled for FY 2025 with Construction scheduled for FY 2026. The appearance of this project on the CIP is the first that our office had seen this project, including the conceptual design image.

Based on the proposed timeline, it is very strongly encouraged that the City start a conversation with WSDOT- Mt. Baker Area (MBA) Development Services as soon as possible. This project will likely require items like a channelization plan and intersection control evaluation (ICE), among others. WSDOT review of these items should be factored into the planning timelines and budget.

Projects **Midway Blvd Reconstruction** and **Pioneer Way-SR20 to City Beach Street**, appear to terminate at SR 20 intersections. Engineering and design have not yet started so we encourage the City to connect with WSDOT- MBA Development Services to discuss the scope of the work. There may be requirements ensuring ADA upgrades are installed for the entire intersection. For the Pioneer project, it may be required to show what re-channelizing is planned for approach to SR 20.

Continued collaboration between the City and WSDOT is strongly encouraged in all phases for these road projects, and we urge you to contact WSDOT- MBA Development Services to make for the smoothest planning to deliver these projects.

Thank you very much for your time.

Sincerely,

Justin Resnick, Planning and Engineering Services Manager
Washington State Department of Transportation,
Northwest Region, Mt. Baker Area

Cc: David Kuhl, Director, Planning & Development, City of Oak Harbor
Steven Schuller, Director, Public Works, City of Oak Harbor
Alex Warner, City Engineer, Engineering Division, City of Oak Harbor
Lexine Long, Senior Planner, Washington State Department of Commerce

2023 COMPREHENSIVE PLAN AMENDMENTS

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

City Council

04/16/2024

2023 AMENDMENTS

- Housing Action Plan Implementation – in progress
- Land Use Changes PIP/PBP – completed
- JPA/UGA – in progress - 2025
- CIP – annual update on track
- ATP – April adoption
- Alternate Street Connection Plan – 2024/25
- Downtown/Marina Redevelopment ➡ CDA - 2025

2023 AMENDMENTS

- Changes
  - Streets
    - Harbor Heights to North Whidbey Access Roads (renamed)
    - Removed Hoffman Trail project
    - Fakkema Road - completed
    - Added Pioneer Way – SR 20 to City Beach Street
    - Added West Whidbey – NW Jib to SW Heller
    - Added SR 20 – SW Eagle Vista to SW 24th
  - Parks
    - Pickle Ball courts – increased budget
    - Harbor Heights to Park Plan Implementation (renamed)
    - Added Urban Forestry Plan
    - Added PROS Plan update
    - Portland Loos and Skate Park projects completed

2023 AMENDMENTS

- Changes
  - Wastewater
    - Added North Whidbey Sewer Expansion – Design
    - Removed Reuse Effluent water system
  - Water
    - Marin Woods – completed
    - Removed wet fiber projects
  - Stormwater
    - No projects added
  - General Government
    - Marina Downtown – Central Development Area (CDA) – renamed
    - West Side Fire Station added
  - Senior Center
    - Roof Replacement – completed
  - Marina
    - Added Breakwater Replacement

PROCESS

- Planning Commission - Public Hearing in January 2024
- City Council – Public hearing and action in April 2024

2023 AMENDMENTS

- 2024-2029 CIP
  - Meets the criteria established in OHMC 18.15.080
    - No adverse affect to public health, safety and welfare
    - Consistent with overall goals and intent
    - Compliant with GMA
    - Addresses the changing needs of the community
    - Consistent with land uses and growth allocation

RECOMMENDED ACTION

- Conduct public hearing
- Move to approve Ordinance #1994 approving the 2023 Comprehensive Plan Amendment - Capital Improvements Plan 2024-2029

Questions/Comments?

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

Table 4.1 General Government

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
PD Remodel	700,000	-	-	-	-	700,000	-
CERB Broadband Study	50,000	-	50,000	-	-	-	-
Central Development Area Study & Implementation Plan	448,609	148,609	150,000	150,000	-	-	-
EPA Pioneer Way Revitalization/Reuse Study	1,000,000	1,000,000	-	-	-	-	-
State Mandated 2025 Comp Plan Update	175,000	175,000	-	-	-	-	-
State Mandated Climate sub elements	150,000	75,000	75,000	-	-	-	-
City Hall Upstairs Remodel	100,000	100,000	-	-	-	-	-
City Hall Downstairs Remodel	270,000	270,000	-	-	-	-	-
West Side Fire Station	7,950,480	5,950,480	2,000,000	-	-	-	-
Capital Project Expenditures	**10,844,089**	**7,719,089**	**2,275,000**	**150,000**	**-**	**700,000**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance:	-						
General Fund	18,609	13,609	5,000	-	-	-	-
REET 1	50,000	50,000	-	-	-	-	-
Bond Levy procees	750,480	750,480	-	-	-	-	-
General Fund (001)	85,000	85,000	-	-	-	-	-
REET 1	320,000	320,000	-	-	-	-	-
Grant secured	475,000	400,000	75,000	-	-	-	-
Grant Unsecured	1,945,000	900,000	195,000	150,000	-	700,000	-
Bond Levy Proceeds - Voter Approved	7,200,000	5,200,000	2,000,000	-	-	-	-
Total Available Revenue	**10,844,089**	**7,719,089**	**2,275,000**	**150,000**	**-**	**700,000**	**-**

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

Table 4.2 Parks and Recreation (Non-Enterprise Funded)

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Pickleball Courts	250,000	250,000	-	-	-	-	
Smith Park Improvements	60,948	10,948	50,000	-	-	-	
Park Plan Implementation	5,087,930	125,000	4,962,930	-	-	-	
Urban Forestry Management Plan	1,680,140	400,140	320,000	320,000	320,000	320,000	
Athletic Fields Renovation	300,000	300,000	-	-	-	-	
Parks Recreation Open Space Plan Update	80,000	80,000					
7th Avenue Wetlands Trail Feasibility Study	110,000	-	10,000	100,000	-	-	
Ridgehaven Park Playground Equipment Renovation	68,250	-	-	-	68,250	-	
Sumner Park Playground Equipment Renovation	68,250	-	-	-	68,250	-	
Volunteer Park Skate Park Renovation	68,250	-	-	-	68,250	-	
Windjammer Park Improvements	1,317,636	1,067,636	-	-	250,000	-	
Total Capital Expenditures	**9,091,404**	**2,233,724**	**5,342,930**	**420,000**	**774,750**	**320,000**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance:	-						
General Fund	36,470	24,486	11,984	-	-	-	
Park Impact Fees	292,163	292,163	-	-	-	-	
REET 1	50,000		50,000	-	-	-	
REET 2	440,449	220,304	220,145	-	-	-	
Fund 422	79,579	79,579					
Council Priority Project	10,948	10,948	-	-	-	-	
Parks Impact Fees (Fund 127)	100,000	100,000	-	-		-	
Paths and Trails	10,000		10,000	-	-	-	
REET 1	1,508,479	606,104	675,000	-	227,375	-	
REET 2	487,375	-	260,000	-	227,375	-	
Unsecured	6,075,941	900,140	4,115,801	420,000	320,000	320,000	
Total Available Revenue	**9,091,404**	**2,233,724**	**5,342,930**	**420,000**	**774,750**	**320,000**	**-**

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

Table 4.3. Streets (Non-Enterprise Funded)

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Shoreline Restoration	1,999,075	300,000	1,399,075	300,000	-	-	-
Annual Street Improvements	4,322,071	1,272,071	550,000	600,000	600,000	650,000	650,000
Street Traffic Calming	600,000	100,000	100,000	100,000	100,000	100,000	100,000
North Whidbey Access Roads (UF)	6,370,000	-	250,000	6,120,000	-	-	-
NE 7th Avenue Improvements (pUF)	2,774,432	2,774,432	-	-	-	-	-
NW Heller Street Overlay	383,740	-	-	-	383,740	-	-
Active Transportation Plan	33,215	33,215	-	-	-	-	-
Serendipity Lane (joint 106, 116, 126)	99,514	99,514	-	-	-	-	-
Pioneer Way-SR20 to City beach street	3,000,000	-	-	600,000	2,400,000	-	-
West Whidbey Ave-Heller to Jib	5,000,000	-	-	-	1,000,000	4,000,000	-
SR20-SW Eagle Vista Ave to SW 24th Ave	5,000,000	-	1,000,000	4,000,000	-	-	-
Midway Blvd Reconstruction	950,000	-	-	-	-	950,000	-
Transportation Benefit District (TBD) Overlays	5,400,000	900,000	900,000	900,000	900,000	900,000	900,000
Capital Project Expenditures	**35,932,047**	**5,479,232**	**4,199,075**	**12,620,000**	**5,383,740**	**6,600,000**	**1,650,000**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance:							
Streets (Fund 101)	473,448	329,373	144,075	-	-	-	
Arterials (Fund 104)	233,868	162,055	-	-	71,813	-	
Transportation Impact Fees (Fund 105)	284,835	284,835	-	-	-	-	
Paths & Trails (Fund 106)	4,484	4,484	-	-	-	-	
REET 1	285,000		285,000	-	-	-	
REET 2	93,143	28,143	65,000	-	-	-	
Water	275,000	-	275,000		-	-	
Sewer	275,000	-	275,000		-	-	
Storm Drain	275,000	-	275,000		-	-	
Council Priority Projects	99,514	99,514	-	-	-	-	
Streets (Fund 101)	7,313,250	95,000	645,000	1,545,000	2,100,000	2,528,250	400,000
Transportation Impact Fees (Fund 105)	32,988	32,988	-	-	-	-	
General Fund	71,500	71,500	-	-	-	-	
Transportation Benefit District (Fund 107)	5,400,000	900,000	900,000	900,000	900,000	900,000	900,000
REET 1	45,000	15,000	15,000	15,000	-	-	
REET 2	2,225,000	615,000	295,000	315,000	300,000	350,000	350,000
Grants (secured)	3,750,017	2,616,340	-	-	311,927	821,750	
Grants (unsecured)	14,120,000	-	800,000	9,620,000	1,700,000	2,000,000	
Water	225,000	75,000	75,000	75,000	-	-	
Sewer	225,000	75,000	75,000	75,000	-	-	
Storm Drain	225,000	75,000	75,000	75,000	-	-	
Total Available Revenue	**35,932,047**	**5,479,232**	**4,199,075**	**12,620,000**	**5,383,740**	**6,600,000**	**1,650,000**

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

Table 4.4 Senior Center

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Parking Lot-The Center	420,500	-	420,500	-	-	-	-
Capital Project Expenditures	**420,500**	**-**	**420,500**	**-**	**-**	**-**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance:							
Senior Center (Fund 129)	-	-	-	-	-	-	-
REET 2	-	-	-	-	-	-	-
Grant-Council Priority Projects	-	-	-	-	-	-	-
Unsecured	420,500	-	420,500	-	-	-	-
Total Available Revenue	**420,500**	**-**	**420,500**	**-**	**-**	**-**	**-**

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

Table 4.5 Water System (Enterprise Funded)

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Well 9 Replacement	290,664	290,664	-	-	-	-	-
Ault Field Pump Station VFD Replacement	88,002	88,002	-	-	-	-	-
SR20/Campbell Lake Rd Roundabout/ Fish passage watermain replacement	2,266,893	95,568	-	2,171,325	-	-	-
Water System Plans and Studies	746,841	746,841	-	-	-	-	-
Water System Telemetry Upgrades	327,268	327,268	-	-	-	-	-
Annual Steel/AC Water Main Replacements	4,393,405	2,393,405	500,000	500,000	500,000	500,000	-
Glencoe Street Fire Flow Improvements	470,000	470,000	-	-	-	-	-
NE Regatta Drive Pipeline Replacement	250,000	250,000	-	-	-	-	-
West 384 Zone Development	365,000	73,000	292,000	-	-	-	-
West 384 Zone Extension Phase	3,015,000	-	3,015,000	-	-	-	-
East Side Reservoir Demolition	110,000	-	110,000	-	-	-	-
Erin Park Main Road Extension/Tie-In	755,000	-	755,000	-	-	-	-
Industrial Avenue Tie-In	60,000	-	60,000	-	-	-	-
Capital Project Expenditures	**13,138,073**	**4,734,748**	**4,732,000**	**2,671,325**	**500,000**	**500,000**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance							
Water (Fund 401)	4,849,027	3,409,702	418,000	1,021,325	-	-	-
Water Reserve (Fund 411)	540,641	78,641	462,000	-	-	-	-
Rates	3,743,000	211,800	2,031,200	500,000	500,000	500,000	-
Cumulative Reserve (Fund 411)	1,962,000	141,200	1,820,800	-	-	-	-
Council Priority Projects	893,405	893,405	-	-	-	-	-
Capital Contributions	1,150,000	-	-	1,150,000	-	-	-
Total Available Revenue	**13,138,073**	**4,734,748**	**4,732,000**	**2,671,325**	**500,000**	**500,000**	**-**

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

Table 4.6 Wastewater System (Enterprise Funded)

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Slip Line Replacements in SE Oak Harbor	317,055	317,055	-	-	-	-	-
Federal Inflow & Infiltration Grant	1,950,000	300,000	1,650,000	-	-	-	-
Sewer Lagoon-Decommissioning	550,000	550,000	-	-	-	-	-
Clean Water Facility Screens	300,000	300,000	-	-	-	-	-
Clean Water Facility Major O&M	300,000	150,000	150,000	-	-	-	-
Clean Water Facility Washer/Compactor	300,000	300,000	-	-	-	-	-
North Whidbey Sewer Expansion	250,000		-	-	125,000	125,000	-
Sewer Line Replacements	370,670	-	370,670	-	-	-	-
Capital Project Expenditures	**4,337,725**	**1,917,055**	**2,170,670**	**-**	**125,000**	**125,000**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contribution from Beginning Fund Balance	-						
Sewer (Fund 402)	260,670	-	260,670	-	-	-	-
CWF (Fund 422)	300,000	300,000	-	-	-	-	-
Rates	110,000	-	110,000	-	-	-	-
Council Priority Projects	867,055	867,055	-	-	-	-	-
Grants-unsecured	250,000				125,000	125,000	
Federal Government Assistance-unsecured	1,950,000	300,000	1,650,000	-	-	-	-
Clean Water Facility (Fund 422)	500,000	350,000	150,000	-	-	-	-
System Development Fees (Fund 411)	100,000	100,000	-	-	-	-	-
Total Available Revenue	**4,337,725**	**1,917,055**	**2,170,670**	**-**	**125,000**	**125,000**	**-**

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

Table 4.7 Stormwater System (Enterprise Funded)

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Harbor East Outlet Repair	294,737		294,737	-	-	-	-
Conveyance from Goldie St to Koetje St & Easy St	150,000	150,000	-	-	-	-	-
West Side Outfall Pump Study	100,000	-	100,000	-	-	-	-
Capital Project Expenditures	**544,737**	**150,000**	**394,737**	**-**	**-**	**-**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance							
Stormwater (Fund 404)	544,737	150,000	394,737	-	-	-	-
Total Available Revenue	**544,737**	**150,000**	**394,737**	**-**	**-**	**-**	**-**

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

Table 4.8 Marina (Enterprise Funded)

Projects	Total Project Costs	2024	2025	2026	2027	2028	2029
Marina Additional Improvements	250,000	250,000	-	-	-	-	-
F Dock Storm Damage Repair #3	441,890	-	441,890	-	-	-	-
Marina Dredging Pre-Design Study & Dredging	11,838,412	138,412	11,700,000	-	-	-	-
Marina Breakwater Replacement	18,000,000	-	-	-	18,000,000	-	-
Capital Project Expenditures	**30,530,302**	**388,412**	**12,141,890**	**-**	**18,000,000**	**-**	**-**
Revenue Sources	**Total**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
Contributions from Beginning Fund Balance							
Marina (Fund 410)	398,302	388,412	9,890	-	-	-	-
Rates	6,000	-	6,000	-	-	-	-
Insurance Proceeds	426,000	-	426,000	-	-	-	-
Council Priority Project	-		-	-	-	-	-
Bond	11,700,000	-	11,700,000	-	-	-	-
Unsecured	18,000,000	-	-	-	18,000,000	-	-
Grants (secured)	-		-	-	-	-	-
Total Available Revenue	**30,530,302**	**388,412**	**12,141,890**	**-**	**18,000,000**	**-**	**-**

City of Oak Harbor
City Council Agenda Bill

Bill No. 7.a.
Date: April 16, 2024
Subject: Resolution 24-13: Ratifying Island County's Countywide Planning Policies (CPP)

FROM: **Cac Kamak, AICP, Principal Planner, Development Services**

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- ○ Ronnie Wright, Mayor
- ○ Sabrina Combs, Interim City Administrator
- ○ David Goldman, Deputy City Administrator
- ○ Hillary J. Evans, City Attorney, as to form

RECOMMENDED ACTION

Adopt Resolution 24-13 ratifying the Countywide Planning Policies (CPP).

BACKGROUND / SUMMARY INFORMATION

The CPP is an important document that is required by the state for all counties and cities that are subject to the Growth Management Act (GMA). This document lays out the procedures and methodologies for population projections, buildable land analysis, and other city/county functions that are necessary to plan for growth.

With a major comprehensive plan update cycle coming in June 2025 and requirements of several house bills on housing and affordability, there was a need to include amendments to the existing CPP.

In accordance with CPPs policies, a Countywide Planning Group consisting of staff representatives from various jurisdictions was formed to review the current CPP and identify changes that are needed before the next major update in 2025.

Island County is the lead on this project. One of the big inclusions in this amendment is the housing allocations for Island County by income levels and their distribution to the jurisdictions in them (Oak Harbor, Coupeville, Langley). This sets up the basis for the 20-year growth that all these jurisdictions must plan for in the major update to the comprehensive plan.

Other amendments include clerical and terminology updates, consistency with other documents, buildable land analysis modifications to account for code changes that were adopted since the last update, etc.

The CPPs have been discussed with the City Council and were discussed at the joint workshop with the Planning Commission in October 2023. The City Council also discussed it at it January 16th meeting and most recently got an update at its March 27th workshop.

Island County adopted the CPP at its March 26th meeting. A copy of the adopted CPP is attached to the resolution.

LEGAL AUTHORITY

Legal authority for CPP and Comprehensive Plan consistency are provided by RCW 36.70B.210 and RCW 36.70A.100

FISCAL IMPACT

The adoption of the CPP by itself does not have any fiscal impacts, however there will be fiscal impacts with implementation of the policies. These impacts will be refined with planning efforts and eventual implementation of projects and their associated infrastructure.

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

The Planning Commission reviewed the CPPS at its March 26, 2024 meeting. The Planning Commission's comments are summarized below:

- Concerns on whether affordable housing will be a requirement or whether it will be incentive based for developers.

The Planning Commission understands that these are the issues that will have to be addressed through housing policies with the 2025 Comprehensive Plan major update. The Planning Commission recommends that the City Council adopt the resolution ratifying Island County's CPPs.

