



# CAPITAL IMPROVEMENTS PLAN 2023 – 2028





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## 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.<sup>1</sup> 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<sup>2</sup>. 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.

<sup>1</sup> **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.

<sup>2</sup> Major elements of the introduction material for this plan have been taken from *Capital Improvement Programming, A Guide for Smaller Governments*, Patricia Tighe, 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.

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## 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.

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## 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.

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## 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.

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### 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 I

**Provide adequate capital facilities and services necessary to serve Oak Harbor's existing and future population without**

**causing decreased service levels below adopted LOS<sup>3</sup> 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

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<sup>3</sup> 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).

- 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

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#### 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

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#### 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.

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.

### 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.

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## 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

## 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; E Pioneer Way to north City limits.

Collector arterials include:

- Crosby Road
- Oak Harbor Street
- 7<sup>th</sup> Avenue
- Loerland Drive
- 8<sup>th</sup> Street
- Barrington Drive
- Erie Street
- Scenic Heights Street
- Pioneer Way
- 6<sup>th</sup> 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.

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## 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.

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## Non-City Provided Capital Facilities

### Oak Harbor School District

The City of Oak Harbor is served by Oak Harbor Public Schools. The district serves over 6000 students on eleven campuses which include one comprehensive high school, one intermediate school, one middle school, five grade K-5 elementary schools, and an early learning center, online high school, and K-12 parent-partnership school (on one site). Thanks to voter support, the high school has undergone a recent major renovation and expansion that added a new Career and Technical Education wing and Student Union Building. A new sports stadium that serves the community was also built with voter support and private community donations. The stadium has bleachers seating up to 3,000 spectators and parking for 750 vehicles. Additional funding support from a recent levy has enabled the district to initiate upgrades to all schools, improving energy efficiency, maintenance and space usage to accommodate growing enrollment.

### 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  $\frac{3}{4}$  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, 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 Sundays or 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, 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

### 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<sup>4</sup> projects are based more on traditional planning products<sup>5</sup> 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.

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<sup>4</sup>For a clear definition of non enterprise and enterprise funds, see Section Three.

<sup>5</sup> Street projects are the most obvious exception.

## Facility Needs

### 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.

**Table 4.1 Level of Service Standards**

Facility	Adopted LOS	
<b>Streets and Roads</b>		
Major and Minor	LOS D	
Arterials	Highway—SR20	LOS E
	Transit	Comprehensive Plan
<b>Domestic Water</b>		
Domestic Supply	73 gpcd	
Commercial/Industrial	37 gpcd	
<b>Fire Flow</b>	Per UFC	
<b>Sewer</b>	60 gpcd	
<b>Stormwater Detention</b>	25 year storm	
<b>Schools</b>		
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	
<b>Fire Protection</b>		
Fire Response	5 minutes	
Medical Response	4 minutes	
<b>Law Enforcement</b>		
Emergency	2 minute response	
Non-emergency	7 minutes	
<b>Parks and Recreation</b>		
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	
<b>Libraries</b>		
Building	0.7 square feet per capita	
<b>Solid Waste</b>	2.5 pounds per capita per day	
<b>Other Government Services</b>	450 square feet per 1,000 population	
<b>Corrections and Detention</b>	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	22,910
2025	24,541
2030	25,161
2036	25,925

## Section Five • Capital Improvements Plan 2023-2028

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	2023	2024	2025	2026	2027	2028
Fakkema Access Road (Centennial Oak Grove)	250,000	250,000	-	-	-	-	-
Shoreline Restoration	1,999,547.00	199,547	300,000	1,200,000	300,000	-	-
Annual Street Improvements	3,500,000	1,000,000	500,000	500,000	500,000	500,000	500,000
Street Traffic Calming	90,000	15,000	15,000	15,000	15,000	15,000	15,000
Harbor Heights Access Roads (UF)	6,370,000	-	-	250,000	6,120,000	-	-
NE 7th Avenue Improvements (pUF)	2,388,468	586,410	1,802,058	-	-	-	-
NW Heller Street Overlay	344,540	344,540	-	-	-	-	-
Hoffman to 16th Trail	75,507	75,507	-	-	-	-	-
Active Transportation Plan	100,000	100,000	-	-	-	-	-
Serendipity Lane (joint 106, 116, 126)	100,000	100,000	-	-	-	-	-
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
<b>Capital Project Expenditures</b>	<b>21,568,062</b>	<b>3,571,004</b>	<b>3,517,058</b>	<b>3,815,000</b>	<b>7,835,000</b>	<b>1,415,000</b>	<b>1,415,000</b>
Revenue Sources	Total	2023	2024	2025	2026	2027	2028
Contributions from Beginning Fund Balance:							
Streets (Fund 101)	689,547	599,547	-	90,000	-	-	-
Arterials (Fund 104)	33,113	33,113	-	-	-	-	-
Transportation Impact Fees (Fund 105)	506,412	506,412	-	-	-	-	-
Paths & Trails (Fund 106)	43,000	13,000	-	30,000	-	-	-
REET 1	300,000	50,000	-	250,000	-	-	-
REET 2	50,000	50,000	-	-	-	-	-
Water	350,000	-	100,000	250,000	-	-	-
Sewer	350,000	-	100,000	250,000	-	-	-
Storm Drain	350,000	-	100,000	250,000	-	-	-
ARPA	100,000	100,000	-	-	-	-	-
Streets (Fund 101)	1,790,000	50,000	50,000	445,000	445,000	400,000	400,000
Transportation Impact Fees (Fund 105)	510,140	104,305	405,835	-	-	-	-
General Fund	71,500	-	71,500	-	-	-	-
Arterials (Fund 104)	128,250	-	-	128,250	-	-	-
Transportation Benefit District (Fund 107)	5,400,000	900,000	900,000	900,000	900,000	900,000	900,000
REET 1	30,000	-	-	15,000	15,000	-	-
REET 2	1,450,000	465,000	465,000	160,000	130,000	115,000	115,000
Grants (secured)	1,994,142	699,627	472,765	821,750	-	-	-
Grants (unsecured)	6,971,958	-	851,958	-	6,120,000	-	-
Water	150,000	-	-	75,000	75,000	-	-
Sewer	150,000	-	-	75,000	75,000	-	-
Storm Drain	150,000	-	-	75,000	75,000	-	-
<b>Total Available Revenue</b>	<b>21,568,062</b>	<b>3,571,004</b>	<b>3,517,058</b>	<b>3,815,000</b>	<b>7,835,000</b>	<b>1,415,000</b>	<b>1,415,000</b>

**Table 5.2 Parks and Recreation (Non-Enterprise Funded)**

Projects	Total Project Costs	2023	2024	2025	2026	2027	2028
Portland Loos	20,000	20,000	-	-	-	-	-
Pickleball Courts	50,000	50,000	-	-	-	-	-
Harbor Heights Sports Complex Development (UF)	5,118,233	-	125,000	4,993,233	-	-	-
Athletic Fields Renovation	300,000	-	300,000	-	-	-	-
Smith Park Playground Equipment Renovation	50,000	-	-	50,000	-	-	-
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	1,284,050	200,000	834,050	-	-	250,000	-
<b>Total Capital Expenditures</b>	<b>7,137,033</b>	<b>270,000</b>	<b>1,259,050</b>	<b>5,053,233</b>	<b>100,000</b>	<b>454,750</b>	<b>-</b>
<b>Revenue Sources</b>	<b>Total</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
Contributions from Beginning Fund Balance:	-						
General Fund	36,470	-	24,486	11,984	-	-	-
Park Impact Fees	252,417	197,417	55,000	-	-	-	-
REET 1	50,000	-	-	50,000	-	-	-
REET 2	440,448	50,000	210,000	180,448	-	-	-
WWTP (Fund 422)	46,043	2,583	43,460	-	-	-	-
ARPA	20,000	20,000	-	-	-	-	-
Parks Impact Fees (Fund 127)	100,000	-	100,000	-	-	-	-
Paths and Trails	10,000	-	-	10,000	-	-	-
REET 1	1,428,479	-	526,104	675,000	-	227,375	-
REET 2	487,375	-	-	260,000	-	227,375	-
Unsecured	4,265,801	-	300,000	3,865,801	100,000	-	-
<b>Total Available Revenue</b>	<b>7,137,033</b>	<b>270,000</b>	<b>1,259,050</b>	<b>5,053,233</b>	<b>100,000</b>	<b>454,750</b>	<b>-</b>

**Table 5.3 Wastewater System (Enterprise Funded)**

Projects	Total Project Costs	2023	2024	2025	2026	2027	2028
Slip Line Replacements in SE Oak Harbor	317,121	317,121	-	-	-	-	-
Federal Inflow & Infiltration Grant	1,950,000	1,950,000	-	-	-	-	-
Sewer Lagoon-Decommissioning	550,000	550,000	-	-	-	-	-
Clean Water Facility Screens	300,000	300,000	-	-	-	-	-
Reuse Effluent Water System	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	-	-	-	-
Sewer Line Replacements	880,000	-	-	880,000	-	-	-
<b>Capital Project Expenditures</b>	<b>4,897,121</b>	<b>3,117,121</b>	<b>750,000</b>	<b>1,030,000</b>	-	-	-
<b>Revenue Sources</b>	<b>Total</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
Contribution from Beginning Fund Balance	-						
Sewer (Fund 402)	440,000	-	-	440,000	-	-	-
Rates	110,000	-	-	110,000	-	-	-
ARPA	1,497,121	867,121	300,000	330,000	-	-	-
Federal Government Assistance-unsecured	1,950,000	1,950,000	-	-	-	-	-
Clean Water Facility (Fund 422)	800,000	300,000	350,000	150,000	-	-	-
System Development Fees (Fund 411)	100,000	-	100,000	-	-	-	-
<b>Total Available Revenue</b>	<b>4,897,121</b>	<b>3,117,121</b>	<b>750,000</b>	<b>1,030,000</b>	-	-	-

**Table 5.4 Water System (Enterprise Funded)**

Projects	Total Project Costs	2023	2024	2025	2026	2027	2028
Well 9 Replacement	291,299	291,299	-	-	-	-	-
Ault Field Pump Station VFD Replacement	100,000	100,000	-	-	-	-	-
Marin Woods Waterline Upsize	100,000	100,000	-	-	-	-	-
SR20/Campbell Lake Rd Roundabout/ Fish passage watermain replacement	2,000,000	2,000,000	-	-	-	-	-
Water System Plans and Studies	732,209	452,209	280,000	-	-	-	-
Water System Telemetry Upgrades	200,000	200,000	-	-	-	-	-
Annual Steel/AC Water Main Replacements	4,500,000	2,000,000	500,000	500,000	500,000	500,000	500,000
Glencoe Street Fire Flow Improvements	300,000	300,000	-	-	-	-	-
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	-	-	-
Wet Fiber Extension (Rock Bridge to Booster Pump Station)	600,000	-	-	-	600,000	-	-
Wet Fiber 24" Transmission Leak Detector (Anacortes)	410,000	-	-	-	-	410,000	-
<b>Capital Project Expenditures</b>	<b>13,788,508</b>	<b>5,693,508</b>	<b>853,000</b>	<b>4,732,000</b>	<b>1,100,000</b>	<b>910,000</b>	<b>500,000</b>
<b>Revenue Sources</b>	<b>Total</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
Contributions from Beginning Fund Balance							
Water (Fund 401)	3,948,499	3,229,499	500,000	219,000	-	-	-
Water Reserve (Fund 411)	187,009	64,009	-	123,000	-	-	-
Rates	4,145,000	-	211,800	2,228,200	500,000	705,000	500,000
Cumulative Reserve (Fund 411)	2,303,000	-	141,200	2,161,800	-	-	-
Grant -ARPA	1,250,000	1,250,000	-	-	-	-	-
Grants (unsecured)	600,000	-	-	-	600,000	-	-
Capital Contributions	1,355,000	1,150,000	-	-	-	205,000	-
<b>Total Available Revenue</b>	<b>13,788,508</b>	<b>5,693,508</b>	<b>853,000</b>	<b>4,732,000</b>	<b>1,100,000</b>	<b>910,000</b>	<b>500,000</b>

**Table 5.5 Stormwater System (Enterprise Funded)**

Projects	Total Project	2023	2024	2025	2026	2027	2028
Harbor East Outlet Repair	342,990	25,000	-	317,990	-	-	-
Upgrade Storm Drain Lines - Whidbey Ave.	300,000	300,000	-	-	-	-	-
Conveyance from Goldie St to Koetje St & Easy St	150,000	-	150,000	-	-	-	-
West Side Outfall Pump Feasibility Study	100,000	-	-	100,000	-	-	-
<b>Capital Project Expenditures</b>	<b>892,990</b>	<b>325,000</b>	<b>150,000</b>	<b>417,990</b>	-	-	-
<b>Revenue Sources</b>	<b>Total</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
Contributions from Beginning Fund Balance							
Stormwater (Fund 404)	892,990	325,000	150,000	417,990	-	-	-
<b>Total Available Revenue</b>	<b>892,990</b>	<b>325,000</b>	<b>150,000</b>	<b>417,990</b>	-	-	-

**Table 5.6 General Government**

Projects	Total Project Costs	2023	2024	2025	2026	2027	2028
PD Remodel	700,000	-	-	-	-	-	700,000
CERB Broadband Study	50,000	50,000	-	-	-	-	-
EDA Marina Downtown Expansion Study	150,000	75,000	75,000	-	-	-	-
EPA Pioneer Way Revitalization/Reuse Study	800,000	-	800,000	-	-	-	-
State Mandated 2025 Comp Plan Update	150,000	75,000	75,000	-	-	-	-
City Hall Upstairs Remodel	100,000	50,000	50,000	-	-	-	-
City Hall Downstairs Remodel	270,000	-	270,000	-	-	-	-
Fire Station Improvements-Carpeting	40,000	40,000	-	-	-	-	-
West Side Fire Station	9,200,000	2,000,000	5,200,000	2,000,000	-	-	-
<b>Capital Project Expenditures</b>	<b>11,460,000</b>	<b>2,290,000</b>	<b>6,470,000</b>	<b>2,000,000</b>	-	-	<b>700,000</b>
<b>Revenue Sources</b>	<b>Total</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
General Fund (001)	110,000	60,000	50,000	-	-	-	-
REET I	405,000	85,000	320,000	-	-	-	-
Grant Unsecured	1,745,000	145,000	900,000	-	-	-	700,000
Bond Levy Proceeds - Voter Approved	9,200,000	2,000,000	5,200,000	2,000,000	-	-	-
<b>Total Available Revenue</b>	<b>11,460,000</b>	<b>2,290,000</b>	<b>6,470,000</b>	<b>2,000,000</b>	-	-	<b>700,000</b>

**Table 5.6a Senior Center**

Projects	Total Project Costs	2023	2024	2025	2026	2027	2028
Roof Replacement	170,000	170,000	-	-	-	-	-
Parking Lot-The Center	420,500	-	36,000	384,500	-	-	-
<b>Capital Project Expenditures</b>	<b>590,500</b>	<b>170,000</b>	<b>36,000</b>	<b>384,500</b>	-	-	-
Revenue Sources	Total	2023	2024	2025	2026	2027	2028
Contributions from Beginning Fund Balance:							
Senior Center (Fund 129)	5,000	5,000	-	-	-	-	-
REET 2	35,000	35,000	-	-	-	-	-
Grant-ARPA	130,000	130,000	-	-	-	-	-
Unsecured	420,500	-	36,000	384,500	-	-	-
<b>Total Available Revenue</b>	<b>590,500</b>	<b>170,000</b>	<b>36,000</b>	<b>384,500</b>	-	-	-