ATTACHMENTS

1. Resolution 24-13
2. Presentation

RESOLUTION NO. 24-13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAK HARBOR, WASHINGTON, RATIFYING THE COUNTYWIDE PLANNING POLICIES ADOPTED BY ISLAND COUNTY ORDINANCE NO. C-08-24

WHEREAS, Island County and all jurisdictions in it have adopted Countywide Planning Policies ("CPPs") in accordance with RCW 36.70B.210; and

WHEREAS, the CPPs set the framework to ensure that city and county comprehensive plans are consistent as required by RCW 36.70A.100; and

WHEREAS, recently adopted state legislation and requirements have necessitated a review of the CPPs to accommodate most recent requirements; and

WHEREAS, a Countywide Planning Group was formed in accordance with the CPPs to review and recommend amendments to the CPPs; and

WHEREAS, the Countywide Planning Group has recommended amendments to accommodate state requirements and have utilized the Housing for All Planning Tool ("HAPT") provided by the State to allocated housing units to all jurisdictions within Island County; and

WHEREAS, Island County is the lead agency for the CPPs and have provided a SEPA Checklist and determination for the project; and

WHEREAS, Island County adopted the CPPs on March 26th, 2024 and requires that all jurisdictions ratify the CPPs in order for them to take effect;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OAK HARBOR, WASHINGTON:

Island County's Board of County Commissioners action in Island County Ordinance No.C-08-24 adopting the Countywide Planning Policies is hereby ratified.

Passed by the City Council and approved by its Mayor this 16th day of April 2024.

THE CITY OF OAK HARBOR

Veto ( )
Approve ( )

By_____
Ronnie Wright, Mayor

Dated: _____

Attest:

_____

Julie Nester, City Clerk

Approved as to Form:

_____

Hillary Evans, City Attorney

Published: _____

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF ISLAND COUNTY, WASHINGTON

IN THE MATTER OF ADOPTING REVISED COUNTYWIDE PLANNING POLICIES FOR THE PURPOSE OF COORDINATING THE 2025 COMPREHENSIVE PLAN UPDATE

ORDINANCE NO. C- 08 -24
PLG-003-24

WHEREAS, Island County conducts planning activities in accordance with Chapter 36.70 RCW, the Planning Enabling Act; and

WHEREAS, the planning activities of Island County, and the planning activities of municipalities within Island County, are further regulated by the provisions of RCW 36.70A, the Growth Management Act (GMA); and

WHEREAS, the GMA requires that counties subject to the GMA adopt Countywide Planning Policies (CPPs) and further requires that these policies be developed with the cooperation of the municipalities within the county (RCW 36.70A.210(2)) and tribes that have ceded lands within the county (RCW 36.70A.210(4)); and

WHEREAS, CPPs are written policy statements used to establish a countywide framework from which county and municipal comprehensive plans are developed and adopted in order to ensure consistency between plans as required by RCW 36.70A.100 and RCW 36.70A.210(1); and

WHEREAS, CPPs are intended to improve coordination between governmental agencies and prevent redundant or conflicting actions; and

WHEREAS, in order to address the requirements of the GMA, Island County, and the jurisdictions within Island County, first adopted CPPs in 1992 which were subsequently revised in 1998, 1999, 2015 and 2017; and

WHEREAS, in the seven years since the CPPs were last revised the GMA has evolved through legislative changes, judicial interpretations, and Growth Management Hearings Board decisions; and

WHEREAS, the GMA does not specifically address amendments to the CPPs; however, Island County's CPPs include population projections and allocations to jurisdictions from the previous planning period. Island County's CPPs should be updated with each periodic update to properly plan for current population and housing allocations, to address countywide planning concerns, and to comply with current legal requirements; and

WHEREAS, the CPPs state that the document may be amended through approval by the Island County Board of County Commissioners, and ratified once the CPPs are adopted by a majority of the cities and towns within Island County; and

WHEREAS, the current CPPs include outdated population projections, figures, and allocations, which are not consistent with current projections, figures, and requirements from the State; and

WHEREAS, the current CPPs should be revised in order to address outdated information, comply with new legislation from the Washington State Legislature, improve intergovernmental coordination, and improve the efficiency and effectiveness of multi- jurisdiction planning efforts; and

WHEREAS, to develop the revised CPPs, the Countywide Planning Group (CPG) comprised of representatives from the planning departments of Oak Harbor, Coupeville, Langley, and Island County, along with a representative from Naval Air Station Whidbey Island, was convened. Following RCW 36.70A.110, local tribes were invited to participate in these planning efforts; and

WHEREAS, the CPG held approximately 15 meetings between May 2023 and January 2024 to discuss revisions to the CPPs, a uniform buildable lands analysis methodology, and the creation of a new housing methodology following the 2021 State Legislature's passing of House Bill 1220; and

WHEREAS, a draft CPP document was prepared and distributed to CPG members; changes were discussed at CPG meetings and CPG members were given ample opportunity to edit and comment on the document; and

WHEREAS, among CPG members, a general consensus on the proposed changes to the CPPs was reached in November 2023; and

WHEREAS, the CPPs attached to this ordinance as Exhibit "A" have been revised to incorporate the changes and comments provided to Island County through the above process; and

WHEREAS, with these requested revisions from the other local governments incorporated into the final CPPs attached as Exhibit "A", Island County believes that the County and the other three local governments all agree that these revised CPPs should be adopted; and

WHEREAS, the GMA requires that any jurisdiction contemplating changes to its comprehensive plan or development regulations notify the Washington State Department of Commerce at least sixty days prior to adopting the amendment (RCW 36.70A.106(1) & WAC 365-196-630(1)); and

WHEREAS, on December 22, 2023, Island County Planning and Community Development Department transmitted the draft CPPs to the Washington State Department of Commerce for review by State agencies; and

WHEREAS, Island County has considered all comments from State agencies submitted during the 60-day comment period; and

WHEREAS, Island County has completed environmental review under SEPA, issuing a Determination of Nonsignificance on February 22, 2024 (published in the paper of record February 7, 2024); public comments were received for a fourteen-day period, the deadline for comments was February 21, 2024; and

WHEREAS, on December 6, 2023, and December 20, 2023, the Planning Commission reviewed the draft CPPs in a work session. On February 7, 2024, the Planning Commission held a public hearing to consider comments on the revised CPPs for the 2025 Comprehensive Plan Periodic Update; and

WHEREAS, it was the consensus of the majority of the Planning Commission on November 15, 2023, that the population projection of 102,639, as part of the CPPs, represents the most favorable forecast. Following the public hearing on February 7, 2024, it was the consensus of the majority of the Planning Commission that the housing allocations, as presented in the CPPs, represents the most favorable outcome in meeting the State mandated housing requirements in the 2025 Comprehensive Plan Update; and

WHEREAS, the Planning Commission's signed Findings of Fact and Recommendation on the CPPs is attached to the this ordinance as Exhibit "B"; and

WHEREAS, the Board of Island County Commissioners has reviewed the presentations by the Planning and Community Development Department Staff, the CPPs, and the Planning Commission's Findings of Fact and Recommendation; and

WHEREAS, the Board of Island County Commissioners concurs in the Planning Commission's Recommendation that the population projection of 102,639 represents that most probable forecast, and that the housing allocations represent the most favorable outcome in meeting the State mandated housing requirements; and

NOW, THEREFORE,

IT IS HEREBY ORDAINED that the revised Countywide Planning Policies as attached as Exhibit "A" are hereby adopted; and

BE IT FURTHER ORDAINED that the revised Countywide Planning Policies attached as Exhibit "A" shall replace and supersede all previous Countywide Planning Policies; and

BE IT FURTHER ORDAINED that the attached Countywide Planning Policies shall have immediate effect after a majority of the jurisdictions in the Countywide Planning Group also ratify the Countywide Planning Policies; and

BE IT FURTHER ORDAINED that the Department of Planning and Community Development shall transmit a copy of this ordinance, and the attached Countywide Planning Policies, to the Washington State Department of Commerce; and

BE IT FURTHER ORDAINED that the Department of Planning and Community Development shall transmit a copy of this ordinance, and the attached Countywide Planning Policies to the legislative authorities representing Coupeville, Langley, and Oak Harbor, and their respective planning officials or authorities.

ADOPTED this the 26th day of March, 2024 following a public hearing.

BOARD OF COUNTY COMMISSIONERS
ISLAND COUNTY, WASHINGTON

BOARD OF CO. COMMISSIONERS EST ISLAND COUNTY 1853 WASHINGTON

Jill Johnson, Chair

Melanie Bacon, Member

Janet St. Clair, Member

ATTEST:

Jennifer Roll
Clerk of the Board

Countywide Planning Policies 2025 Periodic Update

1. General Provisions

1.1 Purpose

The Washington State Growth Management Act (GMA) requires that cities and counties adopt comprehensive plans. The GMA further requires that counties adopt Countywide Planning Policies (C~~W~~PPs) (RCW 36.70A.210 & WAC 365-196-305) to guide and coordinate issues of regional significance. The following goals and policies are intended to guide intergovernmental planning efforts, fully implement the planning goals identified in the GMA, and ensure that the actions of government agencies within Island County are coordinated and consistent with one another.

1.2 Applicability

These policies are intended to apply countywide. Any ~~G~~government ~~A~~agency or ~~S~~special ~~S~~service ~~D~~district within Island County that conducts planning activities or provides ~~P~~public ~~S~~services shall be subject to the goals and policies identified in these C~~W~~PPs; specifically:

1. Planning ~~P~~policies and plans adopted or enforced by ~~G~~government ~~A~~agencies and ~~S~~special ~~S~~service ~~D~~districts shall be consistent with these goals and policies.
2. All decisions by ~~G~~government ~~A~~agencies and ~~S~~special ~~S~~service ~~D~~districts regarding the provision or construction of ~~P~~public ~~S~~services and facilities shall be consistent with these goals and policies.
3. These goals and policies should not be construed to otherwise reduce, diminish, or supersede those planning and land use powers reserved exclusively for the ~~M~~municipalities or ~~the~~ Island County by Washington State law.

1.3 Definitions

The following definitions shall be used in the interpretation and application of the C~~W~~PPs.

1. Affordable Housing: Unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is: (a) For rental housing, 60 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development; or (b) For owner-occupied housing, 80 percent of the median household income adjusted

for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

1. **Agency, Government:** The ~~C~~county government of Island County, a ~~M~~municipality within Island County, or a department or agency of the State of Washington.
2. **County:** The ~~C~~county government of Island County. This term is used throughout this document to differentiate between the jurisdictional limits of the government of Island County, and the geographic area encompassed by Island County.
3. **Development Regulation:** Controls placed on development or land use activities by the ~~C~~county or ~~M~~municipalities, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, planned unit development ordinances, platting regulations, subdivision and short subdivision ordinances, and binding site plan ordinances together with any amendments thereto.
4. **Facility of Statewide or Countywide Significance:** Those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020. Public school facilities and municipal sewage treatment facilities shall also be considered ~~F~~facilities of ~~S~~statewide or ~~C~~countywide ~~S~~significance. Throughput transmission facilities and major utilities, as defined in Island County Code (ICC), shall not be considered ~~F~~facilities of ~~S~~statewide or ~~C~~countywide ~~S~~significance. This definition is intended to be used synonymously with the term “essential public facilities”.
5. **Future Planning Area (FPA):** An area immediately outside of, and adjacent to, a Non-Municipal Urban Growth Area. FPAs ~~Future Planning Areas~~ are designated by the ~~C~~county to reserve areas which may be necessary for future ~~U~~urban ~~G~~growth and to protect land which has been identified as resource land of long-term commercial significance, and land extensively constrained with critical areas, key entrance roads, and areas of historical significance. Broadly, such areas are intended to provide an opportunity for long-term planning beyond the normal twenty year planning horizon.
6. **Joint Planning Area (JPA):** Areas immediately outside of, and adjacent to, Municipal Urban Growth Areas. JPAs are jointly designated by the ~~C~~county and ~~M~~municipalities to reserve areas which may be necessary for future ~~U~~urban ~~G~~growth and to protect land which has been identified as resource land of long-term commercial significance, land extensively constrained with critical areas, key entrance roads, and areas of historical significance. Broadly, such areas are

intended to provide an opportunity for long-term planning beyond the normal twenty year planning horizon.

7. **Municipality or Municipal:** A legally incorporated or duly authorized association of inhabitants of a limited area for local government or other public purposes. For purposes of interpreting this document, "Mmunicipality" or "Mmunicipal" is intended to refer to the current incorporated jurisdictions in Island County (Coupeville, Langley, and Oak Harbor) as well as any city or town incorporated after the establishment of these CWPPs.

8. **Planning Area:** Four Pplanning Aareas have been established in Island County for purposes of long-term planning, population forecasting, and data analysis. The four Pplanning Aareas include: Camano Island, North Whidbey, Central Whidbey, and South Whidbey. The specific boundaries of these areas are delineated on maps maintained by, and on file with, the Island County Planning Department.

89. **Planning Goals or Planning Policies:** Statements, goals, and specific policies expressed in the GMA Growth Management Act, CPPs Countywide Planning Policies, or a comprehensive plan adopted by the Ccounty or a Mmunicipality.

910. **Resource Lands of Long Term Commercial Significance**: Lands zoned Commercial Agriculture (CA) in accordance with the ICC Island County Zoning Code and RCW 36.70A.170 and RCW 36.70A.050.

1011. **Rural Area(s):** As used in this document the term "Rrural Aarea" is intended to refer to all of the land area in Island County outside of Urban Growth Areas. Generally (with the exception of RAIDs Rural Areas of More Intense Development), Rrural Aareas are intended to facilitate agriculture, forestry, and other resource dependent uses and activities which depend on rural resources and lands. Other uses may be permitted in the Rrural Aarea when consistent with the GMA's County's definition of Rrural Ccharacter.

1112. **Rural Area of More Intense Development (RAID):** Areas of existing more intense rural development designated by the Ccounty pursuant to RCW 36.70A.050(d) and WAC 365-196-425(6). This term is synonymous with, and intended to be used interchangeably with, the term "Limited Area of More Intense Rural Development" (LAMIRD) as used in the GMA. The Island County cComprehensive pPlan contains a more complete definition as well as designation criteria for RAIDs.

1213. **Rural Character:** Refers to patterns of land use and development established by the Ccounty in the Rural Element of the Island County Comprehensive Plan. For purposes of interpreting this document, the definition of Rrural Ccharacter shall be the definition contained in the Island County Comprehensive Plan.

1314. **Service, Public:** Includes fire protection and suppression, law enforcement, public health, education, parks and recreation, environmental protection, utilities, and other services or facilities provide by Ggovernment Aagencies or Sspecial

~~S~~service ~~D~~districts. This term is synonymous with, and is intended to be used interchangeably with, the term “public facilities”.

14~~15~~.**Service, Rural:** Those ~~P~~public ~~S~~services and public facilities historically and typically delivered at an intensity usually found in rural areas, and may include domestic water systems, fire and police protection services, transportation and public transit services, and other public utilities associated with rural development and normally not associated with urban areas. Rural services are those services necessary to support development which is consistent with the definition of ~~R~~rural ~~C~~character and do not include storm or sanitary sewers, except as otherwise authorized by RCW 36.70A.110(4).

15~~16~~.**Service, Urban:** Those ~~P~~public ~~S~~services and public facilities at an intensity historically and typically provided in cities, specifically including storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, transportation and public transit services, and other public utilities associated with urban areas and normally not associated with ~~R~~rural ~~A~~areas. Urban ~~S~~services are intended to accommodate and facilitate ~~U~~urban ~~D~~development consistent with the policies expressed in the comprehensive plans adopted by ~~C~~county and ~~M~~municipalities.

16~~17~~.**Special Service District:** Independent governmental units that exist separately from local governments to provide public services to limited areas using public funds, including but not limited to sewer and water districts, fire districts, and school districts.

17~~18~~.**Sprawl, Sprawling:** Scattered, poorly planned ~~U~~urban ~~D~~development that often occurs in urban fringe and ~~R~~rural areas. Generally, sprawl is neither reflective of ~~U~~urban ~~C~~character nor ~~R~~rural ~~C~~character. Sprawl occurs at densities too high to maintain ~~R~~rural ~~C~~character, but too low to provide the full range of social, economic, and cultural amenities typically associated with cities and towns. Sprawl is also characterized by forms of development which are difficult or costly to serve with high quality ~~U~~urban ~~S~~services.

18~~19~~.**Urban Character, Urban Form:** Refers to a pattern of ~~U~~urban ~~G~~growth characterized by a high concentration of economic, social, and cultural amenities, as well as a full range of housing types and densities. Each ~~M~~municipality in Island County has adopted a ~~C~~comprehensive ~~P~~plan which is expressive of their desired ~~U~~urban Form and ~~C~~character.

19~~20~~.**Urban Development, Urban Growth:** A pattern of growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources, rural uses, rural development, and natural resource lands designated pursuant to RCW 36.70A.170. Additionally, the term ~~U~~urban ~~D~~development includes all forms of development that are inconsistent with the ~~C~~county’s adopted definition of ~~R~~rural ~~C~~character.

20~~21~~.**Urban Growth Area (UGA):** Areas within which ~~U~~urban ~~G~~growth is encouraged and outside of which growth can occur only if it is consistent with ~~R~~rural ~~C~~character and not ~~U~~urban ~~D~~development or urban in nature. In Island County, UGAs have been established around each ~~M~~municipality. ~~In addition, a UGA has been established around Freeland in recognition of its existing pattern of Uurban Ddevelopment.~~

~~22~~. ~~**Urban Growth Area, Municipal (MUGA):** Each Municipality in Island County has been included in an Urban Growth Area and is responsible for developing a comprehensive plan in compliance with the GMA and the County Wide Planning Policies developed jointly by the County and Municipalities. For purposes of interpreting this document, the term "Municipal Urban Growth Area" shall mean an Urban Growth Area associated with an incorporated Municipality.~~

21~~23~~.**Urban Growth Area, Non-Municipal (NMUGA):** An area characterized by an extensive pattern of ~~U~~urban ~~D~~development which was established prior to the adoption of the GMA and which does not include an incorporated ~~M~~municipality. In Island County, a NMUGA ~~Non-Municipal Urban Growth~~ has been established around the unincorporated area of Freeland in recognition of an existing pattern of ~~U~~urban ~~D~~development. The Freeland NMUGA ~~Non-Municipal Urban Growth Area~~ is subject to the ~~P~~planning ~~G~~goals and ~~P~~policies set forth in the Island County~~'s~~ Comprehensive Plan and the Freeland Subarea Plan.

22~~24~~.**Urban Growth Boundary (UGB):** The line separating UGAs ~~Urban Growth Areas~~ from surrounding ~~R~~rural ~~A~~areas. The UGB is intended to preserve ~~R~~rural ~~C~~character in ~~R~~rural ~~A~~areas and prevent low-density ~~S~~sprawling development by focusing and encouraging ~~U~~urban ~~G~~growth in designated UGA ~~Urban Growth Areas~~.

2. Countywide Planning Goals

Island County and the municipalities have identified the following goals as being of countywide concern. These goals are intended to establish a foundation for, and guide the interpretation of, the policies contained in this document.

1. **Intergovernmental coordination:** ~~The~~ Island County, the City of Langley, the Town of Coupeville, the City of Oak Harbor, ~~S~~state ~~A~~agencies, and ~~S~~special ~~S~~service ~~D~~districts will work together to address issues of regional, or countywide, importance in a coordinated fashion. Proactive communication and coordination will improve the quality of planning activities and reduce the likelihood of disputes. Proactive outreach to tribes should be conducted to invite their participation in the updating of the CPPs.
2. **Joint City and County Planning:** Decisions regarding JPAs ~~Joint Planning Areas~~, ~~Municipal~~ UGAs ~~Urban Growth Areas~~, areas for future UGA expansions, and JPA ~~O~~overlay designations will be made by the ~~C~~county and ~~M~~municipalities in a cooperative fashion.

3. **Public Participation:** Island County citizens will be involved in the planning process and public comments will be considered by the ~~C~~county and ~~M~~municipalities before making planning decisions involving issues of countywide concern.
4. **Urban Growth Areas:** All decisions regarding the designation of new UGAs ~~Urban Growth Areas~~, adjustments to existing UGAs ~~Urban Growth Areas~~, population forecasting, and the allocation of population to UGAs ~~Urban Growth Areas~~ will be made using clearly stated and rational criteria.
5. **Urban Development:** The social and economic vitality of Island County's cities and towns will be reinforced by ensuring that ~~U~~urban ~~D~~development occurs only within designated UGAs ~~Urban Growth Areas~~.
6. **Rural Development:** Island County's unique rural atmosphere and lifestyle will be protected from ~~Ss~~sprawling low density development and inappropriate uses; also, rural land use plans will ensure that permitted development is consistent with the availability of ~~Rr~~rural ~~S~~services and resources.
7. **Public Services:** Adopted land use and economic development plans will be reinforced and supported by ~~Pp~~public ~~Ss~~service and infrastructure investments. Decisions on infrastructure investments and the provision of ~~P~~public ~~S~~services will be made in a way which strengthens and reinforces adopted ~~P~~planning ~~G~~goals and ~~P~~policies.
8. **Urban Services:** In order to protect and enhance the quality of life enjoyed by the residents of Island County's ~~M~~municipalities and UGAs ~~Urban Growth Areas~~, ~~U~~urban ~~D~~development will be provided with high quality ~~U~~urban ~~S~~services. The Municipalities will work to provide services at a level that promotes and fosters ~~U~~urban ~~D~~development in a manner consistent with their adopted ~~P~~planning ~~G~~goals and ~~P~~policies. Urban ~~S~~services will not be provided outside of UGAs ~~Urban Growth Areas~~ to protect Island County's ~~R~~rural ~~C~~character and prevent scattered ~~S~~sprawling development patterns which are inefficient and costly to serve.
9. **Facilities of Countywide or Statewide Significance:** In recognition of the fact that some uses are difficult to site, but may be regionally significant or essential, the ~~C~~county, ~~M~~municipalities, and ~~S~~state agencies will work together to develop consistent policies and regulations governing, but not prohibiting these facilities.
10. **Transportation:** Island County should be served by an efficient, well connected, multimodal transportation system. Transportation plans, spending decisions, and regulations will be consistent with and reinforce adopted land use and economic development plans.
12. **Affordable Housing:** ~~Opportunities for affordable housing will be provided throughout Island County and a full range of housing types and densities will be permitted in Island County's Urban Growth Areas and Municipalities in order to ensure that the supply of new housing is consistent with demand.~~ Housing

affordable to all income levels will be planned for and accommodated throughout Island County including in rural areas, NMUGAs, and municipalities.

13. **Economic Development:** Develop a coordinated and diverse economic base that provides employment opportunities and improves the wellbeing of all economic segments of Island County's population. The ~~C~~county and ~~M~~municipalities will consider economic development broadly by incorporating ~~P~~planning ~~P~~policies throughout their planning documents that are supportive of a coordinated economic development strategy.

13. **Critical Areas:** The ~~C~~county and ~~M~~municipalities will work together to ensure that ~~P~~planning ~~P~~policies, and ~~D~~development ~~R~~regulations designed to protect Island County's natural resources and critical areas are consistent with one another.

14. **Historic Preservation:** Preserve and protect cultural resources as well as lands, sites, and structures that have historic or archaeological significance.

15. **Water Resources:** Protect the long-term viability of Island County's drinking water supply and the rights of Island County's existing residents, by considering the relationship between allowed densities and known and/or verifiable water supplies.

16. **Climate Resilience ~~&~~ and Natural Disasters:** ~~In order to avoid unnecessary and costly infrastructure and to avoid exposing to unnecessary risk municipalities will work proactively to prepare for, and if necessary, adapt to the impacts of changing climate patterns and natural disasters.~~ Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

17. **Public Health:** Promote the health of people of all ages and abilities by adopting policies and regulations that encourage safe, healthy habits, surroundings, and equitable access through the communities we plan, build, and preserve.

3. Countywide Planning Policies

The following policies are intended to facilitate the realization of the countywide goals identified above. These policies are further intended to guide the development of ~~C~~county and ~~M~~municipal comprehensive plans and ~~D~~development ~~R~~regulations where such plans and regulations involve issues of countywide concern.

3.1 General Provisions

1. Except as otherwise stated, ~~M~~municipalities shall be responsible for establishing long range plans and ~~P~~planning ~~P~~policies for ~~Municipal~~ UGAs ~~Urban Growth Areas~~. The ~~M~~municipalities shall also be exclusively responsible for regulating land use and development within the incorporated portions of ~~Municipal~~ UGAs ~~Urban Growth Areas~~. Housing units in municipal UGAs will be attributed to the municipality, not the County.
2. The ~~C~~county shall be responsible for regulating land use and development activities within unincorporated portions of ~~Municipal~~ UGAs ~~Urban Growth Areas~~; however, the ~~C~~county must coordinate with the associated ~~M~~municipality to ensure that any new uses authorized by a ~~C~~county permit or ~~D~~development ~~R~~regulation are consistent with the ~~M~~municipality's ~~P~~planning ~~G~~goals and ~~P~~policies, as well as any applicable CPPs ~~Countywide Planning Policies~~.
3. Growth and development within NMUGAs ~~Non-Municipal Urban Growth Areas~~ shall be planned for, managed, and regulated by the ~~C~~county.
4. The ~~C~~county and the ~~M~~municipalities should coordinate where appropriate, the development and implementation of long-range plans for youth services, senior services, fire protection, police services, air quality, transportation, solid waste, public and private utilities, watershed and storm-water planning, and environmental plans for the protection of critical areas.
5. Growth and development outside of UGAs ~~Urban Growth Areas~~ shall be planned for, managed, and regulated by the ~~C~~county, except that planning within JPAs ~~Joint Planning Areas~~ shall be subject to the JPA ~~joint planning area~~ policies described below in section 3.2.
6. The County will be the nominal lead for the State Environmental Policy Act (SEPA) review of the CPPs.

3.2 Joint Planning Area Policies

1. For each ~~Municipal~~ UGA, the ~~C~~county and the ~~M~~municipality associated with the ~~M~~UGA shall collaboratively designate a ~~Joint Planning Area (~~JPA~~)~~. Broadly, such areas are intended to provide an opportunity for long-term planning beyond the normal twenty-year planning horizon.
    a. When identifying properties for inclusion in the JPA, the following shall be given first consideration:
        i. Lands adjacent to the ~~M~~UGA;
        ii. Lands adjacent to essential public facilities and urban services;
        iii. Lands that facilitate connectivity to established or projected transportation corridors; and

iv. Lands where inter-jurisdictional long-term coordination would be beneficial due to the sensitive nature of adjacent uses.

b. When possible, resource lands of long-term commercial significance should be considered for exclusion from the JPA.

c. JPA boundary lines shall be drawn, wherever practical, in order to:

i. Be contiguous and not contain any holes;

ii. Follow street alignments, water courses, and other physical boundaries;

iii. Be kept straight, simple, and logical; and

iv. Follow parcel boundaries (not dividing a parcel).

2. The ~~C~~county and the ~~M~~municipality shall also collaboratively produce a long-term conceptual plan for the JPA ~~Joint Planning Area~~ as follows:

a. Two broad overlay designations shall apply within JPAs as follows; Potential ~~Priority~~ Growth Areas (PGA) and Long Term Rural Significance (LRS) ~~Auxiliary Growth Area (AGA)~~. These designations need not be applied to all land within the JPA, land may be left undesignated; however, sufficient quantities of both PGA and ~~AGA~~ LRS land should be designated to guide and control future development and UGA expansions.

b. The JPA overlay designation of ~~Priority Growth Area (~~PGA~~)~~ should be considered for lands which are;

i. Already characterized by ~~U~~urban ~~D~~development,

ii. Served by ~~U~~urban ~~S~~services, particularly sanitary sewer, or

iii. Determined by the ~~M~~municipality and the ~~C~~county to be the most logical and ~~cost~~ effective location to accommodate future UGA ~~Urban Growth Area~~ expansions.

c. Land should not be assigned a JPA ~~Joint Planning Area~~ overlay designation of PGA if such land meets the criteria for an ~~AGA~~ LRS designation unless when such designation meets the criteria established in 3.2(2)(e~~f~~) of this chapter.

d. JPA overlay designation of ~~Auxiliary Growth Area (AGA)~~ LRS should be considered for lands which are:

i. Extensively constrained by critical areas, flood hazards, or tsunami hazards, except when this land could be used to fulfill open space requirements;

ii. Determined by the ~~C~~county and/or ~~M~~municipality to have long-term cultural, scenic or environmental benefits, except when this land could be used to fulfill open space requirements;

iii. Resource lands of long-term commercial significance;

iv. Classified as forest lands or farm and agricultural lands and with property valuation at current use classification under RCW 84.34.020(2) or RCW 84.33.035; or

v. Within or in close proximity to Accident Potential Zones, and areas highly impacted by aircraft noise identified in Air Installations Compatible Use Zones (AICUZ) ~~P~~program noise contour maps.

~~e. When possible, a buffer of land should be provided between the UGA or lands designated as JPA, and resource lands or long term commercial significance. When such a buffer is established it shall be assigned a designation of AGA. A buffer should not be established if it would result in highly irregular or impractically configured AGA overlay boundaries.~~

e~~f~~. ~~Joint Planning Area~~ JPA designations shall not be assigned in such a way that future UGA expansions are completely precluded, forestalled, or rendered impractical; areas must be provided to allow for future UGA expansions. Lands designated LRS ~~AGA~~ may be considered for re-designation to PGA when:

i. A LRS ~~AGA~~ designation would create a non-contiguous ("donut hole") area of ~~C~~county land with future UGA expansions;

ii. A LRS ~~AGA~~ designation would preclude, forestall, or make impractical the future and logical expansion of the UGA;

iii. A LRS ~~AGA~~ designated area is located adjacent to or in close proximity to established or projected transportation corridors;

iv. A LRS ~~AGA~~ designated area is needed to facilitate or provide access and connectivity to established or projected transportation corridors;

v. A LRS ~~AGA~~ designated area is located adjacent to or in close proximity to essential public facilities or urban services; ~~or~~

vi. A LRS ~~AGA~~ designated area is needed to facilitate the logical extension of urban services or for the siting of essential public facilities; or

vii. A LRS designated area is needed for the logical expansion of the UGA, and will be used to fulfill open space requirements.

f~~g~~. Lands designated LRS ~~AGA~~ that perform a critical recharging effect on aquifers used for potable water or lands which contain significant flood hazard areas should remain LRS ~~AGA~~ when possible.

3. The ~~C~~county shall adopt the PGA and LRS ~~AGA~~ designations as ~~C~~comprehensive ~~P~~plan overlay designations which will apply in addition to any underlying comprehensive plan or zoning designations.

4. The ~~C~~county may adopt a FPA ~~Future Planning Area~~ around the Freeland NMUGA ~~Non-Municipal Urban Growth Area~~ and assign overlay designations in accordance with the criteria provided in Section 3.2.

5. A conceptual JPA plan should be prepared by the ~~C~~county in cooperation with each ~~M~~municipality consistent with the above criteria, the ~~P~~planning ~~G~~goals and ~~P~~policies expressed in this document, and any applicable ~~C~~county ~~P~~planning ~~G~~goals and ~~P~~policies. The ~~C~~county and ~~M~~municipalities should then work together to resolve any concerns prior to final adoption by the ~~C~~county.
6. Proposals to modify a ~~M~~UGA or JPA ~~Joint Planning Area~~ may be made by a ~~M~~municipality or the ~~C~~county. Modifications to JPA plans shall be subject to the procedures and criteria identified above and should generally be reviewed during the periodic update cycle mandated by the GMA or sooner if needed to ensure consistency with adopted criteria.
7. For lands assigned a designation of ~~Priority Growth Area (~~PGA~~)~~, the ~~C~~county shall adopt ~~P~~planning ~~P~~policies which limit or restrict development ~~which~~ that could interfere with the efficient utilization of such lands for future ~~U~~urban ~~D~~development. The ~~C~~county shall also adopt ~~P~~planning ~~P~~policies which provide ~~M~~municipalities notification of significant development proposals (such as land divisions, site plan approvals, or major transportation projects) within the JPA, and shall provide the affected ~~M~~municipality with the ability to comment on such proposals.
8. For lands assigned a designation of LRS ~~Auxiliary Growth Area (AGA)~~ the ~~C~~county shall adopt ~~P~~planning ~~P~~policies and which protect the agricultural, environmental, forestry, aesthetic, or cultural values of such lands.

3.3 Urban Growth Areas

Consistent with the provisions of RCW 36.70A.110, a UGA ~~Municipal Urban Growth Area~~ has been established around each ~~M~~municipality. A ~~Non-Municipal~~ NMUGA has also been established in Freeland in recognition of the fact that Freeland is already characterized by ~~U~~urban ~~D~~development. Existing UGAs may be modified when it can be demonstrated that the proposed modification is consistent with the following policies. These policies are intended to implement countywide planning goals 2.1, 2.2, 2.4, and 2.5 as well as GMA planning goals one, two, and four as provided for in RCW 36.70a.020.

1. The review of a UGA for possible expansion is a significant undertaking. Generally, UGAs should only be enlarged or modified during the periodic update process; however, UGAs may be modified outside of the periodic update process if necessary to accommodate major and unanticipated fluctuations in Island County's population, or if necessary to accommodate a large employer or institution which cannot reasonably be accommodated within an existing UGA.
2. UGAs ~~Urban Growth Areas~~ may be expanded during a GMA mandated periodic update cycle if necessary to accommodate a 20 year supply of buildable land as required by RCW 36.70A.110.

3. UGAs ~~Urban Growth Areas~~ may be expanded outside of a GMA mandated periodic update cycle if the expansion is necessary for one of the following reasons. For purposes of interpreting these policies, "the start of the planning period" shall mean the date on which the most recent periodic update was completed.
    a. Population growth in the UGA since the start of the planning period equals or exceeds fifty percent of the population growth allocated to the UGA at the start of the planning period; or
    b. Employment growth in the UGA since the start of the planning period equals or exceeds fifty percent of the employment growth allocated to the UGA at the start of the planning period; or
    c. Written notification is provided by the Department of Defense, or other reliable and verifiable information is obtained, indicating that prior to the next periodic update cycle, Naval Air Station Whidbey Island (NASWI) staffing will increase in a manner which would result in population growth equal to or exceeding fifty percent of the population growth allocated to the UGA at the start of the planning period; or
    d. An opportunity is presented to bring a large scale business, industry, institution, or other significant employer to Island County, and the ~~C~~county and ~~M~~municipality agree that due to the facility or institution's unique characteristics there is no suitable land available inside the current UGA.
4. UGAs ~~Urban Growth Areas~~ shall be sized to include only the land necessary to accommodate twenty years of population and employment growth based on the methodology included in Appendix ~~"~~A~~"~~. This methodology is intended to provide for a reasonable market factor.
5. In considering potential UGA expansion scenarios, ~~M~~municipalities should consider alternative measures such as~~,~~ increasing the densities allowed within their existing UGA or altering the uses allowed by their land use plan and zoning regulations. The viability of such measures should then be discussed with the ~~C~~county. In determining the viability of such alternative measures, the ~~M~~municipalities may consider a full range of economic, social, and real estate market factors.
6. After a thorough consideration of all other reasonable measures the UGA may be expanded in order to relieve a critical shortage of buildable land. If it is determined that an expansion or modification of a UGA is necessary, the UGA boundaries must be evaluated on a countywide basis, be based on a ~~C~~county population projection that does not exceed the Office of Financial Management (OFM) published ranges, and include an evaluation of the ~~allocation of~~ growth and housing allocations outlined in Appendix B~~to each Planning Area and UGA~~.
7. Land shall be considered for inclusion within the UGA in the following order~~.~~:

a. Land with a JPA overlay identified as urban holding areas designation of PGA.

b. Land within a JPA which has not been assigned a JPA overlay designation except as provided for in 3.3.8.

c. Land with a JPA overlay designation of LRS ~~AGA~~ which is not extensively constrained by critical areas; which does not contain significant flood or tsunami hazard areas; or which is not designated as resource lands or long-term commercial significance.

8. Land which is extensively constrained by critical areas, which contain flood or tsunami hazard zones, or which is designated as resource land ~~or~~ of long-term commercial significance, should be considered the lowest priority for inclusion within a UGA and should only be included within a UGA ~~upon a demonstration of the following~~ based on the following criteria:

~~a. After a thorough consideration of all other reasonable measures the UGA must be expanded in order to relieve a critical shortage of buildable land;~~

a. The lands are needed to provide contiguity between PGA and other developable lands;

b. The lands will be preserved by their natural and environmental values with park or open space designations;

c~~b~~. No other land exists which can reasonably be added to the UGA;

d~~c~~. The land being considered can be reasonably served by ~~U~~urban ~~S~~services; and

e~~d~~. A transfer of development rights (TDR) program has been enacted per WAC 365-196-815(1)(a).

9. Under no circumstances shall a UGA be expanded into a designated tsunami or flood hazard area unless the land is assigned an extremely low intensity comprehensive plan designation such as park or open space.

10. UGAs ~~Urban Growth Areas~~ may be reduced in size if:

a. Revised population estimates or allocations indicate that that the existing UGA is larger than necessary to accommodate a 20 year supply of buildable land.

b. Densities within the UGA have been increased such that the UGA is larger than necessary to accommodate a 20 year supply of buildable land.

c. It is determined that ~~U~~urban ~~S~~services including public sewer and water cannot reasonably be provided to the area included in the proposed UGA reduction. Any UGA reduction proposed on the basis of this criterion shall ensure that any population currently allocated to the area included in the proposed reduction is redistributed elsewhere within the UGA, or to another UGA.

11. UGAs ~~Urban Growth Areas~~ may be modified by simultaneously including and excluding land so that the total area of the UGA is not altered, provided that land shall be considered for inclusion based on the criteria expressed in policies 3.3.5, 3.3.6, 3.3.7, 3.3.8, and 3.3.9 above.
12. Land shall not be removed from a UGA if it is already characterized by ~~U~~urban ~~D~~development, permits have been issued authorizing ~~U~~urban ~~D~~development, or ~~U~~urban ~~S~~services have been extended into the area, unless the area is physically separated from and not adjacent to existing urbanized areas and would otherwise qualify as a ~~Rural Area of Intense Development (~~RAID~~)~~.
13. UGA modifications outside of the period update cycle may be proposed by a ~~M~~municipality, the ~~C~~county, or an individual. Modifications proposed by ~~M~~municipalities or individuals shall be submitted to the ~~C~~county in a manner consistent with the ~~C~~county's procedures for comprehensive plan amendments and placed on the ~~C~~county's annual review docket (per ~~ICC~~ Chapter 16.26 ICC). Modifications proposed by individuals shall not be approved by the ~~C~~county unless the modification is supported by the legislative authority of the affected ~~M~~municipality.
14. For any proposed UGA modification a current land capacity analysis shall be prepared and shall utilize the procedures described in Appendix A. The land capacity analysis should be performed by the respective ~~the~~ jurisdiction~~; initiating the UGA modification, unless the modification is initiated by an individual, in which case the land capacity analysis should be completed by the County~~.