**Table 5.7 Marina (Enterprise Funded)**

Projects	Total Project Costs	2023	2024	2025	2026	2027	2028
Marina Additional Improvements	250,000	250,000	-	-	-	-	-
Marina Boat Yard Acquisition	750,000	750,000	-	-	-	-	-
F Dock Storm Damage Repair #3	225,000	225,000	-	-	-	-	-
Marina Dredging Pre-Design Study & Dredging	4,650,000	150,000	-	4,500,000	-	-	-
<b>Capital Project Expenditures</b>	<b>5,875,000</b>	<b>1,375,000</b>	-	<b>4,500,000</b>	-	-	-
Revenue Sources	Total	2023	2024	2025	2026	2027	2028
Contributions from Beginning Fund Balance							
Marina (Fund 410)	225,000	225,000	-	-	-	-	-
Rates	250,000	250,000	-	-	-	-	-
Insurance Proceeds	225,000	225,000	-	-	-	-	-
Bond	4,500,000	-	-	4,500,000	-	-	-
Grants (secured)	675,000	675,000	-	-	-	-	-
<b>Total Available Revenue</b>	<b>5,875,000</b>	<b>1,375,000</b>	-	<b>4,500,000</b>	-	-	-

## 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 2016. 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.

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### 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 for 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  $\frac{1}{4}\%$ . These funds must be spent for capital facility projects listed in their Capital Facilities Plan. A second  $\frac{1}{4}\%$  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
<b>TOTAL TAX REVENUES:</b>	<b>15,270,250</b>	<b>15,631,970</b>	<b>15,780,053</b>	<b>15,929,699</b>	<b>16,080,922</b>	<b>16,233,739</b>

## 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
<b>TOTAL IMPACT FEES:</b>	<b>130,000</b>	<b>150,000</b>	<b>151,500</b>	<b>153,015</b>	<b>154,545</b>	<b>156,091</b>

**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
<b>TOTAL SYS DEV. CHARGES:</b>	<b>377,240</b>	<b>380,962</b>	<b>384,722</b>	<b>388,519</b>	<b>392,354</b>	<b>396,228</b>

**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 I 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
<b>Total Taxable Property Value</b>	<b>\$3,041,424,557</b>	
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		
<b>Equals remaining debt capacity without a vote</b>		<b>\$44,141,368</b>
Up to 1.0% debt with a vote	30,414,246	
Less: Outstanding Debt		
Add: Available Assets		
<b>Equals remaining debt capacity with a vote</b>		<b>\$30,414,246</b>
2.5% Utility purpose limit, voted	76,035,614	
Less: Outstanding Debt		
Less: Contracts Payable		
Add: Available Assets		
<b>Equals remaining debt capacity- Utility purpose, voted</b>		<b>\$76,035,614</b>
2.5% Open Space, park & capital facilities, voted	76,035,614	
Less: Outstanding Debt		
Less: Contracts Payable		
Add: Available Assets		
<b>Equals remaining debt capacity - Open space, park &amp; capital facilities voted</b>		<b>\$76,035,614</b>

## 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.I. 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 7 <sup>th</sup> 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 16 <sup>th</sup> 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
<b>No. 1</b>	Taftson	2 – 7.5 hp	1982
<b>No. 2</b>	N.E. 9th	2 – 3 hp	1984
<b>No. 3</b>	N.E. 7th	2 – 15 hp	1993
<b>No. 4</b>	Crosby Road	2 – 10 hp	1994
<b>No. 5</b>	Cabot Street	2 – 5 hp	1986
<b>No. 6</b>	E. Pioneer Way	2 – 15 hp	2001
<b>No. 7</b>	Golf Course	2 – 30 hp	1997
<b>No. 8</b>	Capital Street	2 – 7.5 hp	1994

Pump Station	Location	Size	Age
<b>No. 9</b>	East Park	2 – 3 hp	2001
<b>No. 10</b>	Harbor Terrace	2 – 3 hp	2003
<b>No. 11</b>	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
<b>East side Reservoir</b>	Regatta Dr.	1959	0.5mg reservoir	\$ 400,000
<b>Westside Reservoir</b>	Heller St.	1963	0.5mg reservoir	\$ 400,000
<b>Westside Reservoir 2mg</b>	Heller St.	1976	2.0mg reservoir	\$1,500,000
<b>Ault Field Pump station</b>	Ault Field	1974	pumping station	\$ 253,710
<b>Westside pump station</b>	Heller St.	1989	booster station	\$ 113,451
<b>Redwing pump station</b>	Redwing subdivision	2004	booster station	\$ 550,000
<b>Well # 11</b>	Lueck Park	1977	emergency well	\$ 39,004
<b>Well # 9</b>	Heller St.	1961	emergency well	\$ 17,204
<b>Well # 8</b>	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
<b>Major Arterial</b>	0.38 SR 20 is State owned/maintained					
<b>Minor Arterials</b>	2.15	5.05	1.95	0.92	0.31	0.60
<b>Collectors</b>	2.62	2.23	2.71	2.32	0.37	0.44
<b>Residential/Local</b>	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.
<b>ADMINISTRATION</b>				
	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

Appendix A • Inventory of Existing Facilities

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
<b>FIRE</b>				
	FIRE DEPARTMENT	855 E. WHIDBEY AVE.	\$2,682,521	21,000
	FIRE DEPT. TRAINING TOWER	855 E. WHIDBEY AVE.	\$265,302	2,100
<b>MARINA</b>				
	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	
<b>PARKS</b>				
	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 COMMUNITY 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	

Appendix A • Inventory of Existing Facilities

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	
<b>PUBLIC WORKS</b>				
	NEW CITY SHOP	1400 NW 16TH AVE.	\$4,841,685	
	WHIDBEY ISLAND BANK	321 SE PIONEER WAY	\$2,600,000	
<b>POLICE</b>				
	POLICE DEPARTMENT / ICOM	860 BARRINGTON DR.	\$1,872,728	
	ANIMAL SHELTER	3057 GOLDIE RD.	\$267,000	
<b>SENIOR CENTER</b>				
	SENIOR CENTER	51 SE JEROME ST.	\$758,956	
	SKYLINE GREENBRIAR MANUFACTURED HOME	917 E. WHIDBEY AVE.	\$147,053	
<b>STREETS</b>				
	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	
<b>WASTEWATER</b>				
	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	
<b>WATER</b>				
	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<sup>6</sup>

### 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,

<sup>6</sup> 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.

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## 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 is 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 qualify 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 appropriated 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 summary of project pages will be inserted here after the budget is approved. Project sheets will begin on the next page.

**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	
Pre-Design/Feasibility	\$40,000
Engineering/Design Services	\$0
Land	\$0
Machinery & Equipment	\$0
Construction Services	\$660,000
Subtotal:	\$700,000
Contingency Fees	\$0
<b>TOTAL:</b>	<b>\$700,000</b>

# FUND 001.50 CAPITAL

## Police Dept Remodel

**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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Grant-Unsecured	-						\$700,000	\$700,000
<b>TOTAL REQUESTED FUNDS:</b>	-						\$700,000	\$700,000

\*Spent to Date is posted amounts through 8/9/22

**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	
Pre-Design/Feasibility	\$50,000
Engineering/Design Services	\$0
Machinery & Equipment	\$0
Construction Services	\$0
Subtotal:	\$50,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$50,000</b>

# FUND 001.38 CAPITAL

## CERB Broadband Study

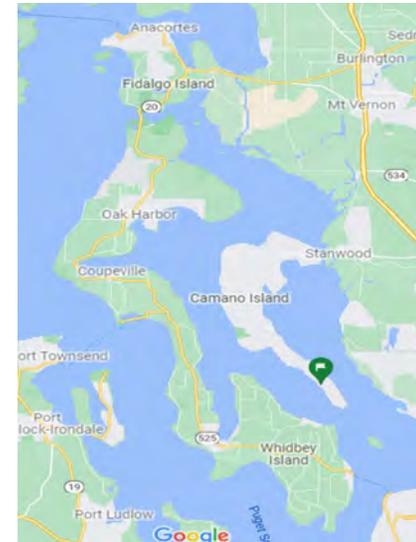
**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY 2023

Purchase/Construction: FY 2023

Estimated Completion: FY 2023



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							6 YR TOTAL
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
CERB Grant-unsecured	-	\$37,500						\$37,500
General Fund		\$5,000						\$5,000
Island County-unsecured		\$7,500						\$7,500
<b>TOTAL REQUESTED FUNDS:</b>	-	<b>\$50,000</b>						<b>\$50,000</b>

\*Spent to Date is posted amounts through 8/9/22

# FUND 001.38 CAPITAL

## EDA Marina Downtown Expansion Study

### ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023-2024

Purchase/Construction:

Estimated Completion: FY 2024

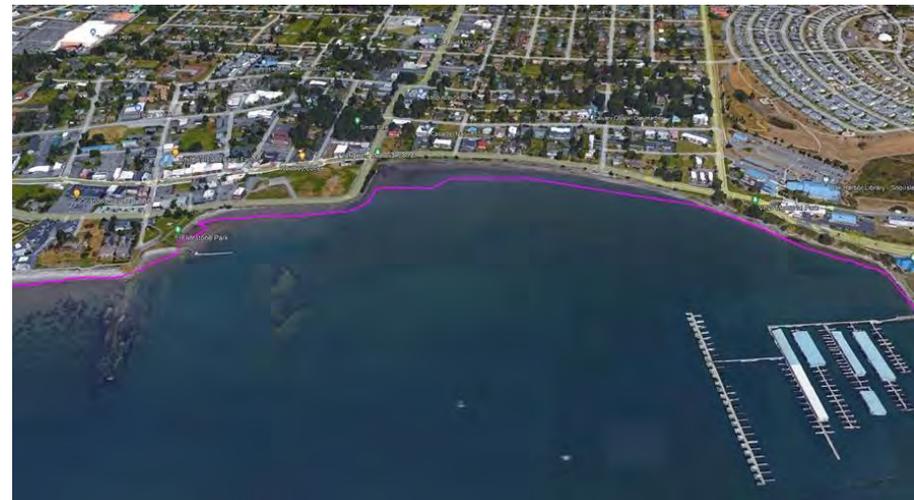
**PROJECT DESCRIPTION:** This is a project to analyze the re-development of the marina and downtown. This would lead to an action plan.

**PROJECT NEED:** The opportunity to revitalize the area includes the two lots currently in escrow on Pioneer Way. The pre-planning nature of this project would lead to a programmatic SEPA being completed. This would clear all environmental issues at the marina and downtown so the city and development community would not need to go through additional environmental review.

**DEVELOPMENT PLAN & STATUS:**

**COST & FINANCING DATA:**

COST ASSUMPTIONS	
Pre-Design/Feasibility	\$100,000
Engineering/Design Services	\$50,000
Machinery & Equipment	\$0
Construction Services	\$0
Subtotal:	\$150,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$150,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
EDA grant unsecured	-	\$50,000	\$50,000					\$100,000
General Fund		\$25,000	\$25,000					\$50,000
<b>TOTAL REQUESTED FUNDS:</b>	-	\$75,000	\$75,000					\$150,000

\*Spent to Date is posted amounts through 8/9/22

**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.

**COST & FINANCING DATA:** .

COST ASSUMPTIONS	
Pre-Design/Feasibility	\$350,000
Engineering/Design Services	\$100,000
Land	\$0
Machinery & Equipment	\$0
Construction Services	\$200,000
Subtotal:	\$650,000
Contingency Fees	\$150,000
<b>TOTAL:</b>	<b>\$800,000</b>

# FUND 001.38 CAPITAL

## EPA Pioneer Way Revitalization/Reuse Study

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY 2023

Purchase/Construction: FY 2023

Estimated Completion: FY 2023



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							6 YR TOTAL
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
EPA grant unsecured	-		\$800,000					\$800,000
<b>TOTAL REQUESTED FUNDS:</b>	-		\$800,000					\$800,000

\*Spent to Date is posted amounts through 8/9/22

**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.

**DEVELOPMENT PLAN & STATUS:**

**COST & FINANCING DATA:**

COST ASSUMPTIONS	
Pre-Design/Feasibility	\$100,000
Engineering/Design Services	\$50,000
Machinery & Equipment	\$0
Construction Services	\$0
Subtotal:	\$150,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$150,000</b>

# FUND 001.38 CAPITAL

## State Mandated 2025 Comp Plan Update

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY 2023-2024

Purchase/Construction:

Estimated Completion: FY 2024



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Grant-unsecured	-	\$50,000	\$50,000					\$100,000
General Fund		\$25,000	\$25,000					\$50,000
<b>TOTAL REQUESTED FUNDS:</b>	-	\$75,000	\$75,000					\$150,000

\*Spent to Date is posted amounts through 8/9/22

**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.

**DEVELOPMENT PLAN & STATUS:**

**COST & FINANCING DATA:**

COST ASSUMPTIONS	
Pre-Design/Feasibility	\$0
Engineering/Design Services	\$10,000
Land	\$0
Machinery & Equipment	\$40,000
Construction Services	\$50,000
Subtotal:	\$100,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$100,000</b>

# FUND 001.45 CAPITAL

## City Hall Upstairs Remodel

**ESTIMATED PROJECT & PURCHASE TIMELINE**

**Pre-Design: FY**

**Engineering/Design: FY 2023-2024**

**Purchase/Construction: FY 2023-2024**

**Estimated Completion: FY 2024**



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
REET 1	-	\$50,000	\$50,000					\$100,000
<b>TOTAL REQUESTED FUNDS:</b>	-	\$50,000	\$50,000					\$100,000

\*Spent to Date is posted amounts through 8/9/22

**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.

**COST & FINANCING DATA:**

COST ASSUMPTIONS	
Pre-Design/Feasibility	\$0
Engineering/Design Services	\$100,000
Land	\$0
Machinery & Equipment	\$20,000
Construction Services	\$150,000
Subtotal:	\$270,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$270,000</b>

# FUND 001.45 CAPITAL

## City Hall Downstairs Remodel

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY 2024

Purchase/Construction: FY 2024

Estimated Completion: FY 2024



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							6 YR TOTAL
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
REET 1	-		\$270,000					\$270,000
<b>TOTAL REQUESTED FUNDS:</b>	-		\$270,000					\$270,000

\*Spent to Date is posted amounts through 8/9/22

**PROJECT DESCRIPTION:** There are two projects under Fire Station Improvements:  
 1. Reseal the Fire Department asphalt parking lot-**complete**. 2. Replace Carpeting.

**PROJECT NEED: 1. Asphalt Reseal-**complete**:** The parking lot is showing signs of wear and tear. There are tree roots pushing up the asphalt and there are areas that the top coat of asphalt is wearing and creating gaps in the surface coating. The asphalt was to have been resurfaced 5 years ago but was pulled from the budget. **2. Carpet Replacement:** After 28 years of use, areas of the carpeting are failing. Specifically the classroom and stairs. Carpeting was replaced on the east side of the office area approximately 10 years ago. The carpet in the classroom is stained and worn. The carpet on the stairs is worn out and the threads of backing are showing. The carpet on the stairs have the potential of creating a tripping/fall hazard when it becomes more worn.

**DEVELOPMENT PLAN & STATUS: 1. Asphalt Reseal-**complete**:** Hire an asphalt resurfacing company to prep the asphalt, cut the failing sections of asphalt, and remove the tree roots that are growing through the asphalt. Patch the areas that the asphalt has been removed and reseal the entire lot, including all the parking stalls, and handicapped parking areas. Additionally provide a sealer between the asphalt and the concrete pads. **2. Carpet Replacement:** The FD is considering two potential options in the classroom: 1) Remove and replace the carpet with all weather carpeting OR 2) Remove the carpet and replace with vinyl squares—depending on the durability of the squares. This was completed in the kitchen several years ago with high success. The FD would need to complete a full analysis of cost versus longevity.

**COST & FINANCING DATA:** The project will be fully funded by the General Fund and REET

# FUND 001.55—FIRE

## Fire Station Improvements

**ESTIMATED PROJECT & PURCHASE TIMELINE**  
 Pre-Design: FY  
 Engineering/Design: FY  
 Purchase/Construction: FY 2021 & FY 2023  
 Estimated Completion: FY 2021 & FY 2023



COST ASSUMPTIONS	
Engineering Services	\$ -
Other Professional Services	\$56,000
Machinery & Equipment	\$ -
Construction Services	\$ -
Subtotal:	\$56,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$56,000</b>

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
General Fund		\$5,000						\$5,000
REET 1		\$35,000						\$35,000
2021 spent asphalt	\$9,062							
<b>TOTAL REQUESTED FUNDS:</b>	<b>\$9,062</b>	<b>\$40,000</b>						<b>\$40,000</b>

\*Spent to Date is posted amounts through 8/9/22

**FUND 007.55—FIRE CAPITAL**

**West Side Fire Station**

**ESTIMATED PROJECT & PURCHASE TIMELINE**

**Pre-Design: FY**

**Engineering/Design: FY 2023**

**Purchase/Construction: FY 2023-2025**

**Estimated Completion: FY 2025**



**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 piece of 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	
Pre-Design/Feasibility	\$200,000
Engineering/Design Services	\$300,000
Land	\$ 500,000
Machinery & Equipment	\$1,400,000
Construction Services	\$6,800,000
Subtotal:	\$9,200,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$9,200,000</b>

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							6 YR TOTAL
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
GO Bond	-	\$2,000,000	\$5,200,000	\$2,000,000				\$9,200,000
<b>TOTAL REQUESTED FUNDS:</b>	-	\$2,000,000	\$5,200,000	\$2,000,000				\$9,200,000

\*Spent to Date is posted amounts through 8/9/22

# FUND 320—PARKS

## Portland Loos

**PROJECT DESCRIPTION:** The City purchased via City Council 2 Portland Loos to be installed at Flintstone Park. The material cost of \$104,265.04 will be paid in 2018, but the remainder and installation will be done in 2023.

**PROJECT NEED:** The City is replacing the existing restroom facility at Flintstone Park with 2 Portland Loo restrooms. They are built as ordered, so material costs will be paid up front in the amount of \$104,265.04 and the remainder \$104,265.04 when delivered. In addition, the site will have to be prepped. Demolition of the old restrooms, slab poured, asphalt work, camera system relocated, plumbing and electrical work done. Estimated at \$40,000.00. Island Transit will be contributing \$70,000 towards this project.

**DEVELOPMENT PLAN & STATUS:** N/A

**COST & FINANCING DATA:** The project will be funded by contributions in Fund 320.

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2018-2023

Estimated Completion: FY 2023



COST ASSUMPTIONS	
Engineering Services	\$ -
Other Professional Services	\$ -
Machinery & Equipment	\$179,676
Construction Services	\$153,000
Subtotal:	\$332,676
Contingency Fees	\$ -
<b>TOTAL:</b>	\$332,676

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Grant-ARPA (2022)			\$20,000						\$20,000
Const dock (320)	\$149,676								
Donations	\$ 70,000								
Expected 2022 expend.	\$ 93,000								
<b>TOTAL REQUESTED FUNDS:</b>	\$312,676		\$20,000						\$20,000

\*Spent to Date is posted amounts through 8/9/22

**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.

**DEVELOPMENT PLAN & STATUS:** N/A

**COST & FINANCING DATA:** The project will be funded by REET 2.

COST ASSUMPTIONS		
Engineering Services		\$5,000
Other Professional Services		\$ -
Machinery & Equipment		\$4,000
Construction Services		\$41,000
	Subtotal:	\$50,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	\$50,000

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY 2021-2023

Purchase/Construction: FY 2021-2023

Estimated Completion: FY 2023



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
REET 2	-	\$50,000							
Project BFB			\$50,000						\$50,000
<b>TOTAL REQUESTED FUNDS:</b>	-		\$50,000						\$50,000

\*Spent to Date is posted amounts through 8/9/22

**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 forthcoming. 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.

**COST & FINANCING DATA:** The project will be funded by a combination of grants, REET, Impact Fees, and donations.

**FUND 007.70—PARKS CAPITAL**

**Harbor Heights Sports Complex Development-Phase 1**

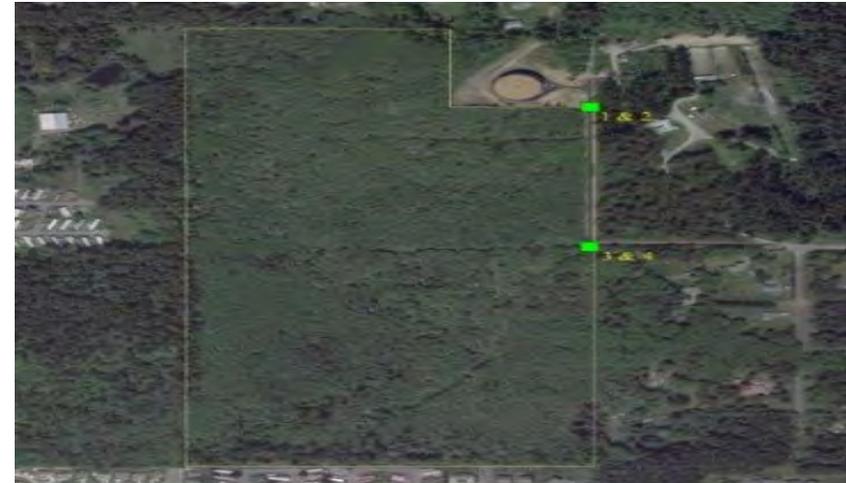
**ESTIMATED PROJECT & PURCHASE TIMELINE**

**Engineering/Design: FY 2021-2022**

**Purchase/Construction: FY 2023-2025**

**Estimated Completion: FY 2025**

COST ASSUMPTIONS	
Engineering/Design Services	\$ 175,000
Land Purchase	
Machinery & Equipment	
Construction Services	\$5,108,000
Subtotal:	\$5,283,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$5,283,000</b>



**FISCAL YEAR FUNDING REQUESTS**

REVENUE SOURCE	SPENT TO DATE	BFB-memo	FISCAL YEAR FUNDING REQUESTS						6 YR TOTAL
			FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
REET 1/2		\$300,448	ON HOLD 2022			\$885,000			\$885,000
Park Impact Fees	\$164,765	\$55,000							
Grants-Unsecured	-					\$3,865,801			\$3,865,801
General Fund	-	\$11,984							
Project BFB	-			\$367,432					\$367,432
<b>TOTAL REQUESTED FUNDS:</b>	\$164,765			\$367,432	\$4,750,801				\$5,118,233

\*Spent to Date is posted amounts through 8/9/22

**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:**

**COST & FINANCING DATA:**

COST ASSUMPTIONS		
Engineering/Design Services		\$0
Land Purchase		
Machinery & Equipment		\$150,000
Construction Services		\$150,000
	Subtotal:	\$300,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	<b>\$300,000</b>

**FUND 007.70—PARKS CAPITAL**

**Athletic Fields Renovation**

**ESTIMATED PROJECT & PURCHASE TIMELINE**  
 Engineering/Design: FY 2024  
 Purchase/Construction: FY 2024  
 Estimated Completion: FY 2024



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Unsecured	-			\$300,000					\$300,000
<b>TOTAL REQUESTED FUNDS:</b>				\$300,000					\$300,000

\*Spent to Date is posted amounts through 8/9/22

**PROJECT DESCRIPTION:** To replace old and deteriorating playground equipment for Smith Park. The intent is to remove old playground equipment scattered though out the park. Create central location and install single new feature that meets the six year comprehensive Park Plan goals.

**PROJECT NEED:** This will replace existing playground equipment that is over 30 years old.

**DEVELOPMENT PLAN & STATUS:** This project is expected to be completed in 2025. Not budgeted at this time.

**COST & FINANCING DATA:** The project will be primarily funded by REET.

## FUND 007.70 PARKS CAPITAL

### Smith Park Playground Equipment Renovation

#### ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2025

Purchase/Construction: FY 2025

Estimated Completion: FY 2025

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$ 50,000
Construction Services		\$ -
	Subtotal:	\$50,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	<b>\$ 50,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							TOTAL
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
REET 1 (311)				\$25,000				\$25,000
REET 2 (312)				\$25,000				\$25,000
<b>TOTAL REQUESTED FUNDS:</b>				<b>\$50,000</b>				<b>\$50,000</b>

\*Spent to Date is posted amounts through 8/9/22

# FUND 001.70—PARKS

## 7th Avenue Wetlands Trail Feasibility Study

**PROJECT DESCRIPTION:** Planning and feasibility study costs to construct trails 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 2023**

Engineering/Design: **FY 2024-2026**

Purchase/Construction: **FY 2024-2026**

Estimated Completion: **FY 2026**

COST ASSUMPTIONS	
Engineering Services	\$ 100,000
Other Professional Services (Feasibility)	\$10,000
Machinery & Equipment	\$ -
Construction Services	\$ -
Subtotal:	\$110 000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$110 000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Grant-TAP-unsecured	-				\$100,000			\$100,000
Paths & Trails	-			\$10,000				\$10,000
<b>TOTAL REQUESTED FUNDS:</b>	-			\$10,000	\$100,000			\$110,000

\*Spent to Date is posted amounts through 8/9/22

**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.

## FUND 007.70 PARKS CAPITAL

### Ridgehaven Park Playground Equipment Renovation

#### ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2027

Purchase/Construction: FY 2027

Estimated Completion: FY 2027

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$ 65,000
Construction Services		\$ -
	Subtotal:	\$ 65,000
Contingency Fees		\$ 3,250
	<b>TOTAL:</b>	<b>\$ 68,250</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							TOTAL
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
REET 1 (311)						\$34,125		\$34,125
REET 2 (312)						\$34,125		\$34,125
<b>TOTAL REQUESTED FUNDS:</b>						<b>\$68,250</b>		<b>\$68,250</b>

\*Spent to Date is posted amounts through 8/9/22

**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.

## FUND 007.70 PARKS CAPITAL

### Sumner Park Playground Equipment Renovation

#### ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2027

Purchase/Construction: FY 2027

Estimated Completion: FY 2027

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$ 65,000
Construction Services		\$ -
	Subtotal:	\$ 65,000
Contingency Fees		\$ 3,250
	<b>TOTAL:</b>	<b>\$ 68,250</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
REET 1 (311)						\$34,125		\$34,125
REET 2 (312)						\$34,125		\$34,125
<b>TOTAL REQUESTED FUNDS:</b>						<b>\$68,250</b>		<b>\$68,250</b>

\*Spent to Date is posted amounts through 8/9/22

**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

**FUND 007.70 PARKS CAPITAL**

**Volunteer Park Skate Park Renovation**

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY 2027

Purchase/Construction: FY 2027

Estimated Completion: FY 2027



COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$ 65,000
Construction Services		\$ -
	Subtotal:	\$ 65,000
Contingency Fees		\$ 3,250
	<b>TOTAL:</b>	<b>\$ 68,250</b>

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
REET 1 (311)						\$34,125		\$34,125
REET 2 (312)						\$34,125		\$34,125
<b>TOTAL REQUESTED FUNDS:</b>						<b>\$68,250</b>		<b>\$68,250</b>

\*Spent to Date is posted amounts through 8/9/22

**FUND 102—STREETS CAPITAL**

**Fakkema Access Road (Centennial Oak Grove)**

**PROJECT DESCRIPTION:** To design and construct a public access road on the City Owned Boyer Property.

**PROJECT NEED:** An access road is needed to connect proposed businesses that are restricted from access on SR 20.

**DEVELOPMENT PLAN & STATUS:** Design & Construct.

The design contract for \$78,500 was started and is expected to be complete before the end of 2022. Construction is planned for 2023.

**COST & FINANCING DATA:** The project will be fully funded by Streets Operations and Transportation Impact Fees.

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY 2020

Purchase/Construction: FY 2023

Estimated Completion: FY 2023

COST ASSUMPTIONS	
Engineering Services	\$ -
Other Professional Services (Design)	\$78,500
Machinery & Equipment	\$ -
Construction Services	\$250,000
Subtotal:	\$328,500
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$328,500</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-MEMO	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Street Operations	\$1,254	\$21,719							
Trans Impact Fees (105)	\$59,167	\$250,000							
Project BFB			\$250,000						\$250,000
<b>TOTAL REQUESTED FUNDS:</b>	<b>\$60,421</b>	<b>More avail</b>	<b>\$250,000</b>						<b>\$250,000</b>

\*Spent to Date is posted amounts through 8/9/22

**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)	
Pre-Design/Feasibility Services	\$200,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$1,800,000
Subtotal:	\$2,000,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$2,000,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Street Operations/REET	\$453	\$199,547	\$75,000	\$75,000	\$75,000	\$75,000			\$300,000
Water Operations	-	\$200,000	\$75,000	\$75,000	\$75,000	\$75,000			\$300,000
Wastewater Operations	-	\$200,000	\$75,000	\$75,000	\$75,000	\$75,000			\$300,000
Storm Drain Operations	-	\$200,000	\$75,000	\$75,000	\$75,000	\$75,000			\$300,000
Project BFB			\$799,547						\$799,547
<b>TOTAL REQUESTED FUNDS:</b>	<b>\$453</b>		<b>\$1,099,547</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>			<b>\$1,999,547</b>

\*Spent to Date is posted amounts through 8/9/22

**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.

## FUND 102—STREETS CAPITAL

### Annual Street Improvements

#### ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2022-2027

Estimated Completion: FY 2022-2027

COST ASSUMPTIONS (2019-2026)	
Engineering Services	\$ -
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$5,150,242
Subtotal:	\$5,150,242
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$5,150,242</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Street Operations	\$409,279	\$500,000	\$50,000	\$50,000	\$400,000	\$400,000	\$400,000	\$400,000	\$1,700,000
REET 1	\$310,000								
REET 2	\$281,857		\$450,000	\$450,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,300,000
Arterials	\$137,945								
Donations	\$10,000								
Expected 2022 expenditures	\$501,161								
Project BFB			\$500,000						\$500,000
<b>TOTAL REQUESTED FUNDS:</b>	<b>\$1,650,242</b>		<b>\$1,000,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$3,500,000</b>