3.4 Urban Development

The following policies have been adopted to ensure that ~~U~~urban ~~D~~development occurs only within designated UGAs ~~Urban Growth Areas~~, and that ~~U~~urban ~~G~~growth is orderly, compact, contiguous, and adequately served by ~~U~~urban ~~S~~services. These policies are intended to implement countywide planning goals 2.4, 2.5, and 2.8 as well as GMA planning goals one, two, and twelve.

1. Urban ~~D~~development shall take place only within municipalities and UGAs/NMUGAs.
2. Each ~~M~~municipality shall prepare land use plans, ~~P~~planning ~~P~~policies, and ~~D~~development ~~R~~regulations for their UGA. These plans, ~~P~~planning ~~P~~policies, and ~~D~~development ~~R~~regulations shall be used to regulate development activities within the incorporated boundaries of the ~~M~~municipality. For land within a ~~Municipal~~ UGA, but outside the incorporated boundaries of a ~~M~~municipality, the ~~C~~county's ~~P~~planning ~~P~~policies and ~~D~~development ~~R~~regulations shall apply until such time that the land is annexed. Upon annexation the ~~M~~municipality's ~~P~~planning ~~P~~policies and ~~D~~development ~~R~~regulations shall apply.
3. Urban ~~D~~development shall be expressive of ~~U~~urban ~~C~~character. Planning ~~P~~policies and ~~D~~development ~~R~~regulations should be adopted by the ~~C~~county and

the ~~M~~municipalities to ensure that ~~U~~urban ~~D~~development is not wasteful of land or resources, and that ~~U~~urban ~~D~~development proceeds in an orderly contiguous fashion.

4. Planning ~~P~~policies and ~~D~~development ~~R~~regulations shall be adopted which require that new development, including subdivisions, short subdivisions, site plan approvals, and building permits for new homes and commercial or industrial buildings within a designated UGA be served by public sewer and water.
5. Development ~~R~~regulations may be adopted by the ~~M~~municipalities ~~(~~or by the ~~C~~county, in the case of the Freeland NMUGA), ~~which allow~~ variances or waivers may ~~to~~ be granted from the above requirement in situations where public sewer and water cannot be provided economically due to topographical constraints or an inability to obtain the approval of intervening land owners. ~~Waivers or variances should only be granted to serve existing development or to permit the development of single-family homes on existing lots.~~ Waivers or variances shall not be used to permit land division ~~or the establishment of new non-residential uses~~.
6. The construction or installation of new private wells and septic systems within UGAs ~~Urban Growth Areas~~ should be strongly discouraged and only allowed through a variance or waiver as described above in policy 3.4.5. When permitted, these systems should be considered an interim solution until public sewer or water service can be provided.
7. The ~~M~~municipalities and ~~C~~county agree that steps should be taken during each periodic update cycle to increase the percentage of Island County's overall growth occurring within UGAs. The ~~M~~municipalities and the ~~C~~county should work to foster, promote, and accommodate additional housing and job growth within existing UGAs and shall adopt policies to accomplish this objective.
8. Municipalities shall not annex land outside an UGA ~~Urban Growth Area~~.
9. Land recently added to a UGA shall not be annexed until any appeal periods or proceedings associated with the UGA expansion have lapsed or been resolved.
10. Each ~~M~~municipality should include specific policies to guide the incorporation process in their comprehensive plans.
11. It is recognized that ~~U~~urban ~~G~~growth and ~~D~~development should be regulated by the ~~M~~municipalities. Accordingly, the following policies are intended to facilitate and encourage the annexation of land outside of existing ~~M~~municipal boundaries but within ~~Municipal~~ UGAs. These policies are also intended to ensure that ~~U~~urban ~~D~~development occurs in a logical, incremental, and rational fashion, and to prevent the ~~C~~county from authorizing development within a ~~Municipality's~~ UGA which forestalls or frustrates future ~~U~~urban ~~D~~development or the realization of the ~~M~~municipality's ~~P~~planning ~~G~~goals and ~~P~~policies:
    a. Land outside of existing ~~M~~municipal boundaries but within a ~~Municipal~~ UGA shall be assigned a ~~C~~county comprehensive plan and zoning designation of

Urban Holding ~~"~~(UH)~~"~~ until such time that it is annexed by a municipality. Once the annexation process is complete, the ~~M~~municipality's ~~P~~planning ~~P~~policies, zoning designations, and ~~D~~development ~~R~~regulations shall be used to regulate development.

b. Island County will support the incorporation of NMUGAs ~~Non-Municipal Urban Growth Areas~~ and provide technical assistance as needed, provided that all annexation and incorporation proposals involving land associated with a NMUGA ~~Non-Municipal Urban Growth Area~~ will be reviewed against the relevant incorporation/annexation criteria set forth in ~~S~~state law, including a thorough analysis of fiscal impacts.

c. In allocating projected growth to UGAs, priority should be given to ~~Municipal~~ UGAs over ~~Non-Municipal~~ NMUGAs within the same planning area.

d. The ~~C~~county shall continue to work with local jurisdictions to adopt ~~P~~planning ~~P~~policies and ~~D~~development ~~R~~regulations that will facilitate anticipated urban development, annexation and the provision of urban services in those areas designated UH.

12. Incorporation proposals involving land outside the boundaries of a NMUGA ~~Non-Municipal Urban Growth Area~~ shall not be supported or approved by the ~~C~~county.

3.5 Rural Development

1. All development outside of UGAs shall be consistent with the ~~C~~county's definition of ~~R~~rural ~~C~~character (ICC 17.03.040).
2. Allowed land uses in the ~~R~~rural ~~A~~areas should primarily be agricultural or low density residential in nature. In order to support the economic and social vitality of existing cities and towns, non-residential, non-agricultural uses in ~~R~~rural ~~A~~areas should generally be limited to small scale home businesses and non-residential uses which are directly related to, and supportive of, agricultural uses. Small scale recreation and tourist uses may also be appropriate in ~~R~~rural ~~A~~areas, and higher density housing and certain commercial uses may be permitted in the ~~C~~county's RAIDs. The ~~C~~county shall adopt ~~P~~planning ~~P~~policies.
3. In establishing allowed densities and uses in ~~R~~rural ~~A~~areas, the ~~C~~county shall consider the long-term availability of known and /or verifiable water supplies, the general suitability of the area for on-site septic systems, the presence of critical areas including geologically unstable areas, and ~~the presence of~~ flood or tsunami hazards.
4. The ~~C~~county shall plan for the timely and efficient provision of ~~R~~rural ~~S~~services.
5. In general, public facilities and buildings should not be located in ~~R~~rural ~~A~~areas unless their function or service area is best served by a location outside of a UGA.

6. The ~~M~~municipalities and the ~~C~~county have agreed that the percentage of growth occurring within UGAs should be increased. The ~~C~~county should adopt ~~P~~planning ~~P~~policies and ~~D~~development ~~R~~regulations in order to achieve this objective.

3.6 Public Facilities and Services

1. New ~~U~~urban ~~S~~services and facilities shall not be provided or extended outside of UGAs ~~Urban Growth Areas~~. In particular, sanitary sewer systems may not be extended outside of existing UGAs unless necessary to respond to a documented public health hazard caused by existing development which cannot be remedied in any other reasonable way.
2. Public ~~S~~services and facilities shall be provided in a manner which is consistent with, and helps to implement all aspects of locally adopted comprehensive plans and ~~D~~development ~~R~~regulations.
3. Public ~~S~~services and facilities shall not be provided in a manner which is contrary to locally adopted comprehensive plans and ~~D~~development ~~R~~regulations.
4. Within UGAs, provisions must be made to ensure that necessary ~~U~~urban ~~S~~services are available or in place prior to, or concurrent with, ~~U~~urban ~~D~~development.
5. Consistent with GMA requirements, locally adopted comprehensive plans and ~~D~~development ~~R~~regulations shall specifically identify how ~~U~~urban ~~S~~services will be provided throughout UGAs.
6. With respect to services or facilities of regional significance, ~~M~~municipalities and the ~~C~~county should coordinate capital facilities planning and funding within UGAs.
7. The ~~C~~county and the ~~M~~municipalities will work together to implement, enforce, and update the Coordinated Water System Plan and any associated ~~P~~planning ~~P~~policies or ~~D~~development ~~R~~regulations.
8. Public ~~S~~services and facilities should be located in areas which are accessible by all modes of transportation. In particular, public services serving low income or mobility impaired citizens should be located in close proximity to transit stops and in areas with a well developed network of sidewalks and paths.
9. In general, public facilities and buildings should not be located in ~~R~~rural ~~A~~areas. In evaluating the appropriate location for public buildings and facilities, sites should be considered in the following order of preference:
    a. Sites within existing ~~M~~municipalities.
    b. Sites outside of existing ~~M~~municipalities, but within UGAs.
    c. Sites outside of an existing ~~M~~municipality, or UGA, but within a ~~Limited Area of More Intense Rural Development (~~RAID~~)~~.

d. Sites in ~~R~~rural ~~A~~areas, but only when it can be shown that the ~~P~~public ~~S~~service requires a location in a ~~R~~rural ~~A~~area due to its unique operational characteristics or service area requirements.

3.7 Facilities of Countywide or Statewide Significance

The ~~C~~county and the ~~M~~municipalities are required by the GMA (RCW 36.70A.200) to include provisions in their comprehensive plans and ~~D~~development ~~R~~regulations addressing essential public facilities. The following policies are intended to guide the designation, location, expansion, and modification of ~~F~~facilities of ~~C~~countywide or ~~S~~statewide ~~S~~significance and to ensure full compliance with GMA requirements.

1. The ~~C~~county and ~~M~~municipalities shall ensure that their ~~P~~planning ~~P~~policies and ~~D~~development ~~R~~regulations contain policies and procedures allowing for, and governing facilities of statewide or countywide significance.
2. The ~~C~~county and each ~~M~~municipality should establish a process through their comprehensive plans or ~~D~~development ~~R~~regulations for identifying and regulating the location and development of essential public facilities. These policies and regulations should, at a minimum, include:
   a. A process for determining whether or not a given facility or service meets the definition of an essential public facility.
   b. A process, including specific criteria, for evaluating alternative locations.
   c. Provisions to ensure that the environment, public health, and safety are protected.
   d. For facilities outside of UGAs, provisions to ensure, to the extent possible, the facility is consistent with the ~~C~~county's adopted definition of ~~R~~rural ~~C~~character.
3. To the extent possible, essential public facilities should be located in a manner which is consistent with, and supportive of adopted land-use, transportation, and economic development plans.
4. Essential public facilities shall be located within a UGA unless it can be demonstrated that a rural location is the most appropriate location based on the specific characteristics and operational needs of the facility. Mere convenience or expediency is not sufficient to demonstrate compliance with this requirement.
5. Essential public facilities located outside of a UGA should be self contained and should not require the extension or provision of ~~U~~urban ~~S~~services. In the event that it is absolutely necessary to extend ~~U~~urban ~~S~~services to allow for the establishment of an essential public facility that would otherwise be impossible to establish, ~~U~~urban ~~S~~services shall be provided in a manner which precludes further extension or connections in the intervening areas. In such instances, the extension of ~~U~~urban ~~S~~services shall not be used to service ~~R~~rural ~~D~~development

or to justify future UGA expansions that could not otherwise be supported by the policies of this document.

6. The ~~C~~county and ~~M~~municipalities shall not preclude the establishment or provision of an essential public facility when proposals for such services or facilities are consistent with these policies, as well as any ~~P~~planning ~~P~~policies and ~~D~~development ~~R~~regulations adopted by the ~~C~~county or ~~M~~municipalities regulating essential public facilities.
7. The ~~C~~county, in collaboration with the affected municipality shall review proposals for ~~F~~facilities of ~~C~~countywide or ~~S~~statewide ~~S~~significance in ~~unincorporated Municipal~~ UGAs, taking into consideration these policies, as well as applicable ~~C~~county and ~~M~~municipal policies and regulations.

3.8 Transportation

1. The transportation element of the ~~C~~county's comprehensive plan should include UGA ~~Urban Growth Area~~ components to ensure consistency among planning jurisdictions. All transportation planning, including that of ~~F~~federal or ~~S~~state agencies, and ~~P~~port ~~D~~districts, should be jointly and cooperatively developed, adopted and implemented through coordinated and collaborative planning efforts.
2. The ~~C~~county and ~~M~~municipalities should each actively participate in multi-county, multi-jurisdiction, regional transportation planning, including planning for Washington State Ferries.
3. The ~~C~~county and ~~M~~municipalities will cooperate in the analysis of, and response to, any major industrial, retail, commercial, recreation, or residential development proposal that may impact the transportation systems in Island County.
4. The capacity of the transportation system must be planned, built, and managed to meet planned land use densities in UGAs.
5. The planned transportation system should be implemented in a coordinated and cost effective manner utilizing a fair and sufficient method of funding.
6. The ~~C~~county and ~~M~~municipalities shall work together in identifying and preserving transportation corridors in JPAs and unincorporated UGAs. The location and extent of such corridors should be based on the street classifications and/or future street maps recommended or identified in the Transportation Elements of ~~M~~municipal ~~C~~comprehensive ~~P~~plans.
7. The purchase of right-of-way, or the construction of transportation projects necessary to facilitate ~~U~~urban ~~D~~development, within unincorporated UGAs shall be the responsibility of the ~~M~~municipality associated with the UGA.
8. The ~~C~~county and ~~M~~municipalities will coordinate their respective transportation plans for consistency and interconnectedness in JPAs and unincorporated ~~Municipal~~ UGAs. For developments occurring in a JPA~~,~~ or an unincorporated ~~Municipal~~ UGA, that may impact future transportation corridors, the County will

notify the ~~M~~municipality responsible for the UGA or JPA of the development and provide the ~~M~~municipality with an opportunity to comment on the proposal.

9. Pursuant to RCW 36.70A.430, a multi-jurisdiction environmental and permitting process should be established for reviewing and coordinating state and local permits for transportation projects that cross ~~M~~municipal or ~~C~~county boundaries. This policy may be carried out through the development of inter-local agreements with the ~~M~~municipalities within Island County as well as adjoining ~~C~~counties and ~~M~~municipalities.

3.9 Housing

In order to meet the need for affordable housing and to accommodate the housing needs for all economic segments of the population (per the State's requirements in RCW 36.70A), the ~~C~~county and ~~M~~municipalities will consider the following policies in the development of locally adopted comprehensive plans (refer to Appendix B for details on housing allocations and methodology):

1. A wide range of housing development types and densities throughout Island County shall ~~should~~ be accommodated ~~encouraged and promoted~~ to meet the needs of a diverse population and provide affordable housing and lifestyle choices for all;
2. Manufactured home parks at urban densities, should be located within ~~Municipalities,~~ UGAs and/or ~~unincorporated~~ RAIDs ~~rural centers~~;
3. Multi-family housing should be located within ~~Municipalities,~~ UGAs and/or ~~unincorporated~~ RAIDs ~~Rural Centers~~;
4. ~~In order to maximize economic opportunity and enhance the wellbeing of Island County's low income residents,~~ Publicly funded ~~low income~~ emergency housing and permanent supportive housing should be located in close proximity to employment centers, transit stops, and other public services.
5. The comprehensive plans of the ~~C~~county and the ~~M~~municipalities should consider the following housing policies:
    a. Development of ~~boarding houses,~~ single-room occupancy housing, planned residential developments ~~scattered site housing~~, and accessory dwelling units ~~housing such as elder cottages, guest houses, and/or attached apartments~~;
    b. Establishment of a public/private housing trust fund to provide loans and grants for development of low to moderate income housing and housing for persons with special needs;
    c. Identification of publicly owned properties within UGAs or RAIDs that could serve as possible sites for the development of affordable low income housing; and

d. Identification of regulatory relief actions such as inclusionary zoning, density bonuses for the development of lower-cost housing or in-lieu payments into a housing trust fund, forgiveness of impact or mitigation fees for low-income housing as authorized under the GMA or priority permit process treatment of housing developments intended for or including affordable housing.

6. Provisions for ~~affordable~~ housing affordable to all income levels will be required elements of the housing, land use, economic development and comprehensive plans of the ~~C~~county and ~~M~~municipalities.

3.10 Land Use & Public Health

Access to clean air and water, healthy food, affordable housing, adequate transportation, and opportunities for physical activity, are all key factors that contribute to a positive quality of life. The ~~Growth Management Act (~~GMA~~)~~ encourages the availability of affordable housing, efficient multimodal transportation systems, retaining open spaces, enhancing recreational opportunities and requires communities to plan for bicycle and pedestrian transportation and physical activity. Establishing a deliberate connection between land use and public health will assist the ~~C~~county and the ~~M~~municipalities in realizing these GMA objectives. Therefore, it is the policy of the ~~C~~county and the ~~M~~municipalities that the following policies should be considered when developing or revising ~~C~~county or ~~M~~municipal ~~P~~planning ~~P~~policies and ~~D~~development ~~R~~regulations:

1. Roadway systems should be planned, built, and managed to encourage alternative transportation modes to the single-occupant vehicle. Transportation systems should support active, independent mobility for users of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities. Each jurisdiction should encourage:
   a. Use of public transportation;
   b. Development of linked on-street bicycle routes and pedestrian and bicycle corridors;
   c. Adequate pedestrian facilities; and
   d. Provisions for connections between different modes of transportation.
2. Development within UGAs should encourage enhanced community access and promote healthy active lifestyles through:
   a. An appropriate mix of land uses and intensities of land uses;
   b. Well connected street grids;
   c. Non-motorized access to transportation;
   d. Appropriate pedestrian and bicycle facilities that allow for safe travel; and
   e. Regionally connected trail systems.

3. A countywide system of non-motorized trails should be established in accordance with the Island County Non-Motorized Trails Plan. Trail development should be completed through regional collaboration and prioritize linking multi-modal transportation, schools, urban development, places of employment, and recreational facilities.
4. Residents should have adequate access to “open space” areas. Open spaces include land which contains natural areas, habitat lands, natural drainage features, and/or other environmental, cultural and scenic resources. Such land should be preserved and provided to residents for recreational use when appropriate. Open spaces should be linked to non-motorized transportation and public transportation.
5. Residents should have access to healthy food choices. Consideration should be given to establishing land use patterns and ~~D~~development ~~R~~regulations that support such access. Land use and ~~D~~development ~~R~~regulation amendments should consider the potential to remove existing barriers to healthy food choices, if they exist. Home and community gardens within UGAs should be encouraged and supported through design and permitting processes.
6. Access to affordable housing influences, and is influenced by, residents health. Housing services should be planned with collaboration of health and economic development expertise. Development of multi-family affordable housing should be encouraged near major employment opportunities, public services including healthcare, public transportation, retail providing healthy food options, and open spaces such as parks and trails.

3.11 Economic Development & Employment

To ensure future economic vitality, broaden employment opportunities, and meet the needs of projected growth while retaining a high-quality environment, the ~~C~~county and the ~~M~~municipalities have determined that the following policies should guide local economic development planning efforts:

1. Economic growth should be encouraged within the capacities of the ~~C~~county’s natural resources, public services and public facilities;
2. The Economic Development Element of the Island County Comprehensive Plan and the comprehensive plans of the ~~M~~municipalities should, at a minimum:
    a. Consider the goods, services and employment requirements of existing and projected population;
    b. Identify the land use, infrastructure, transportation, and labor market requirements of businesses which have the highest probability of economic success in Island County and the least negative impact on the quality of life;

c. Based on citizen input, existing land use patterns, and local capacity (geographic environmental and other considerations), determine areas suitable for retail, commercial and industrial uses; and

d. Encourage expansion of the tax base to support the infrastructure and services required to support a growing or changing population.