**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:**

**COST & FINANCING DATA:**

COST ASSUMPTIONS	
Pre-Design/Feasibility	\$0
Engineering/Design Services	\$90,000
Land	\$0
Machinery & Equipment	\$0
Construction Services	\$0
Subtotal:	\$90,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$90,000</b>

# FUND 101—STREETS

## Street Traffic Calming

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY 2023-2028

Purchase/Construction: FY 2023-2028

Estimated Completion: FY 2028



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Reet 2	-	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$90,000
<b>TOTAL REQUESTED FUNDS:</b>	-	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$90,000

\*Spent to Date is posted amounts through 8/9/22

**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	
Engineering Services	\$650,000
Right of Way Acquisition	\$-
Machinery & Equipment	\$ -
Construction Services	\$5,720,000
Subtotal:	\$6,370,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$6,370,000</b>

# 102—STREETS CAPITAL

## Harbor Heights Access Roads

**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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY2028	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
<b>TOTAL REQUESTED FUNDS:</b>	-				\$250,000	\$6,120,000			\$6,370,000

\*Spent to Date is posted amounts through 8/9/22

**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.

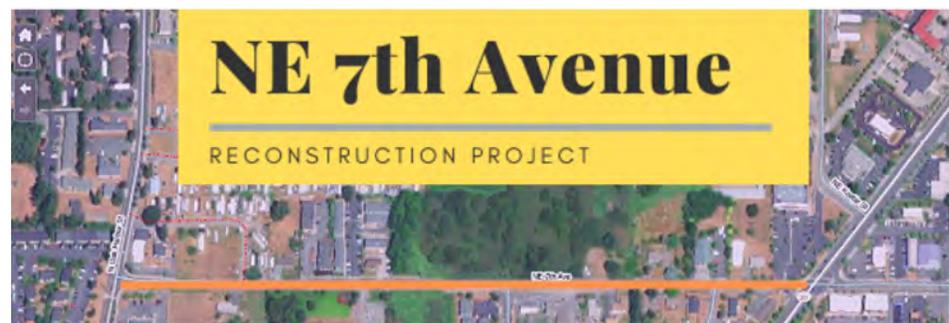
**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY 2021

Purchase/Construction: FY 2022-2024

Estimated Completion: FY 2024



COST ASSUMPTIONS	
Engineering Services	\$498,035
Right of Way Acquisition	\$ -
Machinery & Equipment	\$ -
Construction Services	\$2,170,980
Subtotal:	\$2,669,015
Contingency Fees	\$ -
<b>TOTAL:</b>	\$2,669,015

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
STBG/IRTPO Grant-secured	\$196,835		\$301,200	\$472,765					\$773,965
STBG/IRTPO Grant-unsecured				\$851,958					\$851,958
105 Impact fees	\$32,698	\$231,237	\$53,973	\$405,835					\$459,808
101 Streets	\$1,014								
General Fund				\$71,500					\$71,500
Expected 2022 expenditures	\$50,000								
Project BFB			\$231,237						\$231,237
<b>TOTAL REQUESTED FUNDS:</b>	\$280,547	More available	\$586,410	\$1,802,058					\$2,388,468

**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	
Engineering Services	\$39,200
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$344,540
Subtotal:	\$383,740
Contingency Fees	\$ -
<b>TOTAL:</b>	\$383,740

## FUND 103—ARTERIALS CAPITAL

### NW Heller Street Overlay

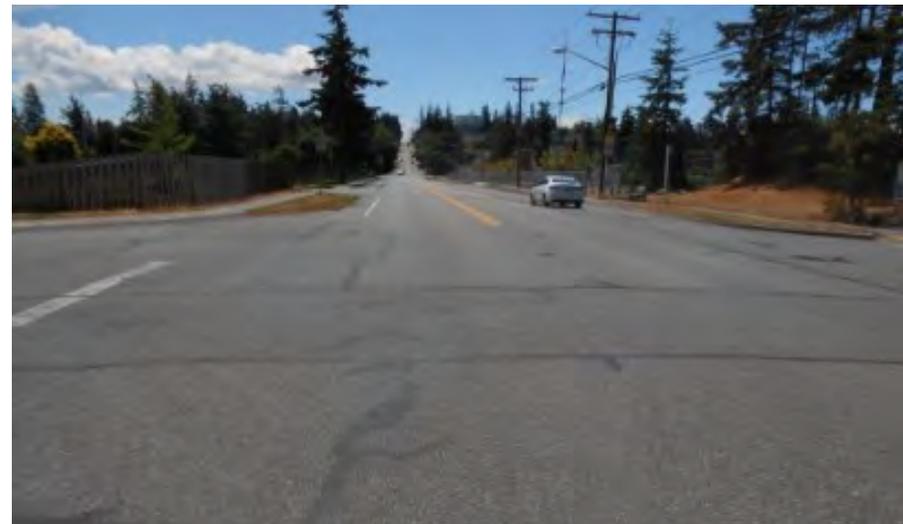
#### ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023

Purchase/Construction: FY 2023

Estimated Completion: FY 2023



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB –memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
IRTPO Grant	-		\$311,927						\$311,927
Arterials	-	\$32,613							
Expected 2022 expenditures	\$39,200								
BFB			\$32,613						\$32,613
<b>TOTAL REQUESTED FUNDS:</b>	\$39,200		\$344,540						\$344,540

\*Spent to Date is posted amounts through 8/9/22

**PROJECT DESCRIPTION:** The proposal is to build a trail from Hoffman Road intersection at SR 20 to NE16th Ave. The trail will connect the park and ride, aircraft display and the entryway to the city of Oak Harbor. Currently there are no solely dedicated pedestrian or bike facilities in that stretch. The trail will provide a better (welcoming, easy) access for these users to Oak Harbor.

**PROJECT NEED:** This project is a joint venture between the City and the County, the latter being the lead for the project. The project is positioned to use federal grants appropriated by the Island Regional Transportation Planning Organization (IRTPO). To leverage the grants, a 13.5 percent local match is required. The local match will be divided between the City and the County. The City will need to budget its match in the CIP and eventually into the two year budget. The City and the County will enter into an agreement to spell the roles and responsibilities of the jurisdictions for implementation. Since the County is lead on the project, the PE and construction will be managed by their staff. The City will contribute half of the 13.5% match to the County as the project moves forward.

**DEVELOPMENT PLAN & STATUS:** Currently the approved IRTPO 6-yr funding plan indicates that the project is scheduled for PE in 2023. The collaborative design will take a year or two. After the design, right-of-way acquisitions are planned to be completed by 2024. Construction in 2024.

**COST & FINANCING DATA:** City share of the project will be funded using Transportation Impact Fees.

COST ASSUMPTIONS	
Engineering Services	\$65,175
Right of Way Acquisition	\$9,364
Machinery & Equipment	\$ -
Construction Services	\$40,968
Subtotal:	\$115,507
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$115,507</b>

## FUND 103—ARTERIALS CAPITAL

### Hoffman to 16th Trail

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY 2023

Purchase/Construction: FY 2023-2024

Estimated Completion: FY 2024



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
105 Impact fees	-	\$25,175	\$50,332						\$50,332
Expected 2022 expenditures	\$40,000								
Project BFB			\$25,175						\$25,175
<b>TOTAL REQUESTED FUNDS:</b>	<b>\$40,000</b>		<b>\$75,507</b>						<b>\$75,507</b>

**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 economy. 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 what-ever 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.

**COST & FINANCING DATA:** The project will be funded by grants, arterials, and paths & trails.

COST ASSUMPTIONS	
Professional/Engineering Services	\$150,000
Right of Way Acquisition	\$ -
Machinery & Equipment	\$ -
Construction Services	\$ -
Subtotal:	\$150,000
Contingency Fees	\$ -
<b>TOTAL:</b>	\$150,000

FUND 103—ARTERIALS CAPITAL

Active Transportation Plan

**ESTIMATED PROJECT & PURCHASE TIMELINE**  
 Pre-Design: FY  
 Engineering/Design: FY 2022-2023  
 Purchase/Construction: FY 2022-2023  
 Estimated Completion: FY 2023



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
STBG/IRTPO Grant			\$86,500						\$86,500
WA DOT	\$1,594								
Arterials	\$249	\$500							
Paths & Trails		\$13,000							
Expected 2022 expenditures	\$49,751								
Project BFB			\$13,500						\$13,500
<b>TOTAL REQUESTED FUNDS:</b>	\$51,594		\$100,000						\$100,000



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. Upgrade 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 2025

Purchase/Construction: FY 2025

Estimated Completion: FY 2025

COST ASSUMPTIONS	
Engineering Services	\$100,000
Right of Way Acquisition	\$ -
Machinery & Equipment	\$ -
Construction Services	\$850,000
Subtotal:	\$950,000
Contingency Fees	\$ -
<b>TOTAL:</b>	\$950,000



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
STBG/IRTPO Grant				\$821,750				\$821,750
Arterials				\$128,250				\$128,250
<b>TOTAL REQUESTED FUNDS:</b>				\$950,000				\$950,000

\*Spent to Date is posted amounts through 8/9/22

**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.

# FUND 108—TBD CAPITAL

## Transportation Benefit District (TBD) Overlays

### ESTIMATED PROJECT & PURCHASE TIMELINE

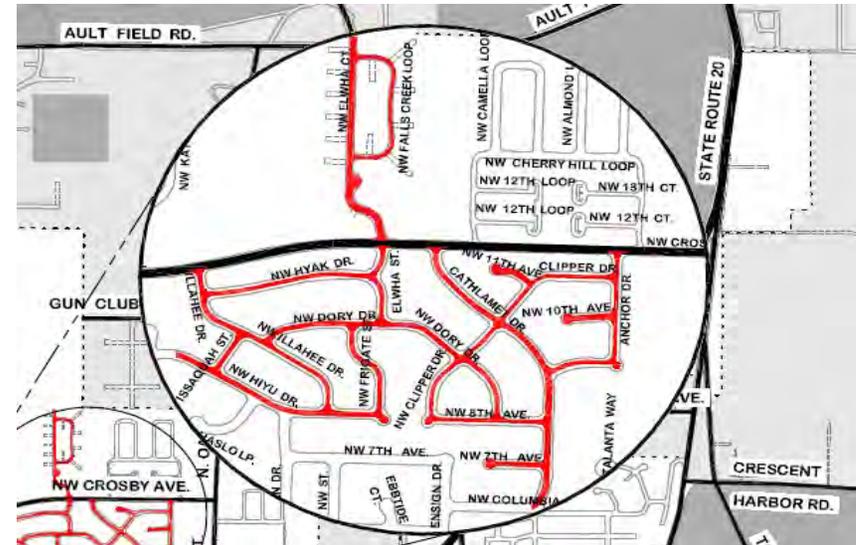
Pre-Design: FY

Engineering/Design: FY 2022-2028

Purchase/Construction: FY 2022-2028

Estimated Completion: FY 2022-2028

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$ -
Construction Services		\$6,849,000
	Subtotal:	\$6,849,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	<b>\$6,849,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
TBD Funds (Fund 107)	\$510,351	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$5,400,000
Expected 2022 expenditures	\$939,074							
<b>TOTAL REQUESTED FUNDS:</b>	<b>\$1,449,425</b>	<b>\$900,000</b>	<b>\$900,000</b>	<b>\$900,000</b>	<b>\$900,000</b>	<b>\$900,000</b>	<b>\$900,000</b>	<b>\$5,400,000</b>

\*Spent to Date is posted amounts through 8/9/22

**PROJECT DESCRIPTION:** Removal and replacement of roof at the city building located at 51 SE Jerome St (The Oak Harbor Senior Center). Both the flat portions and the asphalt composition roofing need to be replaced.

**PROJECT NEED:** The current roof is the original roof which is now 32 years old and due for replacement. Several areas have been patched every year to extend the life of the roof, however, recent inspection by Public Works personnel show need to replace roofing materials to maintain building integrity. The roof replacement is planned for 2022 as the current process of repairing the roof seems to be working but it needs to be replaced in the next few years. The Senior Center is home to over 700 members and is used 6 days a week for programs, events and classes. It is also available and often used for community meetings and gatherings.

**DEVELOPMENT PLAN & STATUS:** Quotes have been received to allow a reasonable estimate of the cost to replace the roof. The scope of work includes the removal and replacement of composition shingle and the removal and replacement of flat roof areas.

**COST & FINANCING DATA:** The project will be funded by the Senior Center operations, REET 2 and Grants-ARPA.

## FUND 129—SENIOR SERVICES

### Roof Replacement

**ESTIMATED PROJECT & PURCHASE TIMELINE**  
 Pre-Design: FY  
 Engineering/Design: FY  
 Purchase/Construction: FY 2022-2023  
 Estimated Completion: FY 2023

COST ASSUMPTIONS	
Engineering Services	\$ -
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$315,386
Subtotal:	\$315,386
Contingency Fees	\$ -
<b>TOTAL:</b>	\$315,386



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Senior Services Operations	-	\$5,000							
REET 2		\$35,000							
Grant-ARPA (2022)			\$130,000						\$130,000
Expected 2022 expenditure	\$145,386								
Project BFB			\$40,000						\$40,000
<b>TOTAL REQUESTED FUNDS:</b>	\$145,386		\$170,000						\$170,000

\*Spent to Date is posted amounts through 8/9/22

**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.

**FUND 130—SENIOR SERVICES  
CAPITAL**

**Parking Lot-The Center**

**ESTIMATED PROJECT & PURCHASE TIMELINE**

**Pre-Design: FY**

**Engineering/Design: FY**

**Purchase/Construction: FY 2024-2025**

**Estimated Completion: FY 2025**



COST ASSUMPTIONS	
Engineering Services	\$36,000-
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$384,500
Subtotal:	\$420,500
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$420,500</b>

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Unsecured	-		\$36,000	\$384,500				\$420,500
<b>TOTAL REQUESTED FUNDS:</b>	-		\$36,000	\$384,500				\$420,500

\*Spent to Date is posted amounts through 8/9/22

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 1-3 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 2021

Purchase/Construction: FY 2022 (P2)

Estimated Completion: FY 2027



COST ASSUMPTIONS	
Engineering/Pre-Design Services	\$450,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$884,050
Subtotal:	\$1,334,050
Contingency Fees	\$ -
<b>TOTAL:</b>	\$1,334,050

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY2027	FY 2028	6 YR TOTAL
General Fund		\$24,486							
Grant-T-Mobile									
Park Impact Fees (127)		\$197,417		\$100,000					\$100,000
REET 1				\$526,104			\$125,000		\$651,104
REET 2		\$140,000					\$125,000		\$125,000
WWTP (422)		\$46,043							
Expected 2022 expenditures	\$50,000								
Project BFB			\$407,946						\$407,946
<b>TOTAL REQUESTED FUNDS:</b>	\$50,000		\$407,946	\$626,104			\$250,000		\$1,284,050

\*Spent to Date is posted amounts through 8/9/22

# 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 2020-2023

Estimated Completion: FY 2023

COST ASSUMPTIONS	
Engineering Services	\$ -
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$301,200
Subtotal:	\$301,200
Contingency Fees	\$ -
<b>TOTAL:</b>	\$301,200



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water (401)	\$9,901	\$291,299							
Project BFB			\$291,299						\$291,299
<b>TOTAL REQUESTED FUNDS:</b>	\$9,901		\$291,299						\$291,299

\*Spent to Date is up to date as of 8/9/2022

# 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 2021-2023

Estimated Completion: FY 2023

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$60,000
Construction Services		\$40,000
	Subtotal:	\$100,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	<b>\$100,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water Operations	-	\$100,000							
Project BFB			\$100,000						\$100,000
<b>TOTAL REQUESTED FUNDS:</b>	-		\$100,000						\$100,000

\*Spent to Date is up to date as of 8/9/2022

**PROJECT DESCRIPTION:** The City is paying the material cost difference between the City standard water main size of 8” and the 16” water main that is being installed into the Marin Woods PRD in order to conform with the Water System Plan. The Marin Woods PRD is located northerly of SW Swantown Ave. and the westerly termini of SW Robertson and SW Putnam Drive(s) in accordance with OHMC 13.28.020 (2)(d) as last amended by Ord. 438 Section 10

**PROJECT NEED:** Project is identified in the City of Oak Harbor Capital Facilities Plan.

**DEVELOPMENT PLAN & STATUS:** Design & Construction

**COST & FINANCING DATA:** .The project will be funded by Water Operations

## FUND 431—WATER CAPITAL

### Marin Woods Waterline Upsize

#### ESTIMATED PROJECT & PURCHASE TIMELINE

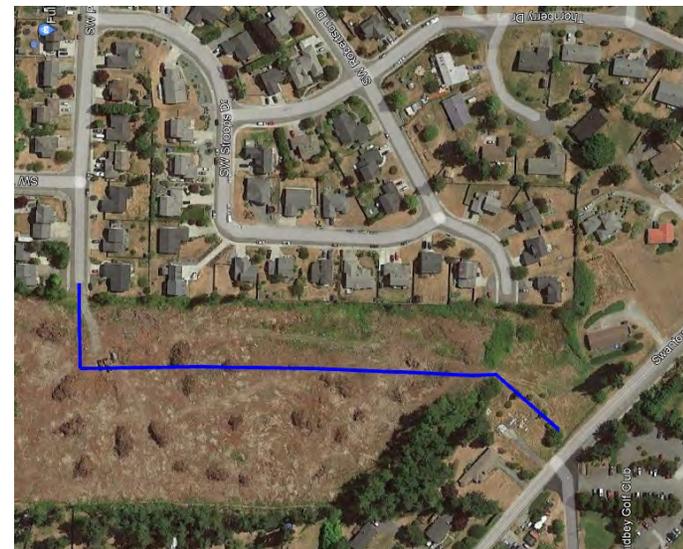
Pre-Design: FY

Engineering/Design: FY 2022-2023

Purchase/Construction: FY 2022-2023

Estimated Completion: FY 2023

COST ASSUMPTIONS	
Engineering Services	\$50,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$ 50,000
Subtotal:	\$ 100,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$100,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	Memo-BFB	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water Operations	-	\$100,000							
Project BFB			\$100,000						\$100,000
<b>TOTAL REQUESTED FUNDS:</b>	<b>-</b>		<b>\$100,000</b>						<b>\$100,000</b>

\*Spent to Date is up to date as of 8/9/2022

**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.

## FUND 431—WATER CAPITAL

SR20/Campbell Lake Rd Roundabout/Fish passage watermain replacement

### ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2022-2023

Purchase/Construction: FY 2022-2023

Estimated Completion: FY 2023

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$ -
Construction Services		\$2,300,000
	Subtotal:	\$2,300,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	<b>\$2,300,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water (401)	-	\$850,000							
Navy Contribution (50%)			\$1,150,000						\$1,150,000
Project BFB			\$850,000						\$ 850,000
Expected 2022 expenditures	\$300,000								
<b>TOTAL REQUESTED FUNDS:</b>	<b>\$300,000</b>		<b>\$2,000,000</b>						<b>\$2,000,000</b>

\*Spent to Date is up to date as of 8/9/2022

**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 to be used as emergency supply (~1,000 gpm). It is anticipated that the investigation will determine the feasibility and potential locations of new emergency supply wells. **2. Water System Plan Update:** This plan is required by Washington State Department of Health. WAC 246-290-100 requires Group A water systems to submit a Water System Plan or Plan update to the Washington Department of Health every 6 years. The services of a consultant need to be obtained to perform the required update. **3. Risk Assessment and Emergency Response Plan Update:** Required by the EPA. On October 23, 2018, America's Water Infrastructure Act (AWIA) was signed into law. AWIA Section 2013 requires community drinking water systems serving more than 3,300 people to develop or update risk assessments and emergency response plans (ERPS). The law specifies the components that the risk assessments and ERP's must address, and establishes deadlines by which water systems must certify to EPA completion of the risk assessment and ERP.

**DEVELOPMENT PLAN & STATUS:** Hire consultant to conduct study and update plans.

**COST & FINANCING DATA:** Funded by Water Operations and Cumulative Reserves.

COST ASSUMPTIONS	
Engineering Services	\$ -
Other Professional Services	\$763,000
Machinery & Equipment	\$ -
Construction Services	\$ -
Subtotal:	\$763,000
Contingency Fees	\$ -
<b>TOTAL:</b>	\$763,000

# FUND 401—WATER

## Water System Plans and Studies

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2021-2024

Estimated Completion: FY 2024



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water Ops (Proj #1) (401)	-	\$78,200		\$168,000					\$168,000
Cumulative Res (Proj #1) (411)	\$25,791	\$64,009		\$112,000					\$112,000
Water Ops (Proj #2)	-	\$200,000							
Water Ops (Proj #3)	-	\$110,000							
Expected 2022 expenditures	5,000								
Project BFB			\$452,209						\$452,209
<b>TOTAL REQUESTED FUNDS:</b>	\$30,791		\$452,209	\$280,000					\$732,209

\*Spent to Date is up to date as of 8/9/2022

# 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 2022-2023**  
**Estimated Completion: FY 2023**

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$ -
Construction Services		\$400,000
	Subtotal:	\$400,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	<b>\$400,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water Operations (401)	-	\$200,000							
Project BFB			\$200,000						\$200,000
Expected 2022 expenditures	\$200,000								
<b>TOTAL REQUESTED FUNDS:</b>	<b>\$200,000</b>		<b>\$200,000</b>						<b>\$200,000</b>

\*Spent to Date is up to date as of 8/9/2022

**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.

# FUND 431—WATER CAPITAL

## Annual Steel/AC Water Main Replacements

### ESTIMATED PROJECT & PURCHASE TIMELINE

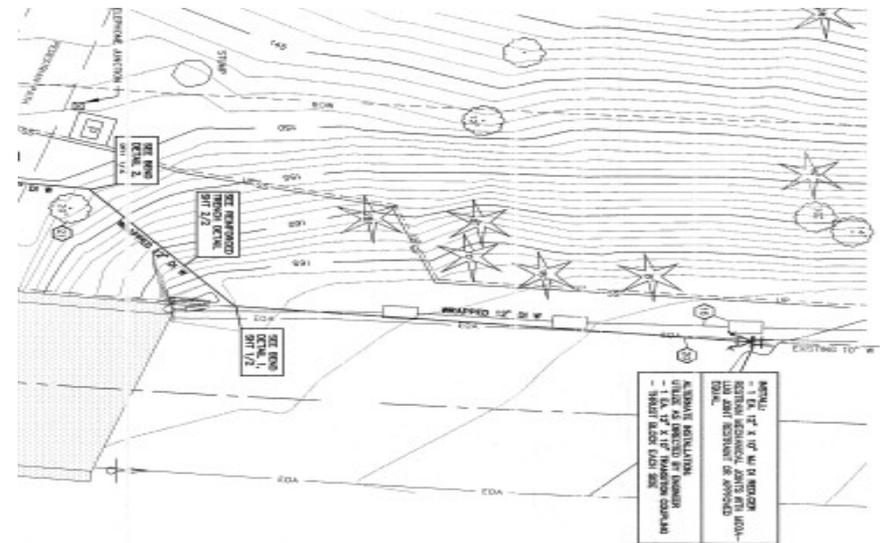
Pre-Design: FY

Engineering/Design: FY 2022-2028

Purchase/Construction: FY 2022-2028

Estimated Completion: FY 2022-2028

COST ASSUMPTIONS	
Engineering Services	\$600,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$4,400,000
Subtotal:	\$5,000,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$5,000,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water Operations	-	1,527,000			\$473,000	\$500,000	\$500,000	\$500,000	\$1,973,000
Grant-ARPA			\$1,000,000						\$1,000,000
Project BFB			\$1,527,000						\$1,527,000
Expected 2022 expenditures	\$500,000								
<b>TOTAL REQUESTED FUNDS:</b>	<b>\$500,000</b>		<b>\$2,527,000</b>		<b>\$473,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$4,500,000</b>

\*Spent to Date is up to date as of 8/9/2022

**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.

COST ASSUMPTIONS	
Engineering Services	\$95,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$375,000
Subtotal:	\$470,000
Contingency Fees	\$ -
<b>TOTAL:</b>	\$470,000

## FUND 431—WATER CAPITAL

### Glencoe Street Fire Flow Improvements

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY 2021-2022

Purchase/Construction: FY 2021-2023

Estimated Completion: FY 2023



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water Operations	-	\$300,000							
Project BFB			\$300,000						\$300,000
<b>TOTAL REQUESTED FUNDS:</b>	-		\$300,000						\$300,000

\*Spent to Date is up to date as of 8/9/2022

**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

Estimated Completion: FY 2023

COST ASSUMPTIONS	
Engineering Services	\$27,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$223,000
Subtotal:	\$250,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$250,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water Operations	-								
Grant-ARPA			\$250,000						\$250,000
<b>TOTAL REQUESTED FUNDS:</b>	-		\$250,000						\$250,000

\*Spent to Date is up to date as of 8/9/2022

**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.

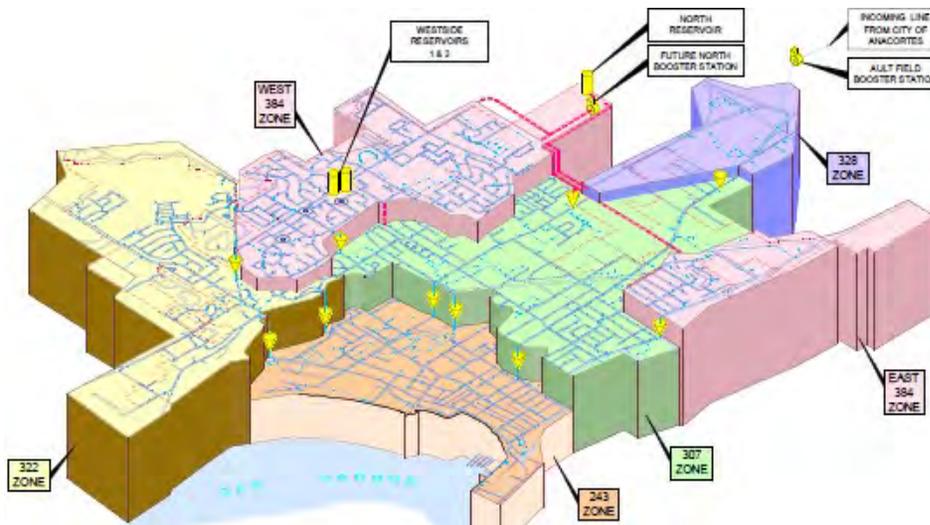
**COST & FINANCING DATA:** The project will be funded by Water Operations.

# FUND 431—WATER CAPITAL

## West 384 Zone Development

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY  
 Engineering/Design: FY 2023  
 Purchase/Construction: FY 2024-2025  
 Estimated Completion: FY 2025



COST ASSUMPTIONS	
Engineering Services	\$73,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$292,000
Subtotal:	\$365,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$365,000</b>

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water Operations (401)	-		\$43,800	\$175,200				\$219,000
Water Cum Res (411)			\$29,200	\$116,800				\$146,000
<b>TOTAL REQUESTED FUNDS:</b>	-		\$73,000	\$292,000				\$365,000

\*Spent to Date is up to date as of 8/9/2022

**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.

# FUND 431—WATER CAPITAL

## West 384 Zone Extension Phase

**ESTIMATED PROJECT & PURCHASE TIMELINE**

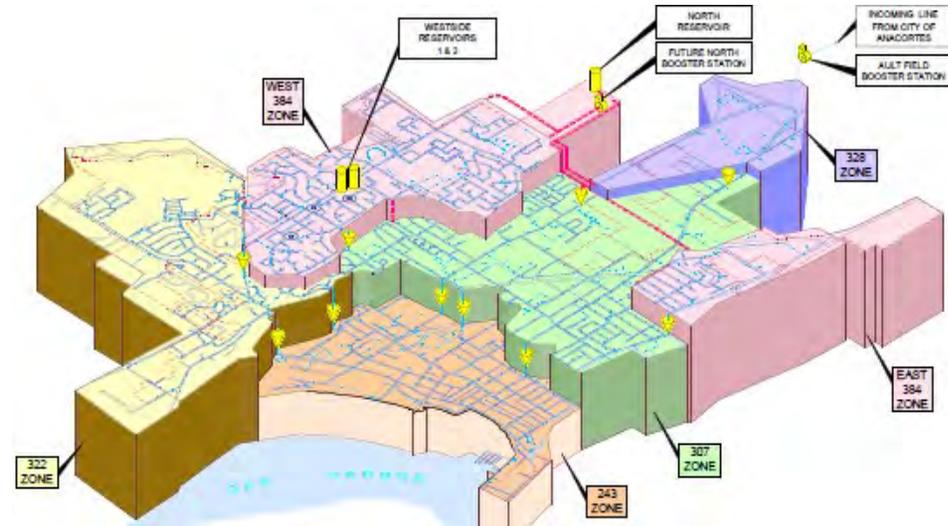
Pre-Design: FY

Engineering/Design: FY 2024-2025

Purchase/Construction: FY 2024-2025

Estimated Completion: FY 2025

COST ASSUMPTIONS	
Engineering Services	\$603,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$2,412,000
Subtotal:	\$3,015,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$3,015,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water Operations (401)	-			\$1,809,000				\$1,809,000
Cumulative Reserves (411)	-			\$1,206,000				\$1,206,000
<b>TOTAL REQUESTED FUNDS:</b>	-			\$3,015,000				\$3,015,000

\*Spent to Date is up to date as of 8/9/2022

**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	
Engineering Services	\$ -
Other Professional Services	\$110,000
Machinery & Equipment	\$ -
Construction Services	\$ -
Subtotal:	\$110,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$110,000</b>

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water (401)	-	\$110,000							
Project BFB					\$110,000				\$110,000
<b>TOTAL REQUESTED</b>	-				\$110,000				\$110,000

\*Spent to Date is up to date as of 8/9/2022

**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.

## FUND 431—WATER CAPITAL

### Erin Park Main Road Extension/Tie In

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: **FY 2023**

Engineering/Design: **FY 2023-2025**

Purchase/Construction: **FY 2023-2025**

Estimated Completion: **FY 2025**

COST ASSUMPTIONS		
Engineering Services		\$190,000
Other Professional Services		\$ -
Machinery & Equipment		\$ -
Construction Services		\$565,000
	Subtotal:	\$755,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	<b>\$755,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water Operations	-	\$76,000			\$226,000				\$226,000
Cumulative Reserves		\$114,000			\$339,000				\$339,000
Project BFB					\$190,000				\$190,000
<b>TOTAL REQUESTED</b>	-				\$755,000				\$755,000

\*Spent to Date is up to date as of 8/9/2022

# 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	
Engineering Services	\$15,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$45,000
Subtotal:	\$60,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$60,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water Operations	-	\$6,000			\$18,000				\$18,000
Cumulative Reserves		\$9,000			\$27,000				\$27,000
Project BFB					\$15,000				\$15,000
<b>TOTAL REQUESTED FUNDS:</b>	-				\$60,000				\$60,000

\*Spent to Date is up to date as of 8/9/2022

# FUND 431—WATER

## Wet Fiber Extension

**PROJECT DESCRIPTION:** Extension of Anacortes Wet Fiber from Deception Pass to Oak Harbor.

**PROJECT NEED:** The City of Anacortes is installing wet fiber in the City of Oak Harbor’s waterlines on Fidalgo Island with the Oak Harbor having access to strands for broadband and leak detection. This request is to extend the wet fiber on Whidbey Island from Deception Pass to Oak Harbor for broadband and leak detection. This includes contracting with the City of Anacortes for construction services to install the wet fiber on Whidbey Island.