3. Future retail, commercial, and industrial development should be encouraged in UGAs and RAIDs as identified in the comprehensive plans adopted by the ~~C~~county and ~~M~~municipalities.
4. Land use regulations and infrastructure plans of the ~~C~~county and ~~M~~municipalities should be amended or developed in a manner that supports economic development elements of locally adopted comprehensive plans.
5. Economic development in each of Island County's ~~P~~planning ~~A~~areas should proceed in a coordinated fashion consistent with locally adopted comprehensive plans and development regulations.
6. The ~~C~~county, ~~M~~municipalities, and ~~P~~port ~~D~~districts should work collaboratively to address issues of intergovernmental coordination and overlapping responsibility.

4. Administration and Implementation

The purpose of this section is to ensure that the CPPs ~~Countywide Planning Policies~~ are administered jointly in a collaborative fashion by the ~~C~~county and ~~M~~municipalities.

4.1 Countywide Planning Group

1. A Countywide Planning Group (CPG) shall be formed for the purpose of discussing and coordinating countywide planning issues. This group shall be comprised of representatives from the planning departments of Coupeville, Island County, Langley, and Oak Harbor.
2. The CPG shall meet at least two times each year or more frequently as needed.
3. Matters of overlapping concern or jurisdiction should be discussed by the CPG before being advanced for legislative approval by the ~~C~~county or ~~M~~municipalities.

4.2 Procedures for Adopting or Amending Countywide Planning Policies

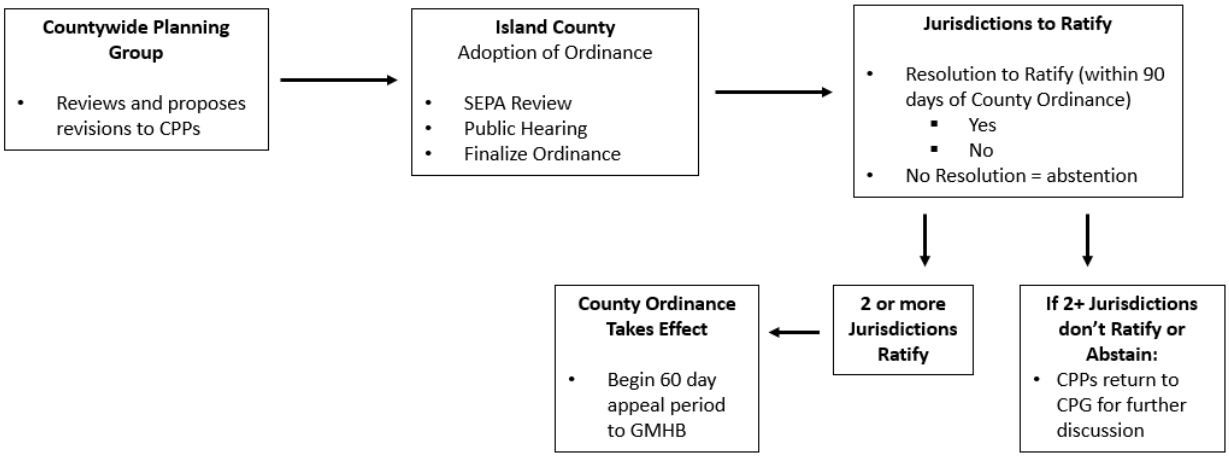
1. The CPPs ~~Countywide Planning Policies~~ shall be reviewed, updated, or amended as needed during the periodic update and review cycle required by RCW 36.70A.130, provided that any amendments or updates are consistent with the requirements of the GMA.
2. Amendments to the CPPs ~~Countywide Planning Policies~~ may be made outside of the normal periodic update cycle if necessary to address unforeseen or

unanticipated events which must be addressed prior to the next periodic update cycle. In such instances, revisions may be proposed by a ~~M~~municipality or the ~~C~~county and should be drafted jointly by the CPG prior to being advanced to the legislative bodies representing Coupeville, Island County, Langley, and Oak Harbor.

3. At least two years before the periodic review deadline established by RCW 36.70A.130 the CPG shall begin a series of meetings to discuss planning issues of countywide importance that may affect the periodic updates of the ~~M~~municipalities or the ~~C~~county.
4. If necessary amendments or updates are identified during the CPG meetings they shall be forwarded to the BOCC for consideration. If the BOCC makes a decision to adopt the proposed revisions, they shall only become effective when ratified by the majority of legislative bodies representing Coupeville, Island County, Langley, and Oak Harbor.

Refer to the Ratification process below for more details:

Island County Countywide Planning Policies Ratification Process



4.3 Population Projections and Land Capacity Analysis

1. As part of the periodic review process required by RCW 36.70A.130, the CPG shall review, and if necessary, revise the 20 year population projection. The ~~C~~county should lead this effort in cooperation with the ~~M~~municipalities.
2. In reviewing the 20 year population projection, the CPG shall utilize the medium series projection range issued by ~~the Washington State Office of Financial Management (~~OFM~~)~~ as a base, or starting point. The CPG shall then analyze the assumptions used in the development of OFM's forecasting model. In those instances where OFM's assumptions differ from locally observed conditions or trends, adjustments ~~shall~~ may be made to the medium series projection.
    a. When a mid-cycle evaluation is requested, or if the CPG deviates from the OFM medium projection, in addition to other relevant data, the following will

be re-evaluated to ensure that ~~C~~county population projections and/or allocations are still valid and correct.

i. Migration factors (including commuter patterns, retirees, and county job growth);

ii. Building permits for new construction compared to projected population growth;

iii. Growth locations and densities (permit data); and

iv. Project impacts, if expansion evaluation is pursuant to 3.3.3 (c) or (d).

3. Once a general consensus has been reached by the members of the CPG, the CPG's population projection recommendation shall be forwarded to the Island County Planning Commission and the ~~Board of Island County Commissioners (~~BOCC~~)~~ for consideration. Based on the Planning Commission's recommendation, the BOCC shall either adopt the 20 year population projection developed by the CPG or refer the matter back to the CPG for further work.

4. BOCC adoption of a population projection shall include a resolution identifying the population projection to be used. The population projection decision shall only become final when ratified by the majority of legislative bodies representing Coupeville, Island County, Langley, and Oak Harbor.

5. After the ~~BOCC~~ population projection has been ratified ~~has adopted a population projection~~, the CPG shall develop a plan for allocating the projected population growth to each jurisdiction ~~of Island County's Planning Areas~~. This regional allocation process should meet the requirements of RCW 36.70A.020 and be based on jobs, infrastructure, services, past growth trends, demographic characteristics, economic conditions, and housing market data. See Appendix B for more details on regional allocations.

~~6. After the regional allocation process described above is completed, the CPG shall divide each regional allocation into an urban component and a rural component; the urban component of each regional allocation shall then be assigned to the UGAs.~~

6~~7~~. For each UGA, a land capacity analysis shall be performed to determine if the UGA has sufficient capacity, with reasonable market factors in accordance with procedures provided in Appendix A, to accommodate the projected growth in population and jobs. The land capacity analysis should be conducted by the jurisdiction responsible for the UGA and shall utilize the procedures described in Appendix A.

7~~8~~. If, based on the results of the land capacity analysis described above, it is determined that a UGA does not have sufficient capacity to accommodate 20 years of population and job growth, the UGA may be expanded as necessary to accommodate the anticipated growth, provided that any proposed expansion shall be consistent with the applicable criteria contained in section 3.3 of these policies.

8~~9~~. If, based on the results of the land capacity analysis described above, it is determined that a UGA has significantly more capacity than is required to accommodate 20 years of population and job growth, the UGA may be reduced in size if requested by the jurisdiction responsible for the UGA, or if otherwise required to comply necessary to comply with the GMA ~~Growth Management Act~~, provided that any proposed reduction shall be consistent with the applicable criteria enumerated in section 3.3.

4.4 Monitoring and Reporting Procedures

1. In order to facilitate future analysis, the ~~C~~county and ~~M~~municipalities will maintain development records which include:
   a. The number of housing units permitted and constructed annually. This information shall be collected and maintained in a manner which makes it possible to differentiate between new “additional” units and replacement units.
   b. The number of land divisions approved, the size of the parcel divided, the number of new or additional lots created through each division, the gross and net density achieved by each division, and the quantity of land used for public purposes within each division.
   c. The number of multi-family development projects approved, the number of units contained within each development, the gross and net density achieved by each development, and the maximum density permitted in the zone where each project is located.
   d. The square footage of new commercial or industrial buildings permitted and constructed. This information should be collected and maintained so that it is possible to calculate the floor area or site coverage ratios of each development.
2. The data described above should be provided to Island County Planning Department by the end of January each year for the purpose of maintaining an accurate buildable lands inventory. Following the receipt of this information the ~~C~~county ~~should~~ may produce an annual report summarizing development trends in Island County and distribute this report to the ~~M~~municipalities and ~~S~~special ~~S~~service ~~D~~districts as appropriate.
3. GIS data should be provided to Island County by the end of January each year to reflect any changes made to ~~M~~municipal land use or zoning maps. Additionally, Island County should provide updated parcel information to the ~~M~~municipalities.

5. Fiscal Impact Statement

It is the opinion of the ~~C~~county and ~~M~~municipalities that the CPPs ~~Countywide Planning Policies~~, in themselves, have no fiscal impact and are an agreed upon method of guiding the planning activities required by the GMA ~~Growth Management Act~~. As the

GMA ~~Growth Management Act~~ and these policies are implemented to their maximum extent, ~~C~~county ~~G~~government may lose some tax base needed to operate essential services which serve both the ~~C~~county and ~~M~~municipalities. To compensate for this, legislation may be required to provide tax base sharing. Neither the fiscal impacts of implementing the GMA ~~Growth Management Act~~ itself, nor the development of land use plans and ~~D~~development ~~R~~regulations necessary to implement the GMA, are addressed herein.

Countywide Planning Policies
Appendix A: Buildable Lands Procedures

1. DEFINITIONS

1. **Critical Areas:** Mapped and verified streams, wetlands, lakes, ponds, frequently flooded areas, steep slopes, and geologically hazardous areas, and their maximum associated buffers.
2. **Critical Area Constraint Factor ~~(CF)~~:** A number representing the percentage of land (specific to each area analyzed) which is presumed to be constrained by critical areas, and therefore less likely to be available for development.
3. **Development Potential ~~(DP)~~, Non-Residential & Multi-Family Residential:** The number of acres available for non-residential and multi-family residential development in each industrial, commercial, mixed use, and multi-family zone. In this analysis, development potential ~~DP~~ is used as a subtotal to express the gross capacity of vacant or re-developable parcels before the ~~T~~total development potential ~~Development Potential~~ is calculated.
4. **Development Potential ~~(DP)~~, Single-Family Residential:** The potential number of lots or dwelling units which can be created by dividing or developing vacant or partially vacant parcels in zones which permit single-family residential development. In this analysis, development potential ~~DP~~ is used as a subtotal to express the gross capacity of vacant or partially vacant parcels before the ~~T~~total development potential ~~Development Potential~~ is calculated.
5. **Low Probability for Development ~~(LPD)~~:** Parcels which are not likely to be available for development because they are owned by a charitable organization, institution, or governmental entity. Low probability development ~~PD~~ parcels shall be identified based on Assessor's parcel data. Parcels which are tax exempt based on Assessor's parcel data shall be considered low probability development ~~LPD~~ parcels. Parcels with an easement that restricts future development shall also be considered low probability development ~~LPD~~ parcels.
6. **Partially Vacant Parcel ~~(PVP)~~:** A partially vacant parcel is a parcel which contains an existing dwelling unit but which is large enough to be divided.
7. **Public Purpose Land ~~(PPL)~~:** Includes land required for such things as streets, drainage facilities, and parks/open space.
8. **Re-Developable Parcel ~~(RP)~~:** A parcel zoned for non-residential uses or multi-family residential uses that has the potential to be redeveloped and used more intensively.
9. **Total Development Potential, Non-Residential & Multi-Family Residential ~~(TDP)~~:** The total gross quantity of land available for multi-family or non-residential development before land is subtracted to account for public purposes and critical areas.

10. **Total Development Potential, Single-Family Residential ~~(TDP)~~:** The total gross number of lots or dwelling units which could be created by dividing and/or developing all vacant and partially vacant parcels available for single-family development before land is subtracted to account for public purposes and critical areas.
11. **Total Net Capacity ~~(TNC)~~:** The total net capacity of each single-family, multi-family, industrial, commercial, and mixed use zone after land is subtracted for public purposes and critical areas. Total n~~N~~et c~~C~~apacity is expressed in acres for multi-family and non-residential zones, and dwelling units or lots for single-family zones.
12. ~~13.~~**Vacant Parcel ~~(VP)~~:** A parcel which is either vacant or has an improved value of less than $4,000 based on Assessor's parcel data. Parcels which contain a mobile or manufacture home shall not be considered vacant even if they have an improved value of less than $4,000.

13~~14~~. When the term **value** is used in this document it shall mean the assessed value identified in the Island County Assessor's ~~D~~database.

14~~15~~. When the term **BOCC** is used in this document it shall mean the Board of Island County Commissioners.

2. ASSUMPTIONS:

1. **Affordable Housing**: Within all areas, identify buildable lands to accommodate all income levels as defined by the State. The State defines the income brackets as percentages of the area median income, separated as follows: 0-30% non-permanent supportive housing, 0-30% permanent supportive housing, 30-50%, 50-80%, 80-100%, 100-120%, greater than 120%, and emergency housing.

2~~1~~. **Employment Density:** For commercial and industrial lands the following assumptions should be used:

   a. Commercial, UGA: 17 employees per acre

   b. Industrial: 8 employees per acre~~s~~

3~~2~~. **Public Land:** In RAIDs and UGAs, 15% of available land will be needed for public purposes.

4~~3~~. **Re-Development Factor:** It is assumed that 50% of multi-family, commercial, and industrial parcels with an improvement to land value of less than 1:2 will be available for redevelopment during the planning period (20 years from the date of the most recent periodic update).

5~~4~~. **Household Size (or Persons per Household):** An average household size will be used for each area analyzed based on census data.

6~~5~~. **Partially Vacant Parcels:** Due to the smaller minimum lot sizes typically allowed within ~~U~~urban ~~G~~growth ~~B~~boundaries, it is not always practical to assume a parcel that is twice the minimum lot size will be able to subdivide due to the orientation

of an existing structure on the property. To account for this, a defined percentage of parcels between 2 and ~~3.5~~ 4 times the minimum lot size in the zone should be deducted based on a sliding scale. Parcels located in ~~R~~rural ~~A~~areas shall be considered partially vacant if they are at least twice the minimum lot size required by the zone in which they are located.

Criteria	Adjustment Factor
2-2.5 times the minimum lot size	~~75~~90%
2.6-3 times the minimum lot size	~~50~~75%
3.1-4~~3.5~~ times the minimum lot size	25%
> ~~3.5~~ 4 times the minimum lot size	~~15~~0%

7~~6~~. **Rural Capacity Deficiencies:** If there is a capacity deficiency identified in the rural area of any one of the ~~P~~planning ~~A~~areas, the allocated population or jobs which are represented by that deficiency will be allocated to the UGA(s) within that ~~P~~planning ~~A~~area. If more than one UGA exists within that ~~P~~planning ~~A~~area, the population or jobs will be allocated in accordance with the same percentage of allocation used in the ~~R~~regional ~~A~~allocation process.

8~~7~~. **Seasonal/Recreational ~~(SR)~~adjustment factor:** Some dwelling units will not be available for residential occupancy, as they are used for short term rentals (e.g. VRBOs), second homes, etc. A seasonal/recreational ~~SR~~ factor will be based on the most current census data, but may be refined using local data.

9~~8~~. **Vacancy Rate ~~(VR)~~ adjustment factor:** A reasonable factor for vacant units will be based on the most current census data, but may be refined using local data.

10~~9~~. **Vacant Parcels ~~(VP)~~ adjustment factor:** To account for vacant parcels ~~VPs~~ that will not fully develop to the maximum density allowed over the next planning period, the capacity calculation for vacant parcels ~~VPs~~ will be reduced by a 10% adjustment factor.

3. RURAL ANALYSIS STEPS:

1. Identify all parcels within a RAID or UGA and exclude these parcels from further analysis.

2. Determine the critical area constraint factor for rural areas by combining all critical area GIS layers, calculating the number of acres constrained by critical areas within rural areas. The result is a critical area constraint factor for the rural area.

2. Separate parcels by zoning category and identify lands zoned park/open space, special review district, airport, or any other designation which does not allow for residential development. These parcels should be excluded from further analysis.

3. For each zoning designation, identify all low probability for development (LPD) based on tax classification. Parcels which are publicly owned or tax exempt (parks, schools, churches, etc.) should be considered low probability development LPD and excluded from further analysis.

4. For each zoning designation, calculate the development potential of all vacant parcels (VP). The development potential of vacant parcels is determined by dividing the parcel area required by the minimum lot size allowed in the zone, and rounding down, and applying the vacant parcels (VP) adjustment factor. For example, a 17 acre parcel in the rural zone could be divided into three five acre parcels (17/5 = 3.4) and accommodate three dwelling units.

5. For each zoning designation calculate the development potential of all partially vacant parcels (PVP) by dividing the parcel area by the minimum lot size, rounding down and subtracting one to account for the existing dwelling unit. For example, a 17 acre parcel in the rural zone with an existing home on it could be divided into three five acre parcels and two *additional* homes could be constructed on the resulting parcels. [(17/5 = 3.4) -1 = 2.4]. Additionally, identify all the parcels that fall within are 2 and to 3.5 times the minimum lot size or greater; discount a portion of these based on the sliding scale below provided in Section 2.5.

6. For each zoning designation determine the total development potential (TDP) by adding the results from steps four and five together. This step allows the total build-out capacity for each, non-RAID, rural zoning designation to be determined (in dwelling units).

7. As a final step, add the resulting total development potential TDP figures for each zoning designation together to determine the total development potential for areas outside of RAIDs and UGAs. Apply the critical area constraint factor and the seasonal/recreational SR) adjustment factor to determine an appropriate amount of land to deduct from the development potential. This step will allow the total net capacity (TNC) of the rural area (excluding RAIDs) to be determined (in number of dwelling units).

8. In order to determine the number of people that can be accommodated, the dwelling unit totals from steps six or seven can be multiplied by the average household size, with the vacancy rate (VR) adjustment factor applied. The average household size should be determined using the most recent census data available.

4. RAID ANALYSIS STEPS:

4.1 General Steps

1. Identify all parcels which are either located within a UGA or outside of a RAID. Exclude these parcels from further analysis.
2. For each zoning designation, identify all ~~L~~low ~~P~~probability for ~~D~~development ~~(LPD)~~ based on tax classification. Parcels which are publicly owned or tax exempt (parks, schools, churches etc.) should be considered low probability for development ~~LPD~~ and excluded from further analysis.
3. Separate residential RAIDs from non-residential RAIDs by zoning designation. Residential RAID parcels should be analyzed separately from non-residential RAID parcels as described below.
4. Determine the critical area constraint factor for each RAID by combining all critical area GIS layers, calculating the number of acres constrained by critical areas within each RAID. The result is a critical area constraint factor for each RAID.