**DEVELOPMENT PLAN & STATUS:** N/A

**COST & FINANCING DATA:** This purchase will be funded by Unsecured funding.

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$600,000
Construction Services		\$ -
	Subtotal:	\$600,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	\$600,000

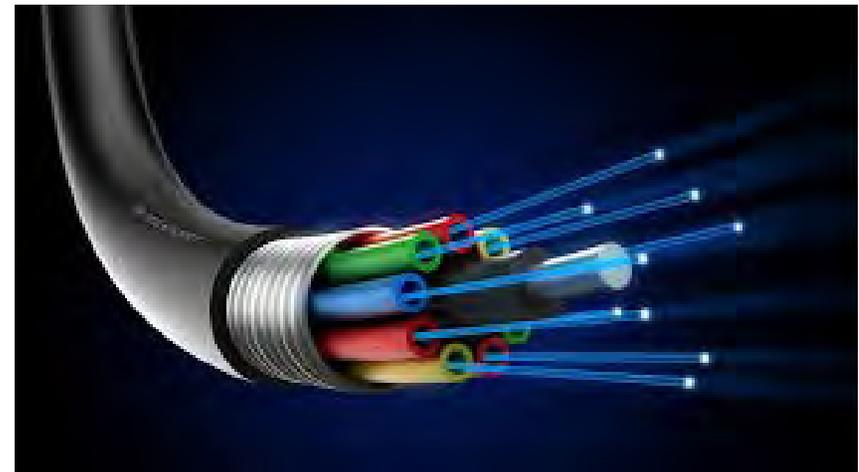
**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2025-2026

Estimated Completion: FY 2026



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Grant (unsecured)	-				\$600,000			\$600,000
<b>TOTAL REQUESTED FUNDS:</b>	-				\$600,000			\$600,000

\*Spent to Date is up to date as of 8/9/2022

# FUND 401—WATER

## Wet Fiber 24" Transmission Leak Detector

**PROJECT DESCRIPTION:** Purchase and installation of leak detection software/hardware for Craley Group pipe within a pipe fiber optic cable.

**PROJECT NEED:** The City of Anacortes is installing wet fiber optic cable in the City of Oak Harbor's 24" transmission main. Anacortes is allowing the City of Oak Harbor to use 2 fiber strands for leak detection. This request is to purchase and install the needed software/hardware for the leak detection product

**DEVELOPMENT PLAN & STATUS:** N/A

**COST & FINANCING DATA:** This purchase will be funded by Water Operations.

**ESTIMATED PROJECT & PURCHASE TIMELINE**  
 Pre-Design: FY  
 Engineering/Design: FY  
 Purchase/Construction: FY 2025-2027  
 Estimated Completion: FY 2027

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$410,000
Construction Services		\$ -
	Subtotal:	\$410,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	<b>\$410,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Water Operations	-					\$205,000		\$205,000
City of Anacortes Cont						\$205,000		\$205,000
<b>TOTAL REQUESTED FUNDS:</b>	-					\$410,000		\$410,000

\*Spent to Date is up to date as of 8/9/2022

## 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 2021-2023

Estimated Completion: FY 2023

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$ -
Construction Services		\$325,000
	Subtotal:	\$325,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	\$325,000



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Sewer (402)									
ARPA (2022)	\$7,879		\$317,121						\$317,121
<b>TOTAL REQUESTED FUNDS:</b>	\$7,879		\$317,121						\$317,121

\*Spent to Date is up to date as of 8/9/2022

**PROJECT DESCRIPTION:** The intent of this project with the grant funding awarded is to create an annual program to assist citizens to upgrade their 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&Is located in older parts of the city which includes a large collection of low-income housing. This includes 3.4 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.

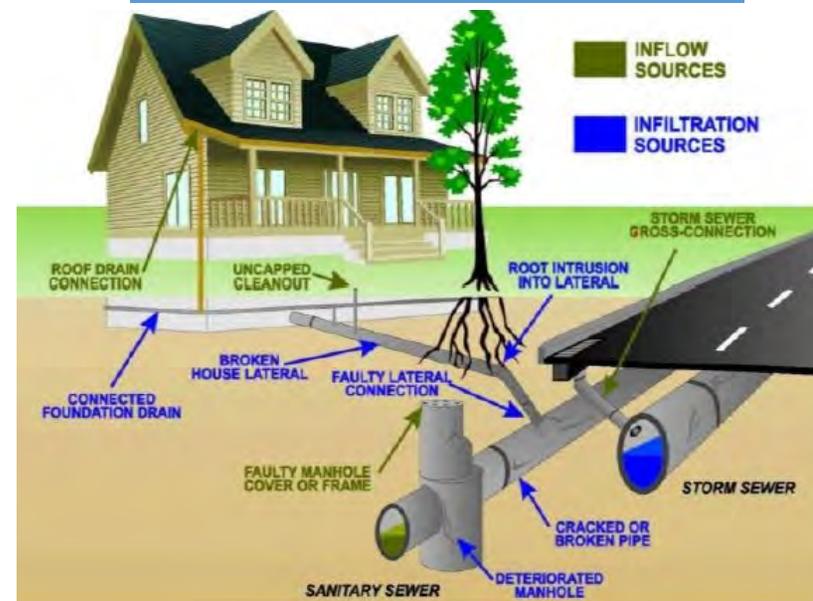
**COST & FINANCING DATA:** The project will be funded by Sewer Operations.

COST ASSUMPTIONS	
Engineering Services	\$200,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$1,750,000
Subtotal:	\$1,950,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$1,950,000</b>

## FUND 432—SEWER CAPITAL

### Federal Inflow & Infiltration Grant

**ESTIMATED PROJECT & PURCHASE TIMELINE**  
 Pre-Design: FY  
 Engineering/Design: FY 2022-2023  
 Purchase/Construction: FY 2022-2023  
 Estimated Completion: FY 2023



#### FISCAL YEAR FUNDING REQUESTS

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Fed Govt Assistance-unsecured			\$1,950,000						\$1,950,000
<b>TOTAL REQUESTED FUNDS:</b>	-		\$1,950,000						\$1,950,000

\*Spent to Date is up to date as of 8/9/2022

# FUND 402—SEWER

## Sewer Lagoon-Decommissioning

**PROJECT DESCRIPTION:** Repairs to the Lagoon outfall 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 2022-2023

Estimated Completion: FY 2023

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$ -
Construction Services		\$550,000
	Subtotal:	\$550,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	<b>\$550,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Sewer Operations	-								
Grant-ARPA			\$550,000						\$550,000
<b>TOTAL REQUESTED FUNDS:</b>			\$550,000						\$550,000

\*Spent to Date is up to date as of 8/9/2022

**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:**

**COST & FINANCING DATA:**

## FUND 422—WWTP CAPITAL

### Clean Water Facility-Screens

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY  
 Engineering/Design: FY  
 Purchase/Construction: FY 2023  
 Estimated Completion: FY 2023

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$300,000
Construction Services		\$0,000
	Subtotal:	\$300,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	<b>\$300,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Clean Water Facility (422)			\$300,000						\$300,000
<b>TOTAL REQUESTED FUNDS:</b>			\$300,000						\$300,000

\*Spent to Date is up to date as of 8/9/2022

# FUND 402—SEWER

## Reuse Effluent Water System

**ESTIMATED PROJECT & PURCHASE TIMELINE**  
 Pre-Design: FY  
 Engineering/Design: FY  
 Purchase/Construction: FY 2022-2024  
 Estimated Completion: FY 2024



**PROJECT DESCRIPTION:** This project will allow the City to irrigate Windjammer Park with effluent water instead of using utility water.

**PROJECT NEED:** This project will is necessary to reduce water costs for the Parks Division.

**DEVELOPMENT PLAN & STATUS:** Currently waiting on Department of Ecology permits to begin this project.

**COST & FINANCING DATA:** The project will be funded by Sewer Operations.

COST ASSUMPTIONS		
Engineering Services		\$-
Pre-Design/ Feasibility		\$-
Machinery & Equipment		\$40,000
Construction Services		\$ 260,000
	Subtotal:	\$300,000
Contingency Fees		\$-
	<b>TOTAL:</b>	<b>\$300,000</b>

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Sewer Operations	-								
ARPA (2022)				\$300,000					\$300,000
<b>TOTAL REQUESTED FUNDS:</b>	-			\$300,000					\$300,000

\*Spent to Date is up to date as of 8/9/2022

**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:**

**COST & FINANCING DATA:**

# FUND 422—WWTP CAPITAL

## Clean Water Facility-Major O&M

### ESTIMATED PROJECT & PURCHASE TIMELINE

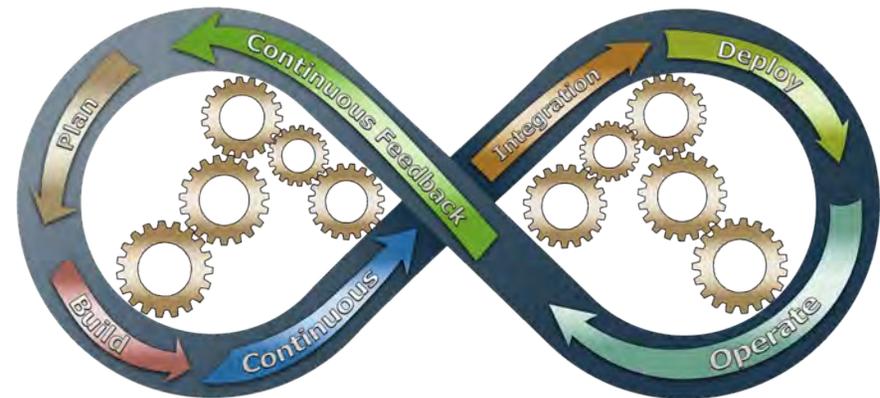
Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2024-2025

Estimated Completion: FY 2025

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$300,000
Construction Services		\$0,000
	Subtotal:	\$300,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	<b>\$300,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Clean Water Facility (422)	-			\$150,000	\$150,000				\$300,000
<b>TOTAL REQUESTED</b>	-			\$150,000	\$150,000				\$300,000

\*Spent to Date is up to date as of 8/9/2022

**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:**

**COST & FINANCING DATA:**

COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$ -
Machinery & Equipment		\$ 300,000-
Construction Services		\$-
	Subtotal:	\$300,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	\$300,000

**FUND 422—WWTP CAPITAL**

**Clean Water Facility-Washer/Compactor**

**ESTIMATED PROJECT & PURCHASE TIMELINE**  
 Pre-Design: FY  
 Engineering/Design: FY  
 Purchase/Construction: FY 2024  
 Estimated Completion: FY 2024



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Clean Water Facility (422)				\$200,000					\$200,000
System Development Fees (411)				\$100,000					\$100,000
<b>TOTAL REQUESTED FUNDS:</b>				\$300,000					\$300,000

\*Spent to Date is up to date as of 8/9/2022

**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.

## FUND 432—SEWER CAPITAL

### Sewer Line Replacements

#### ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2022-2025

Purchase/Construction: FY 2022-2025

Estimated Completion: FY 2025

COST ASSUMPTIONS	
Engineering Services	\$88,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$792,000
Subtotal:	\$880,000
Contingency Fees	\$ -
<b>TOTAL:</b>	\$880,000



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Sewer Operations	-	\$440,000			\$110,000				\$110,000
ARPA (2022)					\$330,000				\$330,000
Project BFB					\$440,000				\$440,000
<b>TOTAL REQUESTED FUNDS:</b>	-				\$880,000				\$880,000

\*Spent to Date is up to date as of 8/9/2022

**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	
Engineering Services	\$ -
Pre-Design/Feasibility	\$125,000
Machinery & Equipment	\$ -
Construction Services	\$250,000
Subtotal:	\$375,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$375,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Storm Drain	\$32,010	\$342,990							
Project BFB			\$342,990						\$342,990
<b>TOTAL REQUESTED FUNDS:</b>	<b>\$32,010</b>		<b>\$342,990</b>						<b>\$342,990</b>

\*Spent to Date is up to date as of 8/9/2022

**FUND 434—STORM DRAIN  
CAPITAL**

**Upgrade Storm Drain Lines - Whidbey Ave**

**PROJECT DESCRIPTION:** Replace approximately 670 LF of existing 15" and 18" CMP with 18" pipe, and 640 LF of 18" CMP with 24" pipe.

**PROJECT NEED:** The line surcharges and is under capacity. It is also outdated CMP pipe, which is not efficient. The pipe will be upgraded to fix these specific issues.

**DEVELOPMENT PLAN & STATUS:** N/A

**COST & FINANCING DATA:** The project will be funded by Storm Drain Operations.

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design: FY

Engineering/Design: FY 2023

Purchase/Construction: FY 2023

Estimated Completion: FY 2023

COST ASSUMPTIONS	
Engineering Services	\$100,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$200,000
Subtotal:	\$300,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$300,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Storm Drain Operations	-	\$300,000							
Project BFB			\$300,000						\$300,000
<b>TOTAL REQUESTED</b>	-		\$300,000						\$300,000

\*Spent to Date is up to date as of 8/9/2022

## 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	
Engineering Services	\$ -
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$920,300
Subtotal:	\$920,300
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$920,300</b>

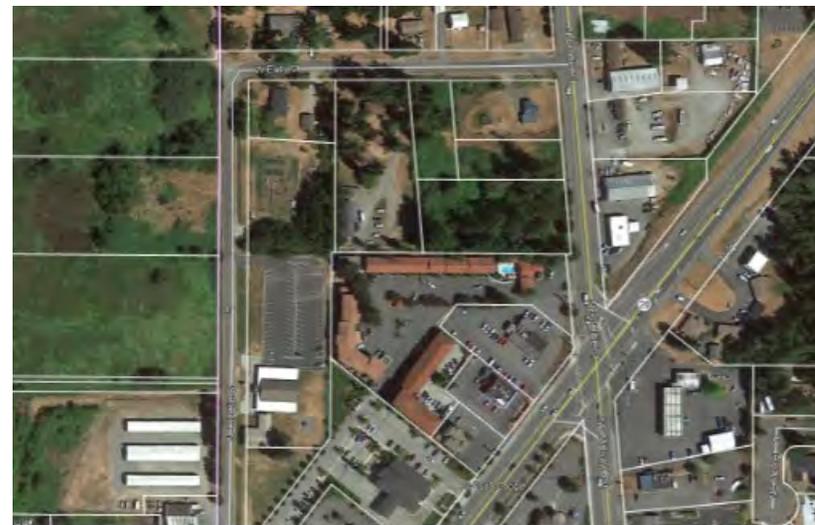
**ESTIMATED PROJECT & PURCHASE TIMELINE**

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Storm Drain Operations	\$317,623	\$603,677							
Project BFB				\$150,000					\$150,000
<b>TOTAL REQUESTED FUNDS:</b>	\$317,623	More avail		\$150,000					\$150,000

\*Spent to Date is up to date as of 8/9/2022

**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.

## FUND 434—STORM DRAIN CAPITAL

### West Side Outfall Pump Feasibility Study

**ESTIMATED PROJECT & PURCHASE TIMELINE**

Pre-Design/Feasibility: **FY 2025**

Engineering/Design: **FY**

Purchase/Construction: **FY 2025**

Estimated Completion: **FY 2025**

COST ASSUMPTIONS	
Engineering Services	\$ -
Other Professional Services	\$100,000
Machinery & Equipment	\$ -
Construction Services	\$ -
Subtotal:	\$100,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$100,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Storm Drain Operations	-	\$100,000							
Project BFB					\$100,000				\$100,000
<b>TOTAL REQUESTED FUNDS:</b>	-				\$100,000				\$100,000

\*Spent to Date is up to date as of 8/9/2022

**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	
Engineering Services	\$30,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$200,000
Subtotal:	\$230,000
Contingency Fees	\$ 20,000
<b>TOTAL:</b>	<b>\$250,000</b>

## FUND 440—MARINA CAPITAL

### Marina Additional Improvements

#### ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023

Purchase/Construction: FY 2023

Estimated Completion: FY 2023



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Marina			\$250,000						\$250,000
<b>TOTAL REQUESTED FUNDS:</b>			\$250,000						\$250,000

\*Spent to Date is up to date as of 8/9/2022

**PROJECT DESCRIPTION/NEED:** As part of the due diligence to purchase the boat yard at the south end of the marina parking lot, the existing buildings will be inspected to ensure that they are in good shape and do not need any major repairs.; A business plan will be written to help identify the best operating business model; And a phase I and II environmental survey will be completed. This survey will identify any pollution or toxins that may be in the boat storage area of the property. Once completed, we will purchase the boat yard at the south end of the marina parking lot.

**DEVELOPMENT PLAN & STATUS:** The development plan would be as follows: 1. Obtain a Marina Advisory Committee recommendation. 2. Obtain City Council approval. 3. Hire a company to complete the building inspection, write a business plan, complete the phase I and II environmental survey. 4. Negotiate sale price with Klaus family for small piece of property in storage area. Negotiate sale price with Mr. Dahl for the sale of the business. This project is contingent on the City executing a contract with Island County for the \$675,000 grant, all due diligence results being favorable for the City and successful negotiation of sales prices with the Klaus family and Mr. Dahl.

**COST & FINANCING DATA:** Project will be completely funded by Marina Rates and Grants

## FUND 440—MARINA CAPITAL

### Marina Boat Yard Acquisition

#### ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY

Purchase/Construction: FY 2021-2023

Estimated Completion: FY 2023



COST ASSUMPTIONS		
Engineering Services		\$ -
Other Professional Services		\$75,000
Machinery & Equipment		\$675,000
Construction Services		\$ -
	Subtotal:	\$750,000
Contingency Fees		\$ -
	<b>TOTAL:</b>	<b>\$750,000</b>

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO DATE	BFB-memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Marina Rates	-	\$75,000							
ICRED Grant (secured)			\$675,000						\$675,000
Project BFB			\$75,000						\$75,000
<b>TOTAL REQUESTED FUNDS:</b>	-		\$750,000						\$750,000

\*Spent to Date is up to date as of 8/9/2022

**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

## FUND 440—MARINA CAPITAL

### F Dock Storm Damage Repair-Phase 3

#### ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY

Engineering/Design: FY 2023

Purchase/Construction: FY 2023

Estimated Completion: FY 2023

COST ASSUMPTIONS	
Engineering Services	\$30,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$225,000
Subtotal:	\$255,000
Contingency Fees	\$ -
<b>TOTAL:</b>	<b>\$255,000</b>



REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS							6 YR TOTAL
	SPENT TO DATE	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
Marina	\$25,000							
Insurance Proceeds	\$5,000	\$225,000						\$225,000
<b>TOTAL REQUESTED FUNDS:</b>	<b>\$30,000</b>	<b>\$225,000</b>						<b>\$225,000</b>

\*Spent to Date is up to date as of 8/9/2022

**PROJECT DESCRIPTION:** The first step in the dredging process is to complete a pre-design 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 pre-design study.

**COST & FINANCING DATA:** The project will be funded by an unsecured grants, bonds and Marina Reserves.

## FUND 440—MARINA CAPITAL

### Marina Dredging Pre-Design Study & Dredging

#### ESTIMATED PROJECT & PURCHASE TIMELINE

Pre-Design: FY 2022

Engineering/Design: FY 2022-2025

Purchase/Construction: FY 2022-2025

Estimated Completion: FY 2025



COST ASSUMPTIONS	
Engineering/Pre-Design Services	\$400,000
Other Professional Services	\$ -
Machinery & Equipment	\$ -
Construction Services	\$ 4,300,000
Subtotal:	\$4,700,000
Contingency Fees	\$ 100,000
<b>TOTAL:</b>	<b>\$4,800,000</b>

REVENUE SOURCE	FISCAL YEAR FUNDING REQUESTS								
	SPENT TO	BFB-Memo	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 YR TOTAL
Rates	-	\$150,000							
Bonds					\$4,500,000				\$4,500,000
Grants-ARPA Expected Expenditure 2022	\$150,000								
BFB			\$150,000						\$150,000
<b>TOTAL REQUESTED FUNDS:</b>	<b>\$150,000</b>		<b>\$150,000</b>		<b>\$4,500,000</b>				<b>\$4,650,000</b>

\*Spent to Date is up to date as of 8/9/2022

## 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
<b>Total</b>	<b>\$50,225,000</b>

### 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
7 <sup>th</sup> 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
<b>Total</b>	<b>\$34,556,000</b>

### Table D.3 Wastewater System (Enterprise Funded)

Projects	Total Project Costs
Goldie Road Sewer Expansion Phase 2	\$2,350,000
<b>Total</b>	<b>\$2,350,000</b>

**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: Phases I 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
<b>Total</b>	<b>\$19,738,000</b>

**Table D.5 Stormwater System (Enterprise Funded)**

Projects	Total Project Costs
Freund Marsh Stormwater Improvements	\$238,000
<b>Total</b>	<b>\$238,000</b>

**Table D.6 General Government**

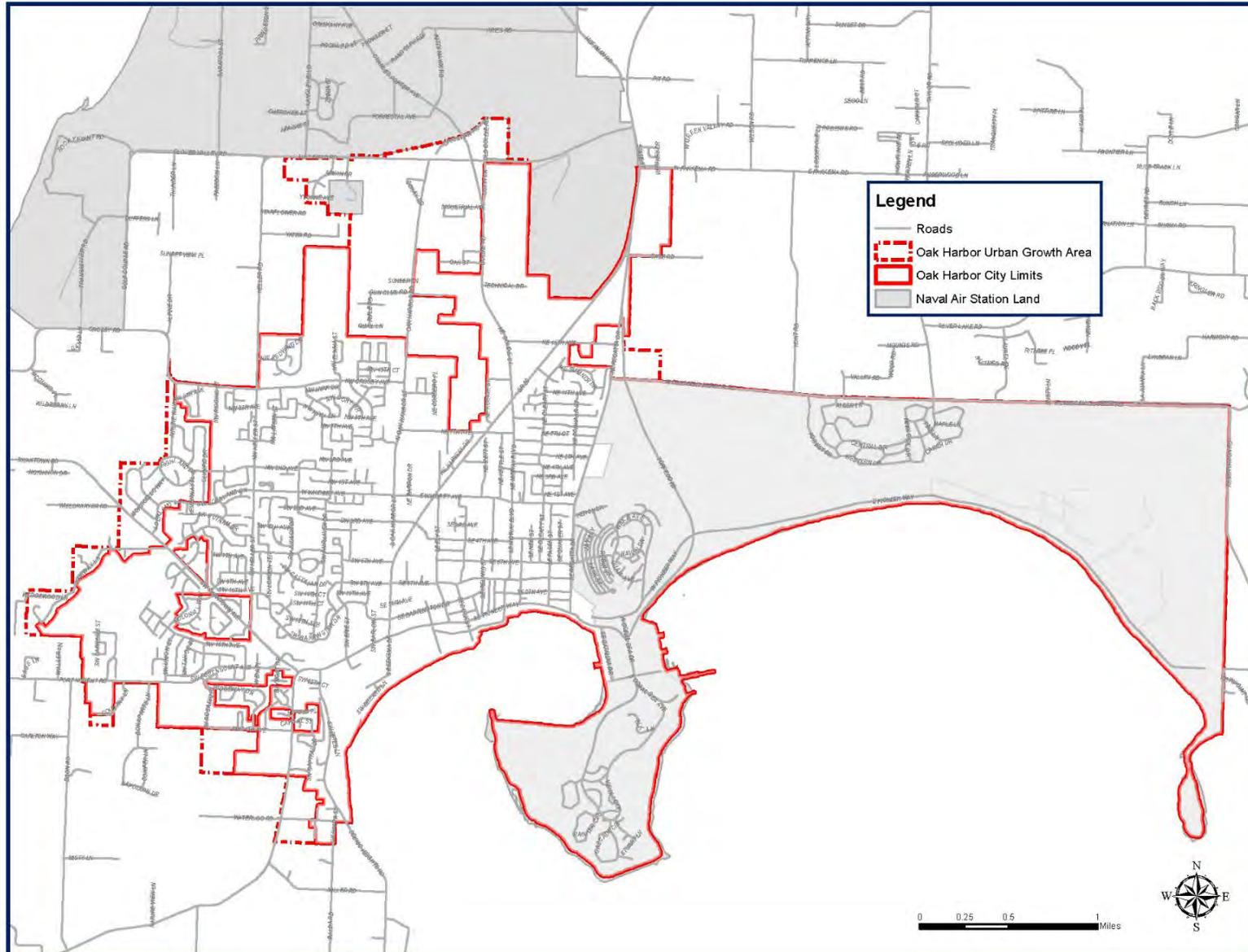
Projects	Total Project Costs
New Senior Center	\$5,200,000
Special Events Center	\$10,030,000
<b>Total</b>	<b>\$15,230,000</b>

**Table D.7 Marina (Enterprise Funded)**

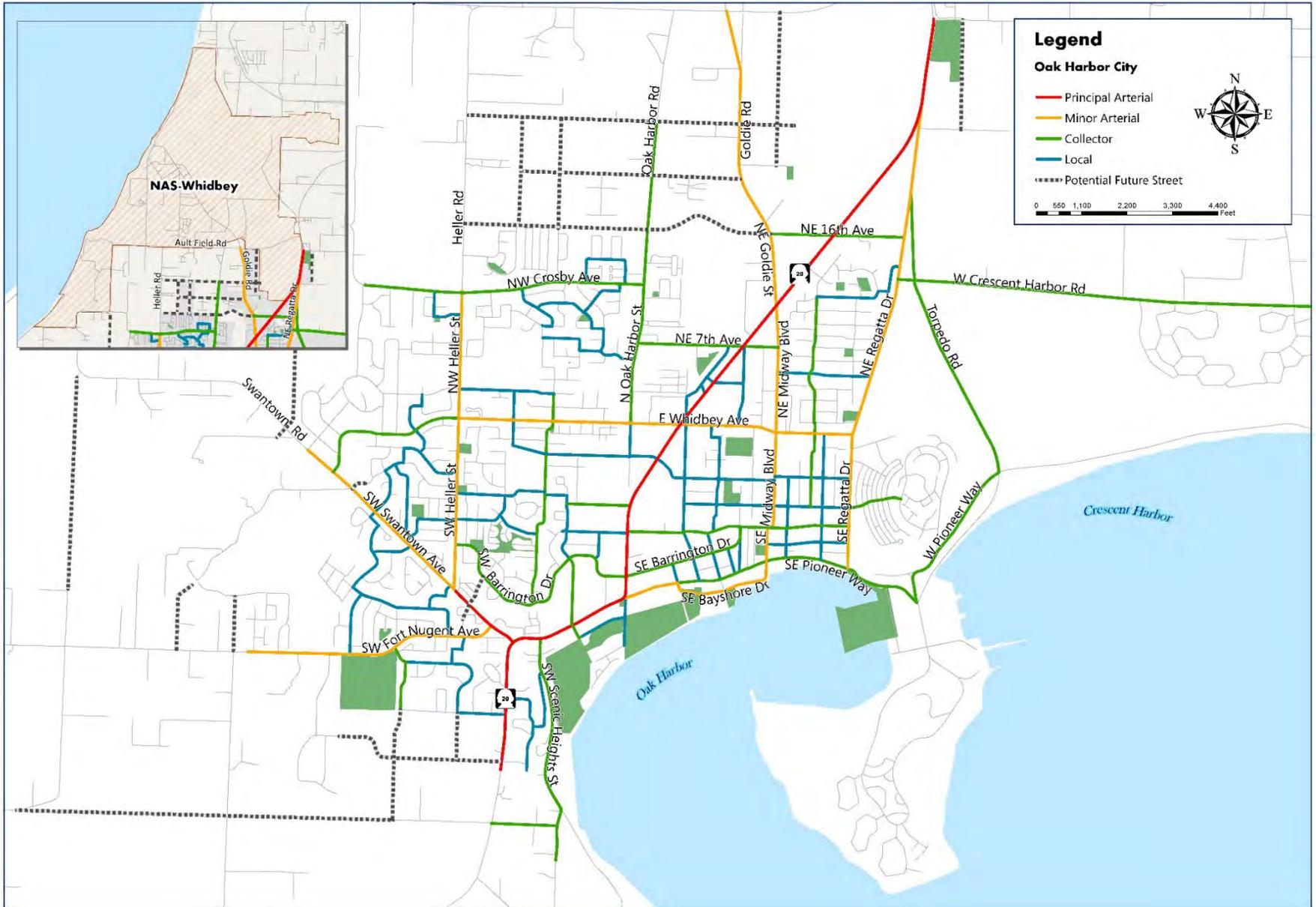
Projects	Total Project Costs
Marina Redevelopment	\$16,285,745
<b>Total</b>	<b>\$16,285,745</b>