4.2 Determining the Capacity of Single Family Residential RAID Zones

1. For each residential RAID zoning designation calculate the development potential of all vacant parcels ~~(VP)~~. The development potential of vacant parcels is determined by dividing the parcel area by the minimum lot size allowed in the zone, and rounding down, and applying the ~~V~~vacant ~~P~~parcels ~~(VP)~~ adjustment factor.
2. For each residential RAID zoning designation calculate the development potential of all partially vacant parcels ~~(PVP)~~. For purposes of this analysis, a partially vacant parcel is a parcel that is at least two times as large as the minimum lot size allowed by the zone. Calculate the development potential of all partially vacant parcels ~~(PVP)~~ by dividing the parcel area by the minimum lot size allowed in the zone and rounding down and subtracting one in order to account for the existing dwelling unit. Additionally, identify all the parcels that fall within are 2 ~~and~~to 3.5 times the minimum lot size or greater; discount a portion of these based on the sliding scale below provided in Section 2.5.
3. For each residential RAID zoning designation determine the total development potential ~~(TDP)~~ by adding the results of steps one and two together. Next determine the amount of land needed for public purposes and deduct an appropriate amount of land. Finally, apply the critical area constraint factor and the ~~S~~seasonal/~~R~~recreational ~~(SR)~~ adjustment factor to determine an appropriate amount of land to deduct from the development potential. This step allows the total net capacity ~~(TNC)~~ for each residential RAID zoning designation to be determined (in dwelling units).
4. Add the resulting total net capacity ~~TNC~~ figures for each residential RAID zoning designation together to determine the total development potential for all residential RAID zones. This step will allow the total combined net capacity of residential RAID zones to be determined (in number of dwelling units).

5. In order to determine the number of people which can be accommodated, the dwelling unit totals from steps three or four can be multiplied by the average household size, with the ~~V~~vacancy ~~R~~rate ~~(VR)~~ adjustment factor applied. The average household size should be determined using the most recent census data available.

4.3 Determining the Capacity of Multi-Family & Mixed-Use Residential RAID Zones

See Section 5.3, UGA Multi-Family and Mixed-Use Residential instructions.

4.4 Determining Capacity of Non-Residential RAID Zones

1. For each non-residential RAID zoning designation identify all vacant parcels ~~(VP)~~. Once all of the vacant parcels have been identified, calculate the total combined acreage of these parcels. The resulting number is the non-residential development potential of all vacant parcels (in acres) for each non-residential RAID zoning designation.
2. For each non-residential RAID zoning designation identify all re-developable parcels ~~(RP)~~. A parcel should be considered re-developable if the parcel data indicates that the improvement value to land value ratio is less than 1:2. Once all of the re-developable parcels have been identified, calculate the total combined acreage of these parcels. The resulting number is the non-residential development potential of all re-developable parcels (in acres) for each non-residential RAID zoning designation. As a final step, deduct 50% in order to account for the re-development factor.
3. For each non-residential RAID zoning designation determine the total development potential ~~(TDP)~~ by adding the results of steps one and two together. Next determine the amount of land needed for public purposes and deduct an appropriate amount of land. Finally apply the critical area constraint factor and deduct an appropriate amount of land. This step allows the ~~T~~total ~~N~~net ~~C~~capacity ~~(TNC)~~ for each non-residential RAID zoning designation to be determined (in acres).
4. Add the resulting total net capacity ~~TNC~~ figures for each non-residential RAID zoning designation together to determine the total development potential for all non-residential RAID zones. This step will allow the total combined build-out capacity of non-residential RAID zones to be determined (in acres).
5. In order to determine the number of jobs which can be accommodated in ~~N~~non-~~R~~residential RAID zones, the acreage totals from step four can be multiplied by the average industrial and commercial employment densities.

5. UGA ANALYSIS STEPS:

5.1 General Steps

1. Sort parcels by zoning or comprehensive plan designation using Assessor's parcel data and/or any other applicable information. ~~Zoning or comprehensive plan designation should be obtained from the jurisdiction to ensure the accuracy of information before beginning the analysis.~~
2. For each UGA, identify all the ~~L~~low ~~P~~probability for ~~D~~development ~~(LPD)~~ parcels in each zoning designation. ~~LPD~~ Low probability for development parcels should include land which is tax exempt (parks, schools, churches, and public facilities). Parcels, located in developed tracts, used for stormwater drainage and landscaping should be identified and removed from the analysis. These parcels typically are a requirement of the site plan and are not available for redevelopment. Remove all condominiums and gas stations from the results. Condominiums may show up in the results due to the relatively low improvement to land value of any one unit, however, the aggregate improvement to land value generally makes condominiums unlikely to redevelopment. Gas stations often have a low improvement to property value because they generally have very limited facilities and expensive real estate; however, they are highly unlikely to redevelop. These parcels should be excluded from further analysis.
3. For each UGA, compile all available critical area mapping information and merge these layers into a single layer to determine the total quantity of constrained acreage in each zoning designation. Calculate the percentage of land area within each UGA that is constrained by critical areas by comparing number of acres constrained by critical areas to the total number of acres in each UGA. This calculation will result in a critical area constraint factor for each UGA.
4. Based on available zoning or comprehensive plan information, sort all parcels into ~~four~~ the following groups ~~as follows~~: (a) parcels zoned for single family home development (freestanding homes, townhomes, or other forms of individual lot development); (b) parcels zoned for multi-family or mixed-use residential development (apartments, condominiums, mobile home parks, and other forms of multi-unit per parcel development); (c) commercial and mixed-use commercial zones; and (d) industrial zones. For each of the following groups, describe how housing at each income level will be accommodated (i.e., moderate-, low-, very low-, and extremely low-income households). Each of these groups should then be analyzed separately as described below.

5.2 UGA Capacity - Single Family Zones

1. For each single-family zoning designation calculate the development potential of all vacant parcels ~~(VP)~~. The development potential of vacant parcels is determined by dividing the parcel area by the minimum lot size allowed in the zone, rounding down, and applying the ~~V~~vacant ~~P~~parcels ~~(VP)~~ adjustment factor. When ~~P~~planning ~~P~~policies or ~~D~~development ~~R~~regulations specify both a minimum and maximum density, both should be calculated to produce a range. Developments since the adoption of the most recent ~~D~~development ~~R~~regulations should be used to select the most likely density for expected development to achieve within this potential range.

2. For each single-family zoning designation calculate the development potential of all partially vacant parcels ~~(PVP)~~. For purposes of this analysis, a partially vacant parcel is a parcel that is at least two times as large as the minimum lot size allowed by the zone. Calculate the development potential of all partially vacant parcels ~~(PVP)~~ by dividing the parcel area by the minimum lot size allowed in the zone and rounding down and subtracting one in order to account for the existing dwelling unit. When ~~P~~planning ~~P~~policies or ~~D~~development ~~R~~regulations specify both a minimum and maximum density, both should be calculated to produce a range. Additionally, identify all the parcels that fall are 2 times the minimum lot size or greater; discount a portion of these based on the sliding scale provided in Section 2.5.
3. For each single-family zoning designation determine the total development potential ~~(TDP)~~ by adding the results of steps one and two together. Next, determine the amount of land needed for public purposes and deduct this percentage from the total development potential ~~TDP~~. Finally, apply the critical area constraint factor for the UGA and the ~~S~~seasonal/~~R~~recreational ~~(SR)~~ adjustment factor to determine an appropriate amount of land to deduct from the development potential. This step allows the ~~T~~total ~~N~~net ~~C~~capacity ~~(TNC)~~ for each single-family zoning designation in the UGA to be determined (in dwelling units).
4. Add the resulting total net capacity ~~TNC~~ figures for each residential single-family zoning designation in the UGA together to determine the total development potential for all single-family zones in the UGA. The result of this step will be the total combined capacity of all single-family zones in the UGA (in number dwelling units).
5. In order to determine the number of people that can be accommodated in the UGA's, single-family zones the dwelling unit totals from steps three or four can be multiplied by the average household size, with the ~~V~~vacancy ~~R~~rate ~~(VR)~~ adjustment factor applied. The average household size should be determined using the most recent census data available.

5.3 UGA Capacity – Multi-Family and Mixed-Use Residential Zones*

*Also used for RAID Capacity – Multi-Family and Mixed-Use Zones

1. Identify all vacant parcels zoned for multi-family and mixed-use residential development. Determine the development potential of these parcels by multiplying the acreage of the parcels by the density permitted in the zone and applying the ~~V~~vacant ~~P~~parcels ~~(VP)~~ adjustment factor. For zones with both a minimum and a maximum density, calculate the development potential at both the minimum allowed density and the maximum permitted density. Developments since the adoption of the most recent ~~D~~development ~~R~~regulations should be used to select the most likely density for expected development to achieve within this potential range.
2. For all areas designated for multi-family and mixed-use residential identify the parcels which can be redeveloped. In order to be re-developable, a parcel should

have an improvement to land value ratio of less than 1:2. Determine the development potential of these parcels by multiplying the acreage of the parcels by the density permitted in the zone. As a final step, deduct 50% in order to account for the redevelopment factor. For zones with both a minimum and a maximum density calculate the development potential at both the minimum allowed density and the maximum permitted density.

3. For each multi-family and mixed-use residential zoning designation determine the total development potential ~~(TDP)~~ by adding the results of steps one and two together. Next determine the amount of land needed for public purposes and deduct an appropriate amount of land. Finally, apply the critical area constraint factor for the UGA and the ~~S~~seasonal/~~R~~recreational ~~(SR)~~ adjustment factor to determine an appropriate amount of land to deduct from the development potential. This step allows the ~~T~~total ~~N~~net ~~C~~capacity ~~(TNC)~~ for each multi-family and mixed-use residential zoning designation in the UGA to be determined (in dwelling units).
4. Add the resulting total net capacity ~~TNC~~ figures for each multi-family and mixed-use residential zoning designation in the UGA together to determine the total development potential for all multi-family and mixed-use residential zones in the UGA. The result of this step will be the total combined capacity of all multi-family and mixed-use residential zones in the UGA (in dwelling units).
5. In order to determine the number of people that can be accommodated in the UGA's multi-family and mixed-use residential zones, the dwelling unit totals from steps three or four can be multiplied by the average household size, with the ~~V~~vacancy ~~R~~rate ~~(VR)~~ adjustment factor applied. The average household size should be determined using the most recent census data available.

5.4 UGA Capacity – Commercial & Mixed-Use Commercial Zones

1. For each commercial or mixed-use commercial UGA zoning designation identify all vacant parcels ~~(VP)~~. Once all of the vacant parcels have been identified, calculate the total combined acreage of these parcels. The resulting number is the commercial and mixed-use commercial development potential of all vacant parcels (in acres) for each non-residential commercial and mixed use zoning designation.
2. For each commercial or mixed-use commercial UGA designation identify all re-developable parcels ~~(RP)~~. A parcel should be considered re-developable if the parcel data indicates that the improvement value to land value ratio is less than 1:2. Once all of the re-developable parcels have been identified, calculate the total combined acreage of these parcels. As a final step, deduct 50% in order to account for the redevelopment factor. The result is the development potential of all re-developable parcels (in acres) for each commercial or mixed-use commercial UGA zoning designation.
3. For each commercial or mixed-use commercial UGA zoning designation determine the total development potential ~~(TDP)~~ by adding the results of steps

one and two together. Next determine the amount of land needed for public purposes and deduct an appropriate amount of land. Finally apply the critical area constraint factor and deduct an appropriate amount of land. This step allows the total net capacity for each commercial or mixed-use commercial UGA zoning designation to be determined (in acres).

4. Add the resulting total net capacity ~~TNC~~ figures for each commercial or mixed-use commercial UGA zoning designation together to determine the total development potential for all commercial or mixed use UGA zones. This step will allow the total combined build-out capacity of commercial or mixed-use commercial UGA zones to be determined (in acres).
5. In order to determine the number of jobs which can be accommodated in commercial or mixed-use commercial UGA, the acreage totals from steps three or four can be multiplied by the average commercial employment density.

5.5 UGA Capacity – Industrial Zones

1. For each industrial UGA zoning designation identify all vacant parcels ~~(VP)~~. Once all of the vacant parcels have been identified, calculate the total combined acreage of these parcels. The resulting number is the development potential of all vacant parcels (in acres) for each industrial UGA zoning designation.
2. For each industrial UGA designation identify all re-developable parcels ~~(RP)~~. A parcel should be considered re-developable if the parcel data indicates that the improvement value to land value ratio is less than 1:2. Once all of the re-developable parcels have been identified, calculate the total combined acreage of these parcels. As a final step, deduct 50% in order to account for the redevelopment factor. The result is the development potential of all re-developable parcels (in acres) for each industrial UGA zoning designation.
3. For each industrial UGA zoning designation determine the total development potential ~~(TDP)~~ by adding the results of steps one and two together. Next determine the amount of land needed for public purposes and deduct an appropriate amount of land. Finally apply the critical area constraint factor and deduct an appropriate amount of land. This step allows the ~~T~~total ~~N~~net ~~C~~capacity ~~(TNC)~~ for each industrial UGA zoning designation to be determined (in acres).
4. Add the resulting total net capacity ~~TNC~~ figures for each industrial UGA zoning designation together to determine the total development potential for all industrial UGA zones. This step will allow the total combined build-out capacity of industrial UGA zones to be determined (in acres).
5. In order to determine the number of jobs which can be accommodated in commercial or mixed use UGA, the acreage totals from steps three or four can be multiplied by the average industrial employment density.

Countywide Planning Policies
Appendix B: Housing Allocation Methodology

Background

In 2021, House Bill 1220 amended the GMA and changed how housing is allocated during the comprehensive plan update process. The guidance shifted from encouraging affordable housing, to mandating that jurisdictions plan for and accommodate housing affordable to all income levels.

These changes prompted Island County's CPG to revisit how housing is allocated in the CPPs and develop a new process for allocating housing to jurisdictions that meets the requirements in RCW 36.70A.

Assumptions

The past housing methodology for Island County allocated growth to four sub areas and then further divided the growth in each of the subareas, largely according to past population growth trends.

In developing a new methodology, the following assumptions were utilized:

- Following the spirit of the GMA, growth should be prioritized in urban areas where jobs, infrastructure, and services exist to support diverse housing types.
- Each jurisdiction should accommodate an equitable allocation of new housing for each income level (i.e., moderate income, low income, very low income, extremely low income, permanent supportive housing, and emergency housing).
- Housing should no longer be divided by sub area first (i.e., north, central, and south Whidbey, and Camano) and instead shall be allocated directly by jurisdiction including Unincorporated Island County, Oak Harbor, Coupeville, and Langley.
- Unincorporated Island County's share of the population and housing allocations will subsequently be divided between the Freeland NMUGA, RAIDs, and other rural areas.
- No jurisdiction shall be unreasonably burdened by their housing allocation; therefore, no jurisdiction shall be assigned a housing allocation that increases their existing housing stock by more than 60 percent.
- Sewer extensions will be needed within all UGAs to support growth within a municipality. Similarly, septic or sewer improvements will be needed in many of the county's RAIDs and NMUGAs to support growth.

- Relevant data associated with NASWI should be considered in combination with data from the City of Oak Harbor, rather than unincorporated Island County, to accurately reflect patterns of residence, employment, and use of amenities.

Approach

The following steps were taken to arrive at percentage allocations for the jurisdictions:

- The OFM Medium population estimate was used as the basis for Island County's population growth and housing allocations.
- Census data on the quantity and location of jobs, specifically the Longitudinal Employer Household Dynamics (LEHD) dataset, was utilized to inform the baseline percentages for the countywide allocations.
    - LEHD 2019 data was used instead of the 2020 data due to impacts from the COVID-19 pandemic. More current data within this data set was not available as of November 2023.
- The following additional weights were created and applied to the baseline jobs percentages:
    - The LEHD 2019 Origin-Destination Employment Statistics (LODES) data was used in combination with data from the 2019 NASWI Military Personnel Housing Survey to determine the number of jobs in a jurisdiction. A flow ratio was then assigned to reflect the number of employed persons residing in the same jurisdiction.
    - Transportation accessibility was assessed using Washington State Department of Transportation (WSDOT) transit data paired with Island County parcel data. Transit routes were buffered 0.5 mile to generate a percentage of parcels that are reasonably serviced by transit. A buffer from routes instead of stops was used due to the offering of flag stops by Island Transit.
    - North America Industry Classification System (NAICS) employment data, specifically the LEHD 2019 Work Area Profile, "educational services" (NAICS 61), and "health care and social assistance" (NAICS 62) categories were selected and combined to represent social service locations in jurisdictions.
- The CPG agreed on the following weights to apply to the allocation methodology: 75% to Jobs, 10% to Transportation, 10% to Social Services, and 5% to Flow Ratio.
- A cap was applied to jurisdictions to avoid unreasonably burdening any jurisdiction with planning for extreme increases in housing and population during a single planning period (as referenced in the assumptions).
    - Coupeville's Cap: Using a recently completed Land Capacity Analysis (2022), the total housing allocation for Coupeville was reduced to reflect its location within Ebey's Landing National Historical Reserve as well as RCW 36.70.A.110(2), which states that "*In the case of urban growth areas*

contained totally within a national historical reserve, the city [town] may restrict densities, intensities, and forms of urban growth as determined to be necessary and appropriate to protect the physical, cultural, or historic integrity of the reserve." The reserve presents unique constraints to new residential development for Coupeville, as it limits potential growth internally due the presence of historic resources, and externally, due to a mixture of critical areas and conservation easements. As a result, Coupeville is not well-positioned to accommodate significant growth beyond its recently completed Land Capacity Analysis and relies on a cap to maintain its unique built environment and surrounding natural resources.

    - Langley's Cap: The total growth allocated to Langley after the weighting was applied would have exceeded 60 percent of the 2020 existing housing; therefore, Langley's allocation was capped to limit growth to 60 percent over the 20-year planning period.
- Final percentages for each jurisdiction were inputted into the Washington State Department of Commerce's Housing for All Planning Tool (HAPT), utilizing Method A, to generate housing and affordability allocations for each jurisdiction. The CPG reviewed both methods (Method A and B) provided by Commerce and determined Method A was a better fit for our growth patterns and unique circumstances.

Included below are figures that represent the data and tools used to produce the allocations.