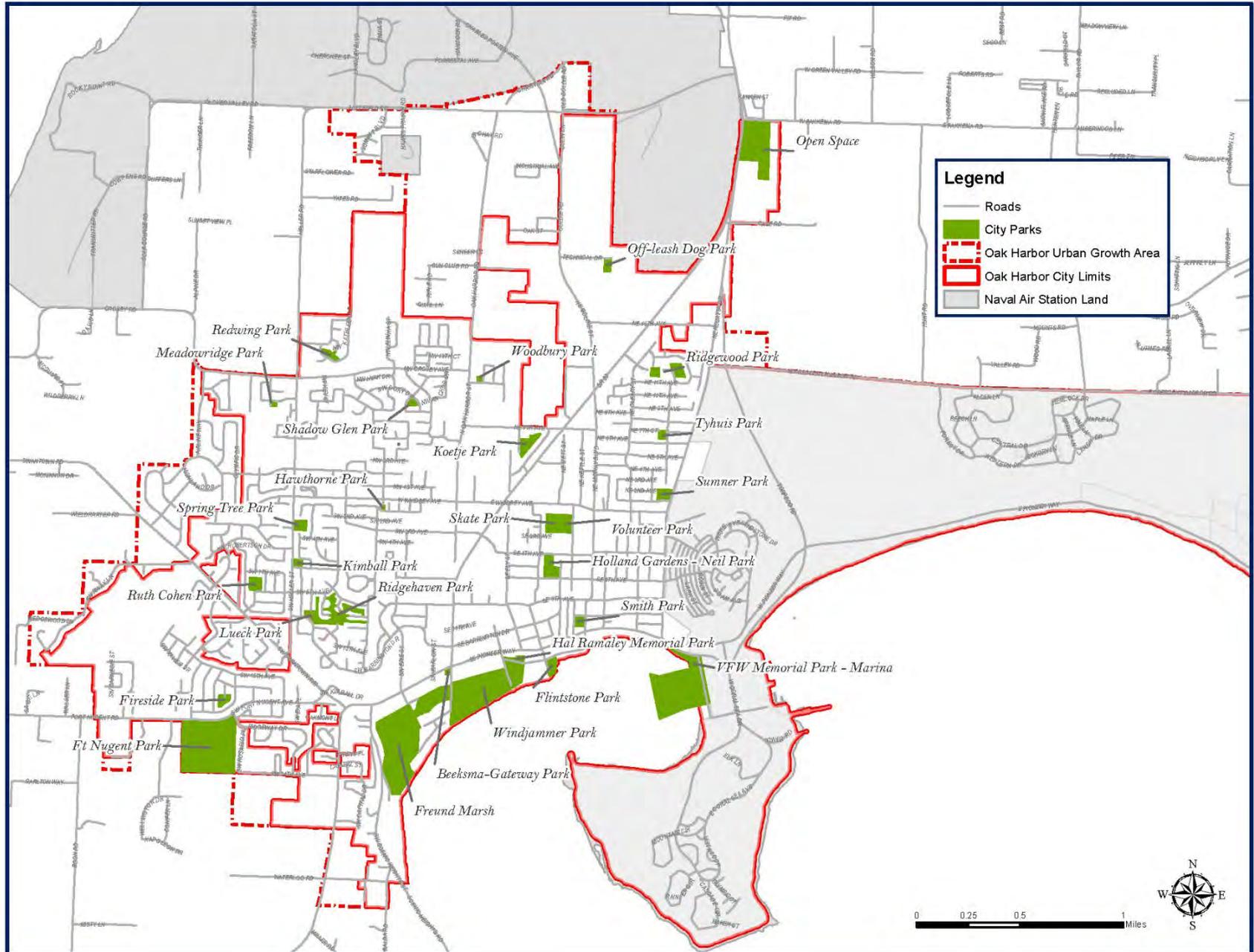
## Appendix E • Maps

Map I. City of Oak Harbor Boundaries

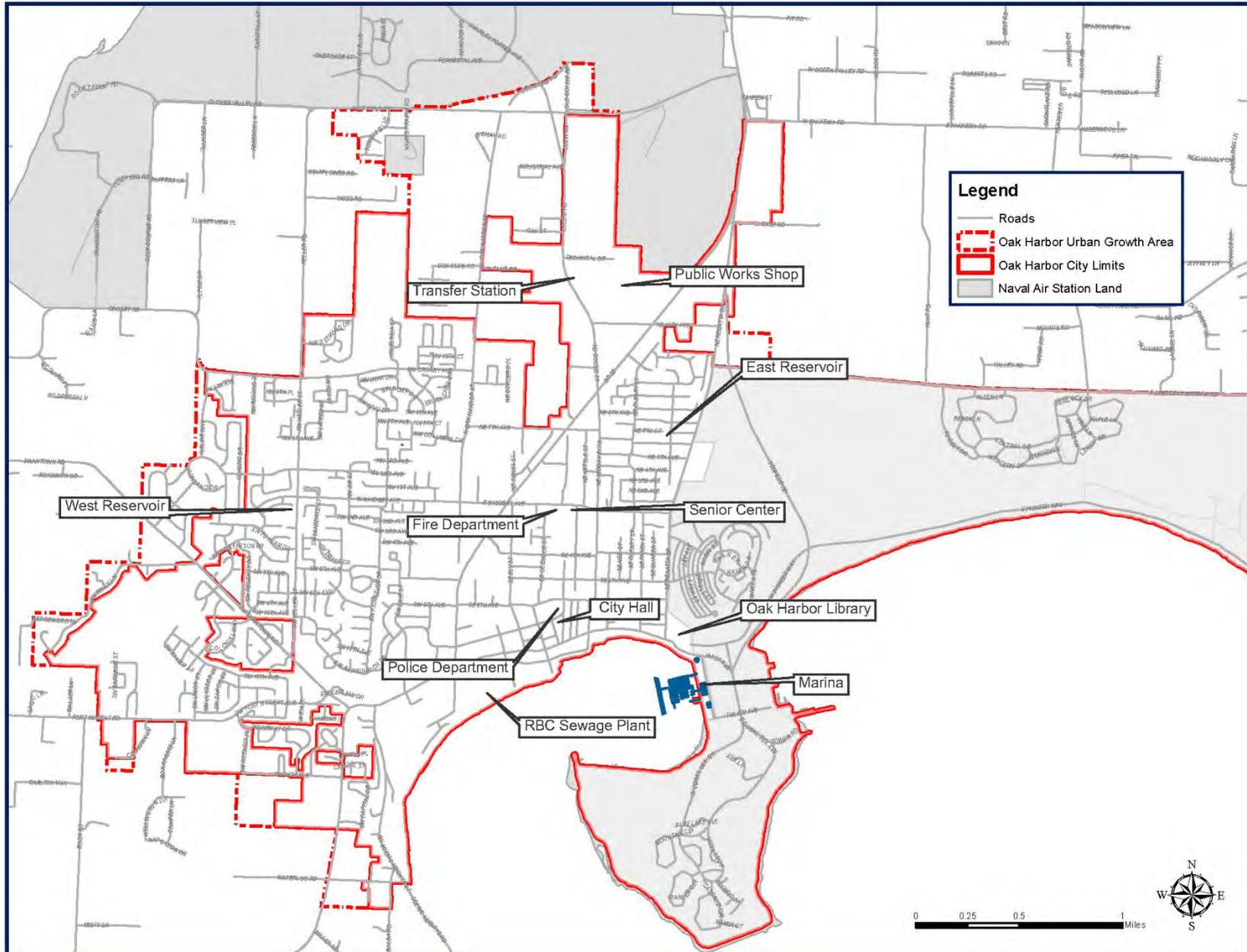


Map 2. City of Oak Harbor Street Classification

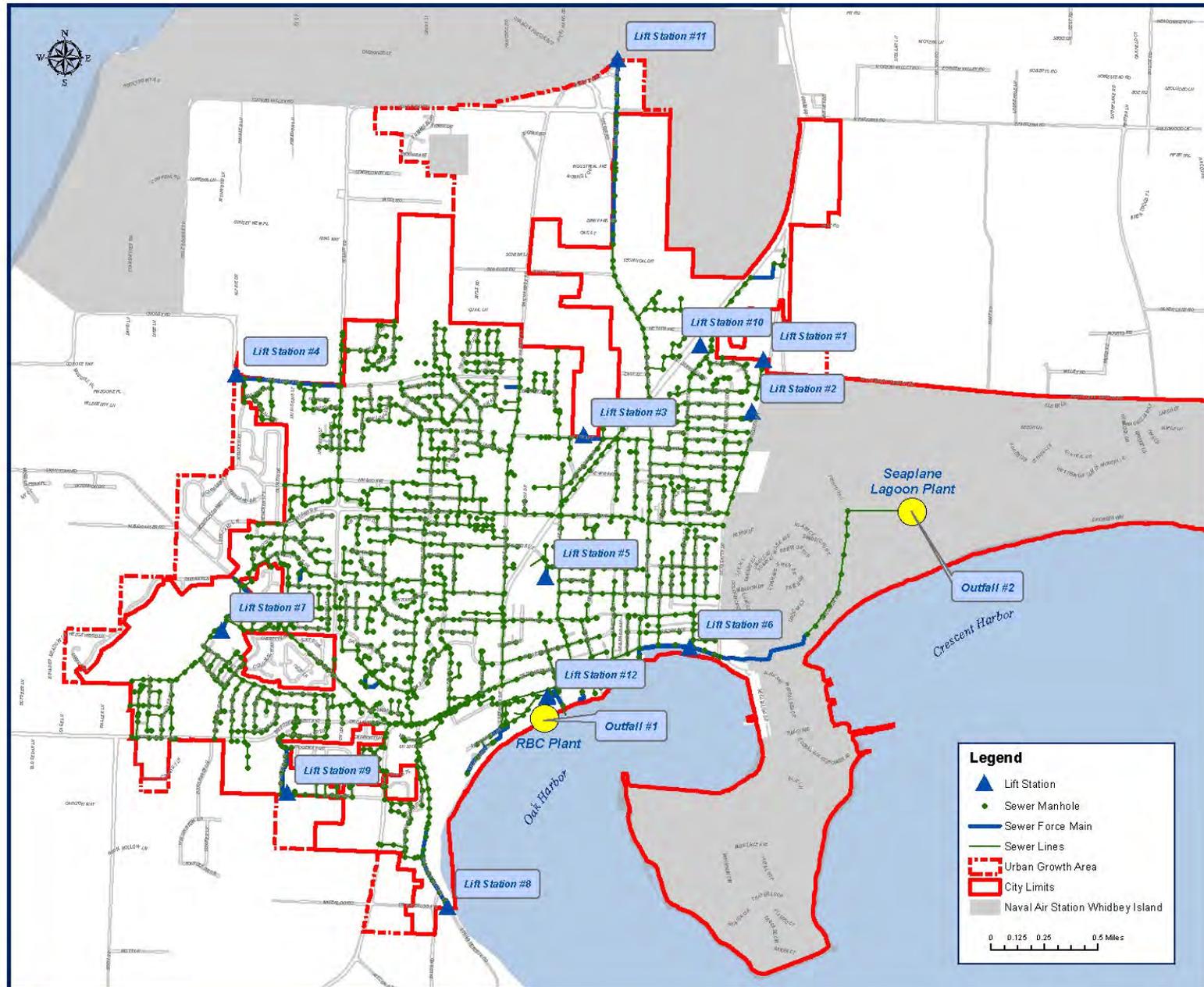




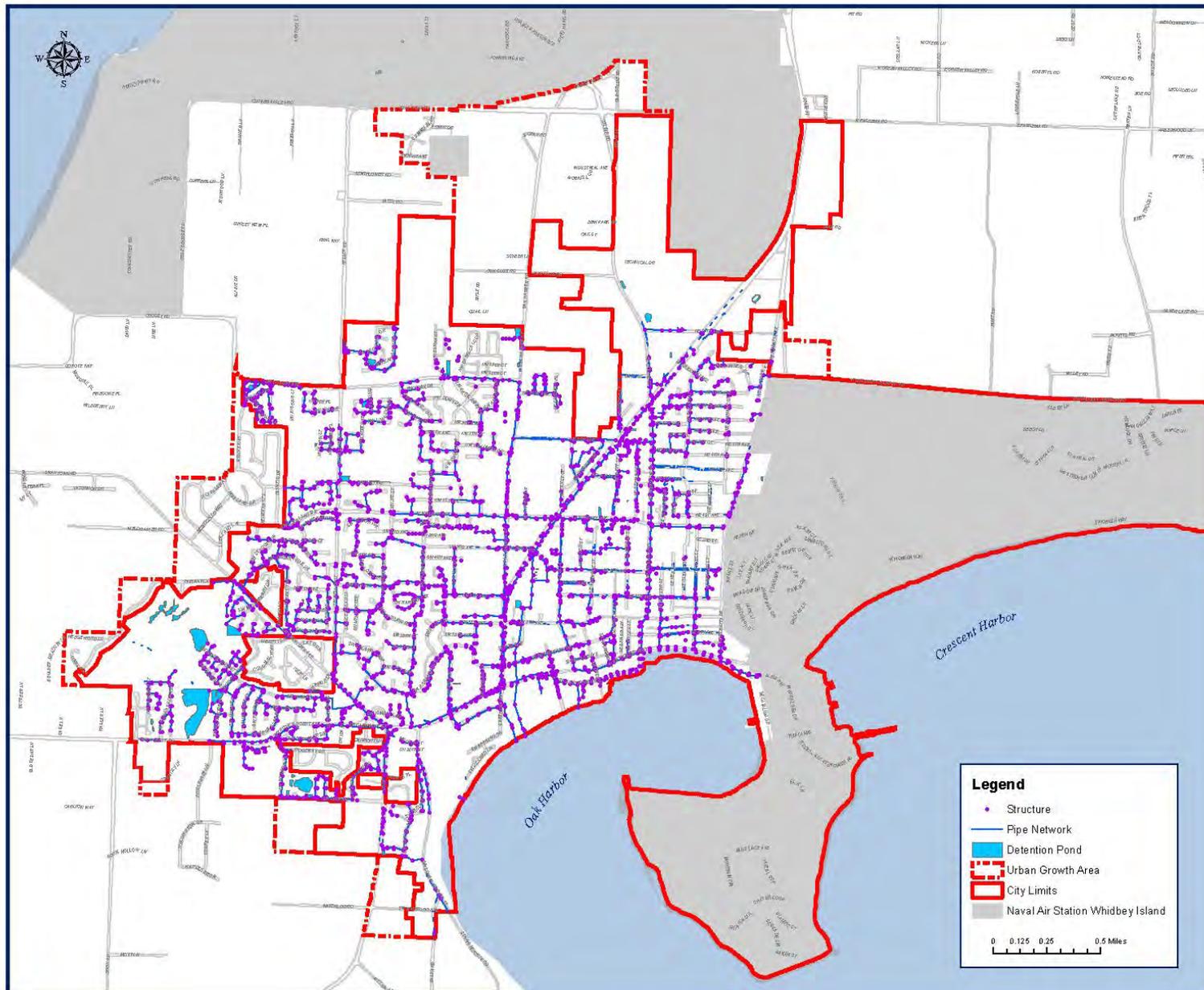
Map 4. City of Oak Harbor Public Facilities Inventory



Map 5. Existing Wastewater Collection System, City of Oak Harbor Comprehensive Sewer Plan



Map 6. Existing Stormwater System



Map 7. Existing Water System