Figure 1 – Final Weights and Distributions

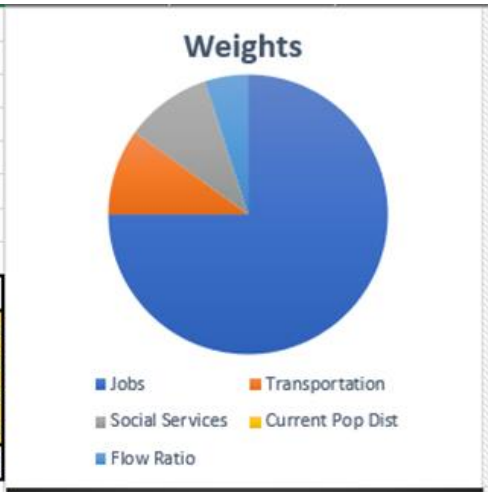
WEIGHT D	
Jobs	75.00%
Transportation	10.00%
Social Services	10.00%
Current Pop Dist	0.00%
Flow Ratio	5.00%

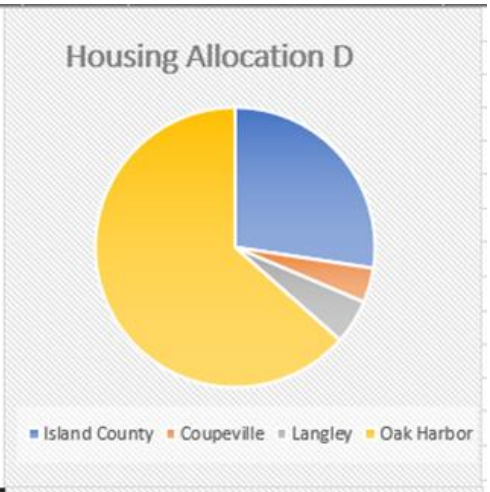
DISTRIBUTION D

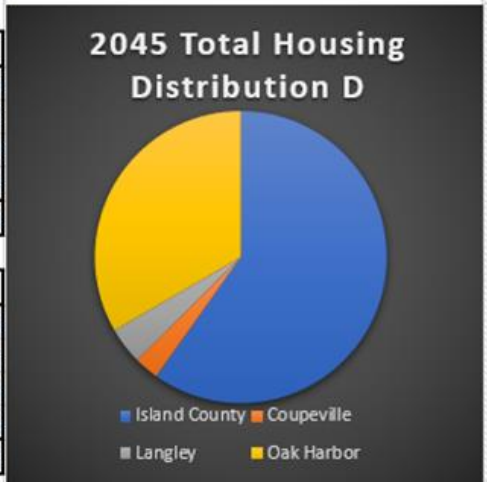
Allocation	Housing	% Share
Island County	2,388	27.39%
Coupeville	350	4.02%
Langley	446	5.12%
Oak Harbor	5,533	63.48%
	8,717	100.00%

2045 Total Housing	#	%
Island County	27,833	60.52%
Coupeville	1,367	2.97%
Langley	1,189	2.59%
Oak Harbor	15,590	33.90%
	45,989	100%

2045 Housing (Null)	#	%
Island County	31,396	68.27%
Coupeville	1,255	2.73%
Langley	916	1.99%
Oak Harbor	12,509	26.98%
	37,272	100%







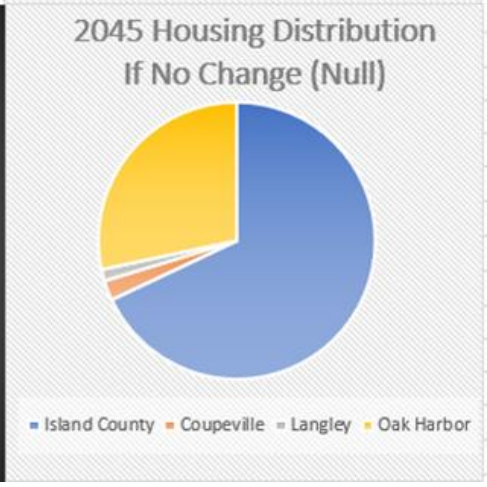


Figure 2 – Data Sets Used

Baseline job allocations	Share	Count
Unincorporated Island County	**24.28%**	**6,715**
- *Freeland*	*4.77%*	*1,237*
- *Clinton*	*0.88%*	*229*
Coupeville town	**7.93%**	**2,057**
Langley city	**2.27%**	**588**
Oak Harbor city	*21.18%*	*5,497*
Oak Harbor + NAS Whidbey (estimated)	**65.52%**	**16,597**
- *NAS Whidbey*	*42.76%*	*11,100*
- *NAS Whidbey military personnel*	*Added to Oak Harbor*	*9,000*
- *NAS Whidbey civilian contractors*	*Added to Oak Harbor*	*2,100*
Total	**100%**	**25,957**

Transportation	Parcels Serviced	Total parcels	Share
Unicorporated Island County	25,867	43,323	59.71%
Coupeville	1,054	1,271	82.93%
Oak Harbor	8,332	8,381	99.42%
Langley	876	913	95.95%

Social Services	Jobs Count	Share
Unincorporated Island County	925	22.87%
Coupeville	1050	25.96%
Langley	81	2.00%
Oak Harbor	1988	49.16%

Flow Ratios	Outflow%	Inflow%	Retained%	Employed	Residing	Emp/res
Oak Harbor	36.62%	37.82%	63.38%	16,597	16,927	98.05%
Langley	92.65%	94.90%	7.35%	588	408	144.12%
Coupeville	91.23%	95.10%	8.77%	2,057	1,140	180.44%
Uninc. Island County	84.07%	44.84%	15.93%	6,305	21,837	28.50%
- *Freeland*	*87.10%*	*90.70%*	*12.90%*	*1,237*	*894*	*138.37%*
- *Clinton*	*96.40%*	*93.90%*	*3.60%*	*229*	*385*	*59.48%*
- *Camano Island*	*92.50%*	*51.20%*	*7.50%*	*1,163*	*7,577*	*15.35%*
Inter-Island County Total	52.28%	26.78%	47.42%	25,547	40,312	63.37%

Figure 3 – Work Area Profile

Work Area Profile Report - 2019	Island County		Oak Harbor		Langley		Coupeville		Unincorporated Island County
Total All Jobs	Count	Share	Count	Share	Cou	Share	Cou	Share	
Total All Jobs	14,857	100.0%	5,497	100.0%	588	100.0%	2,057	100.0%	6,715
Jobs by NAICS Industry Sector	Count	Share	Count	Share	Cou	Share	Cou	Share	
Agriculture, Forestry, Fishing and Hunting	171	1.2%	0	0.0%	0	0.0%	7	0.3%	164
Mining, Quarrying, and Oil and Gas Extraction	13	0.1%	0	0.0%	0	0.0%	0	0.0%	13
Utilities	57	0.4%	5	0.1%	0	0.0%	15	0.7%	37
Construction	1,197	8.1%	226	4.1%	3	0.5%	28	1.4%	940
Manufacturing	797	5.4%	149	2.7%	1	0.2%	8	0.4%	639
Wholesale Trade	192	1.3%	32	0.6%	5	0.9%	13	0.6%	142
Retail Trade	1,978	13.3%	884	16.1%	68	11.6%	70	3.4%	956
Transportation and Warehousing	448	3.0%	129	2.3%	0	0.0%	0	0.0%	319
Information	162	1.1%	17	0.3%	7	1.2%	3	0.1%	135
Finance and Insurance	320	2.2%	161	2.9%	16	2.7%	32	1.6%	111
Real Estate and Rental and Leasing	333	2.2%	177	3.2%	6	1.0%	23	1.1%	127
Professional, Scientific, and Technical Services	696	4.7%	180	3.3%	32	5.4%	38	1.8%	446
Management of Companies and Enterprises	75	0.5%	62	1.1%	0	0.0%	0	0.0%	13
Administration & Support, Waste Management and Remediat	498	3.4%	121	2.2%	6	1.0%	12	0.6%	359
Educational Services	1,772	11.9%	1,167	21.2%	22	3.7%	152	7.4%	431
Health Care and Social Assistance	2,272	15.3%	821	14.9%	59	10.0%	898	43.7%	494
Arts, Entertainment, and Recreation	432	2.9%	127	2.3%	28	4.8%	9	0.4%	268
Accommodation and Food Services	1,947	13.1%	893	16.2%	289	49.1%	172	8.4%	593
Other Services (excluding Public Administration)	650	4.4%	194	3.5%	24	4.1%	33	1.6%	399
Public Administration	847	5.7%	152	2.8%	22	3.7%	544	26.4%	129

Health Care and Social Assistance	Count	Percent Share
Unincorporated Island County	494	21.74%
Coupeville	898	39.52%
Langley	59	2.60%
Oak Harbor	821	36.14%
		100.00%

Educational Services	Count	Percent Share
Unincorporated Island County	431	24.32%
Coupeville	152	8.58%
Langley	22	1.24%
Oak Harbor	1,167	65.86%
		100.00%

Combined Healtchare + Educational Services	Count	Percent Share
Unincorporated Island County	925	22.87%
Coupeville	1,050	25.96%
Langley	81	2.00%
Oak Harbor	1,988	49.16%
		100.00%

Figure 4 – Flow Ratio Table

ESTIMATES WITH EXTRAPOLATED NASWI DATA

Inter-county flows	Outflow (%)	Outflow (#)	Retained (%)	Retained (#)	Inflow (%)	Inflow (#)
Oak Harbor	23.67%	4,988	61.15%	11,939	34.06%	2,330
Coupeville	1.77%	374	3.92%	766	5.17%	354
Langley	1.10%	232	0.90%	176	1.17%	80
Uninc. Island County	73.46%	15,480	34.02%	6,643	59.60%	4,077
- *Freeland*	*2.22%*	*468*	*2.18%*	*426*	*4.85%*	*332*
- *Clinton*	*1.12%*	*236*	*0.76%*	*149*	*0.99%*	*68*
- *Camano Island*	*32.70%*	*6,892*	*3.51%*	*685*	*1.43%*	*98*
Island County Total	100%	21,074	100%	19,524	100%	6,841

Intra-county flows	Outflow (%)	Outflow (#)	Retained (%)	Retained (#)	Inflow (%)	Inflow (#)
Oak Harbor	13.98%	1,211	77.10%	11,098	56.45%	3,947
Coupeville	7.69%	666	0.70%	100	22.93%	1,603
Langley	1.64%	142	0.21%	30	6.84%	478
Uninc. Island County	77.52%	6,715	22.00%	3,167	13.79%	964*
- *Freeland*	--	*311*	--	*115*	--	*790*
- *Clinton*	--	*135*	--	*14*	--	*147*
- *Camano Island*	--	*118*	--	*567*	--	*498*
Island County Total	100%	8,662	100%	14,395	100%	6,992

Flow Ratios	Outflow%	Inflow%	Retained%	Employed	Residing	Emp/res
Oak Harbor	36.62%	37.82%	63.38%	16,597	16,927	98.05%
Langley	92.65%	94.9%	7.35%	588	408	144.12%
Coupeville	91.23%	95.1%	8.77%	2,057	1,140	180.44%
Uninc. Island County	84.07%	44.84%	15.93%	6,305	21,837	28.50%
- *Freeland*	*87.1%*	*90.7%*	*12.9%*	*1,237*	*894*	*138.37%*
- *Clinton*	*96.4%*	*93.9%*	*3.6%*	*229*	*385*	*59.48%*
- *Camano Island*	*92.5%*	*51.2%*	*7.5%*	*1,163*	*7,577*	*15.35%*
Inter-Island County Total	52.28%	26.78%	47.42%	25,547	40,312	63.37%

Extrapolated figures:

Residing on base: 1,458

Residing in Oak Harbor: 7,497

Residing in Coupeville: 472

Residing in Langley: 10

Residing outside of Island County: 2,071

Figure 5 – Transportation Map

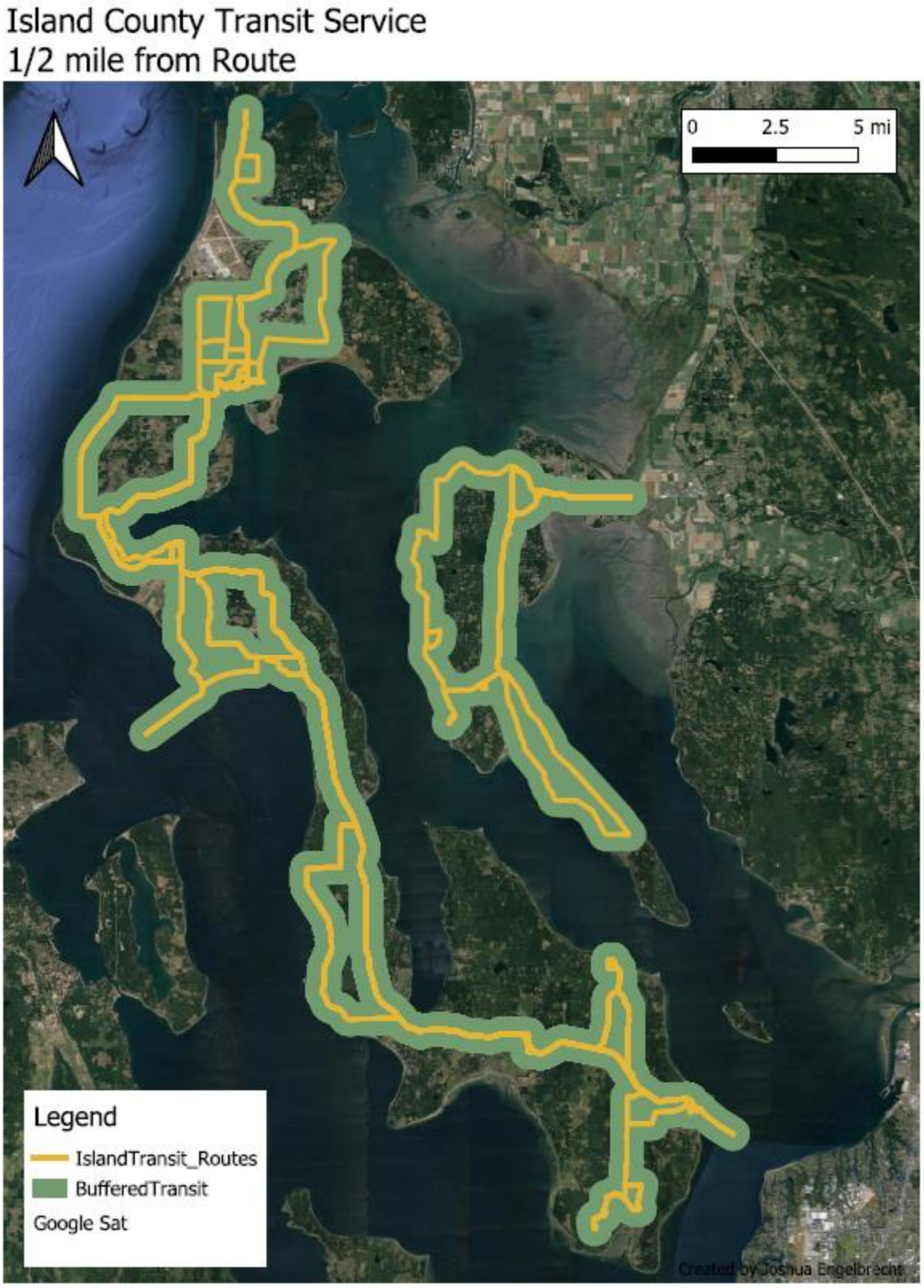


Figure 6 – HAPT Allocations

Island County

Projection Year: 2045
Population Target = 102,639

	Permanent Housing Needs by Income Level (% of Area Median Income)								Emergency Housing Needs (Temporary)
		0-30%							
	Total	Non-PSH	PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%	
Countywide Estimated Housing Supply (2020)	37,272	1,210	18	2,915	7,479	5,878	4,734	15,038	116
Countywide Additional Units Needed (2020-2045)	8,717	986	838	1,775	1,512	717	683	2,206	265
Sum of Allocation to Jurisdictions (from User Inputs)	8,717	986	838	1,775	1,512	717	683	2,206	266

User Input - % Share of County Population Growth. Values must sum to 100%

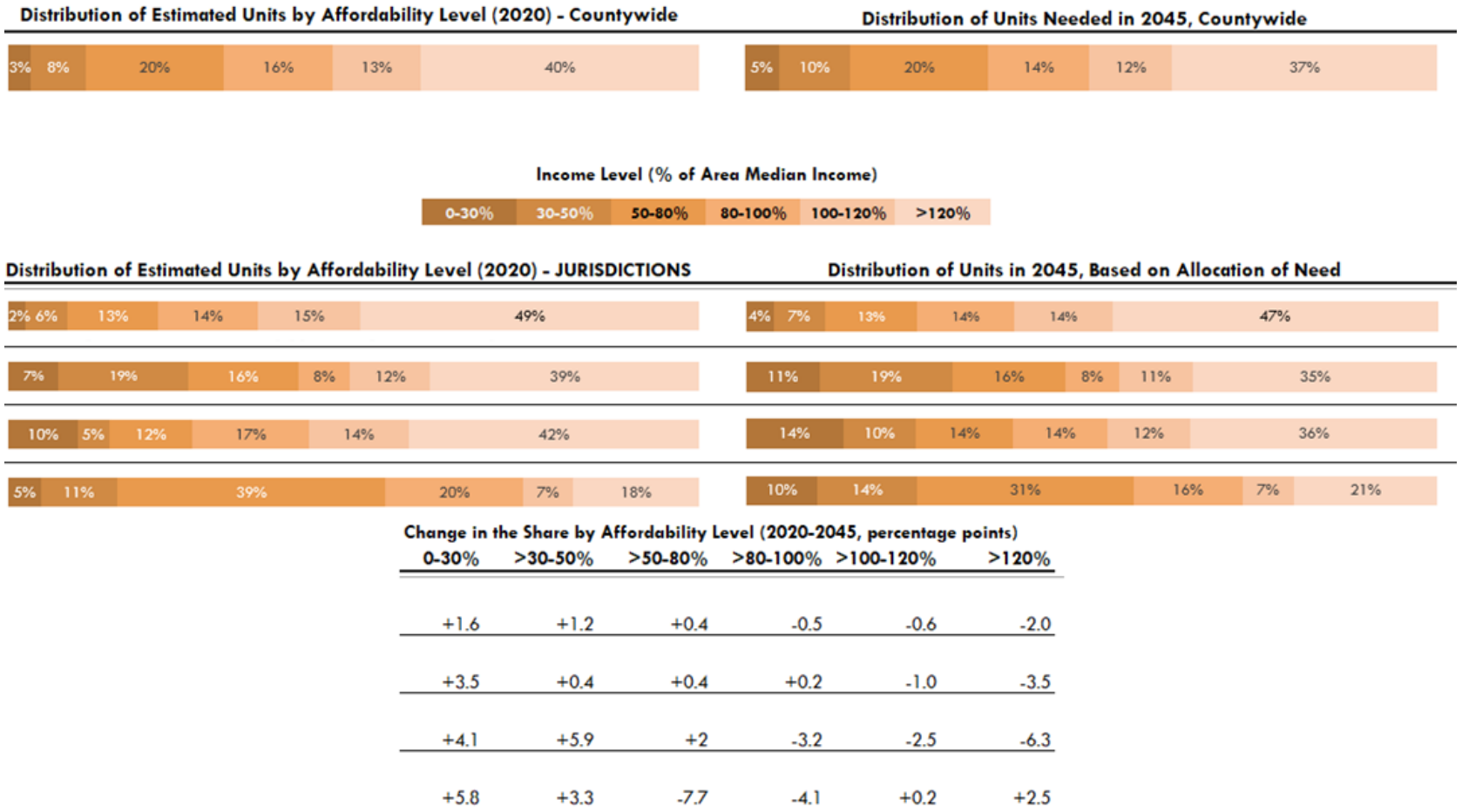
100.00% Met Target

<-- Sum of user inputs for jurisdiction shares of county future net housing need. If below 100%, increase shares. If above 100%, decrease shares.

** The location of 10 existing permanent supportive housing units within Island County is unknown. Therefore, they are not included in the jurisdiction table below.*

		Permanent Housing Needs by Income Level (% of Area Median Income)								Emergency Housing Needs (Temporary)
			0-30%							
		Total	Non-PSH	PSH *	>30-50%	>50-80%	>80-100%	>100-120%	>120%	
27.39 %	**Unincorporated Island County**	Estimated Housing Supply (2020)	25,445	598	8	1,580	3,311	3,676	3,788	12,484	28
		Allocation Method A (2020-2045)	2,388	270	230	486	414	196	187	604	73
4.02 %	**Coupeville town**	Estimated Housing Supply (2020)	1,017	73	0	191	162	77	118	396	0
		Allocation Method A (2020-2045)	350	40	34	71	61	29	27	89	11
5.12 %	**Langley city**	Estimated Housing Supply (2020)	743	74	0	34	90	125	107	313	21
		Allocation Method A (2020-2045)	446	50	43	91	77	37	35	113	14
63.47 %	**Oak Harbor city**	Estimated Housing Supply (2020)	10,057	465	0	1,110	3,916	2,000	721	1,845	67
		Allocation Method A (2020-2045)	5,533	626	532	1,127	960	455	434	1,400	168

Figure 7 – HAPT Income Distributions



Change in the Share by Affordability Level (2020-2045, percentage points)

0-30%	>30-50%	>50-80%	>80-100%	>100-120%	>120%
+1.6	+1.2	+0.4	-0.5	-0.6	-2.0
+3.5	+0.4	+0.4	+0.2	-1.0	-3.5
+4.1	+5.9	+2	-3.2	-2.5	-6.3
+5.8	+3.3	-7.7	-4.1	+0.2	+2.5

COUNTYWIDE PLANNING POLICIES

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

City Council

4/16/2024

BACKGROUND

- CWPP or CPP
- Growth Management Act – RCW 36.70A
- GMA requires that counties subject to the GMA adopt Countywide Planning Policies (CWPPs) and requires that these policies be developed with the cooperation of the municipalities within the county (RCW 36. 70A.210(2))
- Island County CWPP amendments - 1992, 1998, 1999, 2015, 2017
- County Planning Group (CPG) to review the CPP prior to 2025 Major update
- City Council and Planning Commission Joint Workshop Oct 23, 2023
- City Council discussed the HAPT and housing allocation Jan 16, 2024
- City Council ratified the OFM medium population on Feb 5th, 2024
- Island County held public hearing on CPP in March
- City Council ratify the CPP in April

CPP AMENDMENTS

- Countywide Planning Group
- Overall Approach
  - Consistency
  - Practical growth-related modification
  - Promote growth in urban areas and discourage growth in rural areas
  - Learn on the move
- Scope of Amendments
  - Clerical and Terminology Update
  - Practical growth-related policy modifications
    - Inclusive of natural areas, open space, wetlands, etc
  - Buildable Land and Housing oriented
    - New Addition - Appendix B – Housing for All Planning Tool (HAPT)
    - Housing allocations assigned to UGA vs city limits

HIGHLIGHTS

- Population – Medium (OFM) 102,639
- 20 yr Housing Allocation for Oak Harbor (2045)
  - 5533 Units

HAPT

Island County

Projection Year: 2045
Population Target = 102,639

	Permanent Housing Needs by Income Level (% of Area Median Income)								Emergency Housing Needs (Temporary)
		0-30%							
	Total	Non-PSH	PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%	
Countywide Estimated Housing Supply (2020)	37,272	1,210	18	2,915	7,479	5,878	4,734	15,038	116
Countywide Additional Units Needed (2020-2045)	8,717	986	838	1,775	1,512	717	683	2,206	265
Sum of Allocation to Jurisdictions (from User Inputs)	8,717	986	838	1,775	1,512	717	683	2,206	266

User Input - % Share of County Population Growth. Values must sum to 100%

100.00% Met Target — <-- Sum of user inputs for jurisdiction shares of county future net housing need. If below 100%, increase shares. If above 100%, decrease shares.

** The location of 10 existing permanent supportive housing units within Island County is unknown. Therefore, they are not included in the jurisdiction table below.*

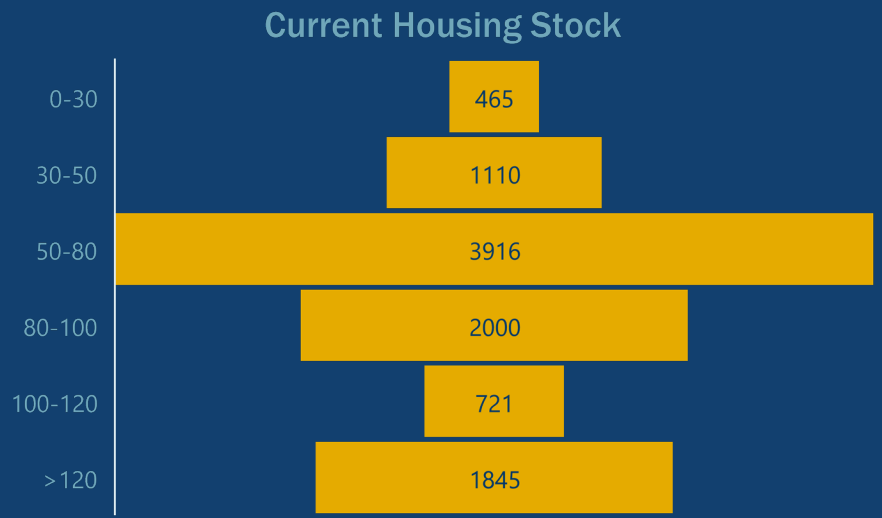
			Permanent Housing Needs by Income Level (% of Area Median Income)								Emergency Housing Needs (Temporary)
				0-30%							
			Total	Non-PSH	PSH *	>30-50%	>50-80%	>80-100%	>100-120%	>120%	
27.39 %	Unincorporated Island County	Estimated Housing Supply (2020)	25,445	598	8	1,580	3,311	3,676	3,788	12,484	28
		Allocation Method A (2020-2045)	2,388	270	230	486	414	196	187	604	73
4.02 %	Coupeville town	Estimated Housing Supply (2020)	1,017	73	0	191	162	77	118	396	0
		Allocation Method A (2020-2045)	350	40	34	71	61	29	27	89	11
5.12 %	Langley city	Estimated Housing Supply (2020)	743	74	0	34	90	125	107	313	21
		Allocation Method A (2020-2045)	446	50	43	91	77	37	35	113	14
63.47 %	Oak Harbor city	Estimated Housing Supply (2020)	10,057	465	0	1,110	3,916	2,000	721	1,845	67
		Allocation Method A (2020-2045)	5,533	626	532	1,127	960	455	434	1,400	168

RECOMMENDATION

- The Planning Commission recommends ratifying the CPPs as adopted by the County.
- Recommended motion – • Adopt Resolution 24-13 ratifying the Countywide Planning Policies

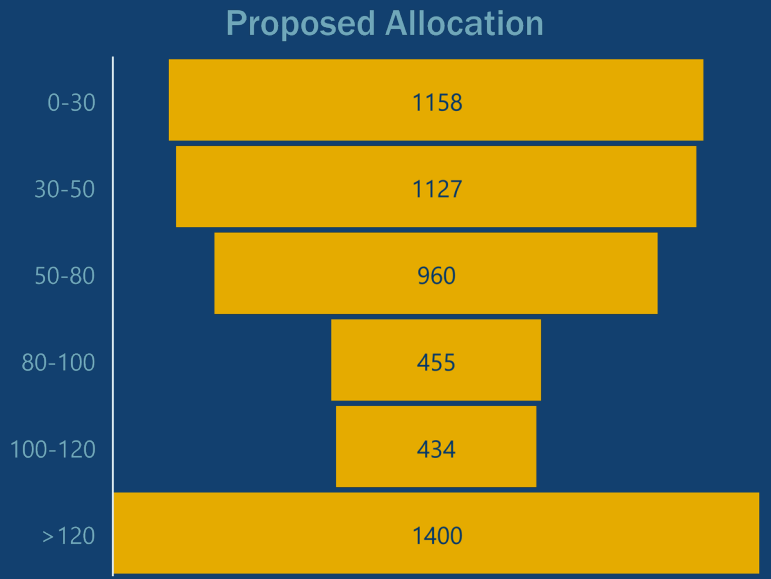
EXISTING DISTRIBUTION

- 10,057 existing units
  - 0-30% AMI – 465 units
  - 30-50% AMI – 1110 Units
  - 50-80% AMI – 3916 Units
  - 80-100% AMI – 2000 Units
  - 100-120% AMI – 721 Units
  - >120% AMI – 1845 Units

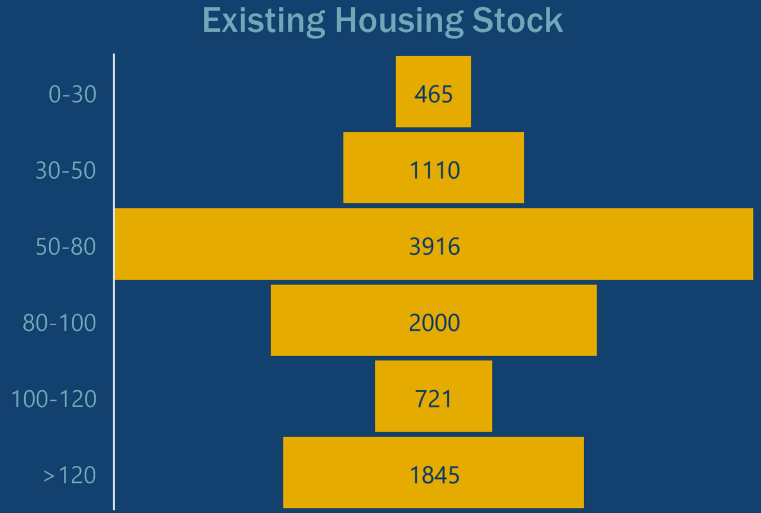


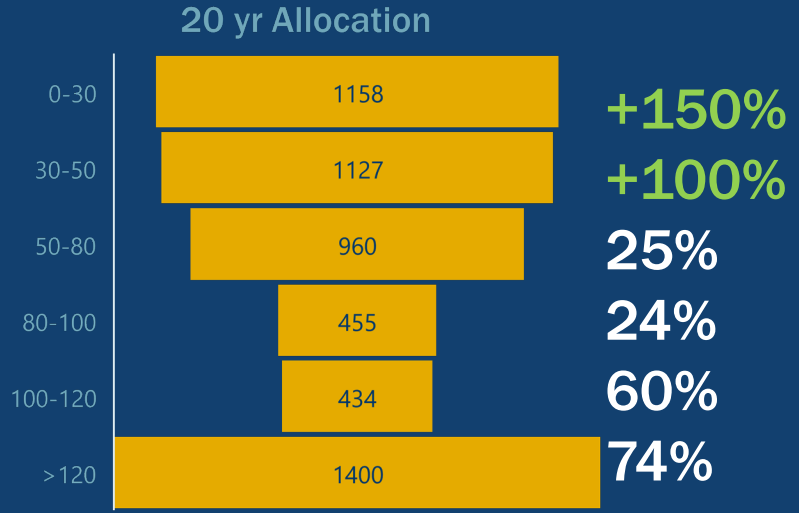
PROPOSED ALLOCATION

- 5533 required unit distribution
  - 0-30% AMI – 1158 units
  - 30-50% AMI – 1127 Units
  - 50-80% AMI – 960 Units
  - 80-100% AMI – 455 Units
  - 100-120% AMI – 434 Units
  - >120% AMI – 1400 Units

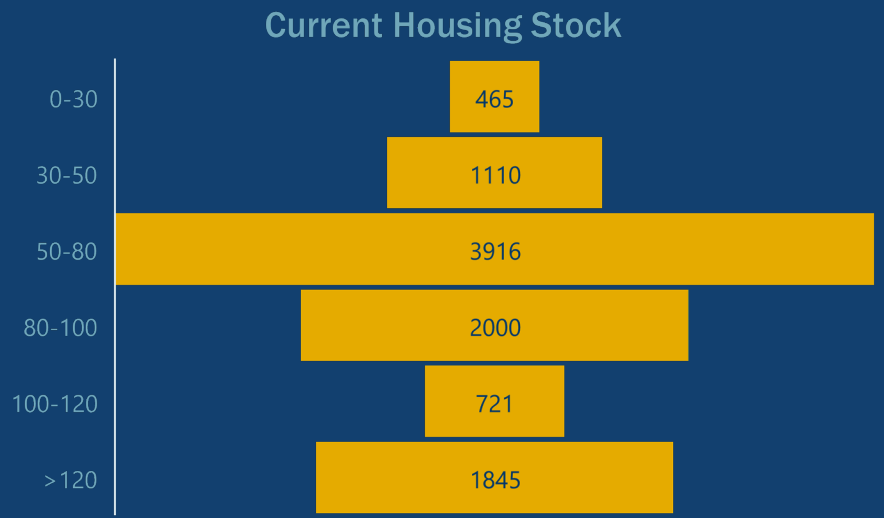


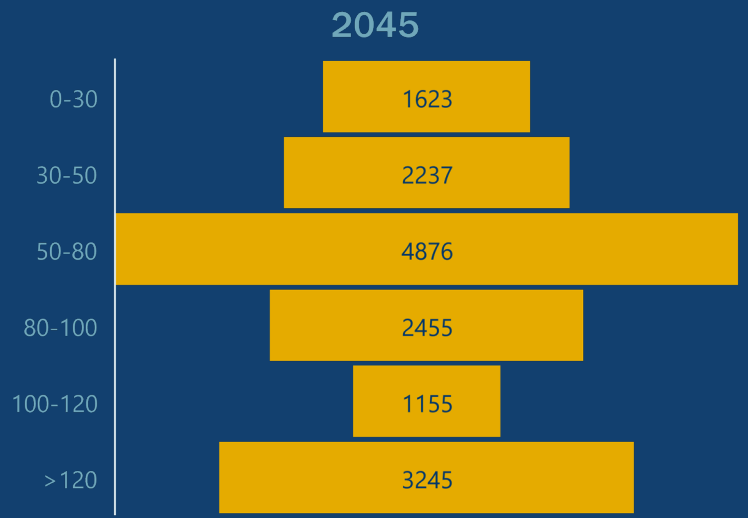
COMPARISON


Existing Housing Stock
0-30
465
30-50
1110
50-80
3916
80-100
2000
100-120
721
>120
1845


20 yr Allocation
0-30
1158
+150%
30-50
1127
+100%
50-80
960
25%
80-100
455
24%
100-120
434
60%
>120
1400
74%

COMBINED OUTCOME





City of Oak Harbor
City Council Agenda Bill

Bill No. 9.a.
Date: April 16, 2024
Subject: Naloxone purchase utilizing Opioid Settlement Funds.

FROM: **Tony Slowik; Chief of Police**

INITIALED AS APPROVED FOR SUBMITTAL TO THE COUNCIL BY:

- Ronnie Wright, Mayor
- Sabrina Combs, Interim City Administrator
- David Goldman, Deputy City Administrator
- Hillary J. Evans, City Attorney, as to form

RECOMMENDED ACTION

I move to approve the allocation to $5,500.00 from the Opioid Future Allocation Fund for the purchase of Naloxone for city first aid kits.

BACKGROUND / SUMMARY INFORMATION

The Opioid Epidemic represents a National Crisis that impacts the United States, Washington State, and our community on Whidbey Island. Addressing this crisis requires a multifaceted approach involving prevention, treatment, recovery, and enforcement strategies, with the distribution of Naloxone as vital tool to prevent opioid-related deaths and save lives.

On February 29, 2024, the Island County Health Department provided Opioid Safety and Naloxone training to city staff from the Public Works, Marine, and Parks Departments. The training covered proper us of personal protective equipment, safety around suspected opioid material, and the application of Naloxone as a first aid tool to counter an opioid exposure or overdose.

Post training city staff identified the need to outfit city fleet first aid kits with Naloxone. The city does not have an inventory of Naloxone and Naloxone cannot be supplied by Island County.

LEGAL AUTHORITY

FISCAL IMPACT

PREVIOUS COUNCIL / BOARD / CITIZEN INPUT

A presentation to City Council was provided on April 2, 2024, regarding the purchase of Naloxone.

ATTACHMENTS

1. Opioid Funds Naloxone Presentation

OPIOID SETTLEMENT FUNDS ALLOCATION REQUEST

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

City Council Meeting
04/16/2024

OVERVIEW

- In 2022, City Council approved participation in One WA Opioid Settlement & Distributors Settlement
- March 2023, City Council approved participation in the next five settlement agreements with retailers
- August 2023, City Council approved the strategy to distribute opioid funds (Funds Review & Approval)
- September 2023, City Council approved opioid funds allocation
- April 2, 2024, City Council was presented with a request to purchase Naloxone with Opioid Settlement Funds.

Funds Review & Approval Process

City Dept. Proposes Opioid Expense

Finance Dept. & Grant Coordinator review request for Approved Purposes in MOU

City Council Meeting (or Workshop)

- City Dept. provides presentation on proposed funds use.
- City Council provides feedback

May be presented at final council meeting

City Council Meeting

- City Dept Provides Recommendation
- Public Comment Period
- City Council Decides to Approve/Deny Request

Annual Report by City Staff to City Council on Opioid Fund Settlement

1) Summary on fund use from the prior year
2) Current fund status

CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON

SUMMARY OF DISTRIBUTION
OPIOID SETTLEMENT FUNDS - SEPTEMBER 2023

Year	Settlement Annual Balance	OAC Admin Allocation (10%)	29th Officer Allocation	City Admin Settlement Allocation	SCIDEU Allocation	Opioid Future Allocation	End of year Balance
2023	$102,569.60	$10,256.96 (NOT USED)	$44,510.96	$5,000.00	$7,000	$19,801.68	$0.00
2024	$73,495.85	$7,349.59	$66,146.26	--	$7,000	$30,058.64	$0.00
2025	$73,495.85	$7,349.59	$66,146.26	--	$7,000	--	$0.00
2026	$73,495.85	$7,349.59	$66,146.26	--	--	--	$0.00
2027	$73,495.85	$7,349.59	$66,146.26	--	--	--	$0.00
2028	$73,495.85	$7,349.59	$66,146.26	--	--	--	$0.00
2029	$63,754.37	$6,375.44	$57,378.87	--	--	--	$0.00
2030	$63,754.37	$6,375.44	$57,378.87	--	--	--	$0.00

NALOXONE FUNDING REQUEST

Situation

- February 29, 2024, Island County Health Department provide Opioid Safety and Naloxone Training to city staff from Public Works, Parks, and Marina staff.
- The training covered proper use of personal protective equipment and safety around suspected opioid material and the application of Naloxone as a first aid tool to counter an opioid exposure or overdoes.
- City Staff identified the need to outfit city fleet first aid kits with Naloxone.
- There is no inventory of Naloxone owned by the city and Naloxone can not be provided by Island County services.

NALOXONE FUNDING REQUEST

Action

- Request of $5,500.00 from the Opioid Future Allocation Fund to purchase 100 boxes of Naloxone from an approved vender.

100 boxes Naloxone x $55.00 each = Total Cost $5,500

RECOMMENDED ACTION

Motion to approve the allocation of $5,500.00 from the Opioid Future Allocation Fund for the purchase of Naloxone for city first aid kits.

CITY OF
Oak Harbor
WHIDBEY ISLAND, WASHINGTON

THANK YOU!